ANATOLIA III

MAJOR ROADS, SEWER FORCE MAIN, AND WATER TRANSMISSION MAIN PROJECTS

Mitigated Negative Declaration

City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

August 2005

3121 Gold Canal Drive
Rancho Cordova, CA 95670
(916) 942-0222
Fax (916) 853-1691
www.cityofranchocordova.org

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION/INITIAL STUDY FOR
THE ANATOLIA III MAJOR ROADS, SEWER FORCE MAIN, AND WATER TRANSMISSION MAIN
PROJECTS #RC O3-003

August 25, 2005

LEAD AGENCY: City of Rancho Cordova Public Works Department
Elizabeth Sparkman, 916-942-0235
3121 Gold Canal Drive
Rancho Cordova, CA 95670

PROJECT TITLE: Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects

PROJECT LOCATION: The proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects (hereafter referred to as "the projects") consist of capital improvements to Sunrise Boulevard from Chrysanthy Boulevard to approximately 1,000 feet south of Kiefer Boulevard, the portion of Kiefer Boulevard from Sunrise Boulevard east to Jaeger Road, the portion of Jaeger Road from Kiefer Boulevard north to Chrysanthy Road, and the portion of Chrysanthy Boulevard from Jaeger Road to approximately 3,000 feet west.

PROJECT DESCRIPTION: The proposed projects are divided into three specific capital improvement projects. The Major Roads project proposes improvements to Sunrise Boulevard and the construction of portions of Kiefer Boulevard and Jaeger Boulevard. The Sewer Force Main project proposes the installation of a sewer force main under Kiefer Boulevard to Jaeger Road, along Jaeger Road to Chrysanthy Boulevard, and along a portion of Chrysanthy Boulevard. The Water Transmission Main project proposes the installation of a water main under parts of Sunrise Boulevard and Kiefer Boulevard.

FINDINGS/DETERMINATION: The City has reviewed and considered the proposed projects and have determined that the projects will not have a significant effect on the environment, with substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a Mitigated Negative Declaration for these projects. The MND is tiered off of the SDCP/SRSP EIR and Anatolia Major Subdivision MND.

PUBLIC REVIEW PERIOD: A 20 day public review period for the Mitigated Negative Declaration/ Initial Study will commence on **August 25 2005 through September 13, 2005** for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration/ Initial Study must be received at the above address within the public review period. Copies of the Mitigated Negative Declaration/Initial Study are available for review at the above address.

MITIGATED NEGATIVE DECLARATION
FOR
ANATOLIA III
MAJOR ROADS, SEWER FORCE MAIN, AND WATER TRANSMISSION MAIN PROJECTS
CITY OF RANCHO CORDOVA, CALIFORNIA

THE CITY OF RANCHO CORDOVA
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Phone 916.942.0223
Fax 916.853.1680

AUGUST 2005

TABLES

FIGURES

1.0 Introduction

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects. This MND has been prepared in accordance with the CEQA, Public Resources Code Sections 21000 *et seq*., and the CEQA Guidelines.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an Environmental Impact Report (EIR) must be prepared if the Initial Study indicates that the proposed 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."

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

In June 2002, the Sacramento County Board of Supervisors certified a Master EIR for the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP). The Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects are mentioned in general in the SDCP/SRSP Master EIR, though project specific impacts due to these projects were not identified or mitigated. A Master EIR is intended to provide a detailed environmental review of plans and programs upon which the approval of subsequent related development proposals can be based. A Master EIR must, to the greatest extent feasible, evaluate the cumulative impacts, growth-inducing impacts and irreversible significant effects on the environment of specific, subsequent projects. The review of subsequent projects that have been described in the Master EIR can be limited to the extent that the Master EIR has already reviewed project impacts and set forth mitigation measures (see Public Resources Code Section 21156.)

A Master EIR enables a lead agency to perform limited environmental review of subsequent projects proposed within five years of certification of the Master EIR, in accordance with the following requirements:

- The lead agency for the subsequent project is the lead agency or any responsible agency identified in the Master EIR.

- The lead agency prepares an Initial Study that analyzes (1) whether the subsequent project may cause any significant effect on the environment that was not examined in the Master EIR, and (2) whether the subsequent project was described in the Master EIR as being within the scope of the project.

- If the lead agency determines that a subsequent project will have no significant effect on the environment not previously identified in the Master EIR and that no new or additional mitigation measures or alternatives may be required, no new environmental document may be required. However, the lead agency must make a written finding that the subsequent project is within the scope of the project covered by the Master EIR, and must incorporate all feasible mitigation measures or feasible alternatives set forth in the Master EIR that are appropriate to the project.

- If the lead agency determines that a subsequent project may have an additional significant effect on the environment that was not identified in the Master EIR, the lead agency must prepare either a mitigated negative declaration, an EIR or a focused EIR. (Pub. Resources Code, § 21157.1.)

The SDCP/SRSP Master EIR was "tiered" from the Sacramento County General Plan Update EIR and, as noted above, is a Master EIR upon which the environmental review for future development projects within the planning area, such as the Preserve at Sunridge project, may rely. Subsequent projects expected to be within the scope of the SDCP/SRSP Master EIR would include future planning/development approvals for properties within the Community Plan area that are consistent with the permissible development densities and intensities established by the Community Plan, such as the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects, studied in this Initial Study.

In addition to the rules governing the preparation and use of master EIRs, other provisions of the California Environmental Quality Act govern site-specific review of the project at hand. Public Resources Code Section 21083.3 limits CEQA review of certain projects consistent with an approved general plan, community plan, or zoning action for which an EIR was prepared to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects are qualified projects pursuant to Section 21083.3 (a), which provides in pertinent part:

> *(a) "If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an Environmental Impact Report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report.*
>
> *(b) If a development project is consistent with the general plan of a local agency and an Environmental Impact Report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior*

Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report."

CEQA Guidelines Section 15183 provides guidance on the criteria to be used in making a determination as to whether Section 21083.3 will apply. Specifically, Guideline Section 15183, subdivision (b), provides as follows:

(c) "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, and

(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."

Guideline Section 15183, subdivision (f), provides guidance as to certain categories of effects that, as a matter of law, are not considered "peculiar" to a project. This provision states in part as follows:

(f) "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect."

This Initial Study for the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects summarizes the findings of the County relating to the prior EIR and how the criteria set forth in Guidelines Section 15183 are applicable.

The SDCP/SRSP Master EIR studied the environmental effects of the approval of a General Plan Amendment, Community Plan Amendment, adoption of the Sunridge Specific Plan, Rezone, Zoning Ordinance Amendment, General Plan Transportation Diagram Amendments, 2010 Bikeway Master Plan Amendments, Large Lot Tentative Subdivision Map and an Amendment to existing Williamson Act contracts. The SDCP/SRSP Master EIR considered such changes in the context of the SDCP/SRSP project area, taking into consideration the overall impacts of the development of the entire area. The SDCP/SRSP Master EIR identified a number of potentially significant impacts associated with the development of the Community Plan, including some that could not be feasibly mitigated to less than significant levels. In approving the SDCP/SRSP project, the Sacramento County Board of Supervisors 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 significant and unavoidable based on both project specific and cumulative impacts:

- Wetland impacts
- Special status species impacts
- Certain traffic impacts
- Certain air quality impacts

Impacts deemed potentially significant and mitigable:

- Construction-related impacts
- Land use compatibility
- Rendering plant compatibility
- General Plan consistency
- Transit service
- Sewer service development
- Groundwater Impacts
- Drainage
- Certain traffic impacts
- Certain air quality impacts
- Certain biological impacts
- Traffic noise

The section entitled "Summary of Impacts and Their Disposition," beginning on page 17.1of the SDCP/SRSP Master EIR, provided a summary of the findings leading to the conclusions of significance for each of the categories listed above. In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and the relative impact of the subject project in each of those categories is provided in this Initial Study for the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects.

The Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Initial Study hereby incorporates the SDCP/SRSP Master EIR by reference. The SDCP/SRSP project received final approval on July 17, 2002. The Sacramento County Board of Supervisors certified the SDCP/SRSP Master EIR as adequate and complete on June 19, 2002. As noted earlier, the SDCP/SRSP EIR is a Master EIR, and the discussions of general issues included in it are in some cases applicable to the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova (the City) will serve as lead agency for the proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and draft Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects.

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 projects;

- **3.0 Environmental Setting, Impacts and Mitigation Measures -** Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," or "potentially significant unless 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 -** Includes a discussion of cumulative impacts of these projects.

- **5.0 Determination -** Provides the environmental determination for the projects;

- **6.0 Report Preparation and Consultations -** Identifies staff and consultants responsible for preparation of this document, persons and agencies consulted, and references.

- **7.0 References –** List of references used to prepare the MND.

1.4 ASSUMPTIONS

Rancho Cordova became an incorporated city on July 1, 2003. The City is currently in the process of preparing a Draft General Plan/Draft Environmental Impact Report (DEIR) consistent with state planning and zoning law and the California Environmental Quality Act.

While the General Plan/DEIR process is underway, the City has adopted a Vision Book, Draft Land Use Map Book, and Circulation Plan. The Vision Book establishes the conceptual vision of the City and reflects the compilation of ideas from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas that relate to specific sites and issues, as well as ideas that are more conceptual in nature. The Circulation Plan describes the basic roadway, bikeway, transit, and pedestrian system that will form the backbone of the City as it develops. The General Plan Land Use Map combine geographical areas of the City with generalized and specific land use designations to guide the City's future development patterns. The intent of the General Plan Land Use Map is to establish a variety of new land use designations that reflect more mixed, and in some cases, a higher density of development envisioned for the City. These mixed-use categories provide for residential, commercial, and office uses all on a single site. Per Government Code §65360(b), new development proposals and actions by the City will be examined for their consistency with these interim policies and standards. The Vision Book, Draft Land Use Book and Map, and Circulation Plan also have been included for further study and evaluation in the City's Draft General Plan/DEIR.

If To the extent the City adopts, notices, publishes or makes available to decisionmakers and the public new conceptual policies, standards or proposals, those policies will be deemed to be General Plan proposals under consideration or study consistent with Gov. Code Section 65360(b), and proposed projects will be measured against those new proposals rather than inconsistent provisions in other interim City policies and the Sacramento County General Plan (See Rancho Cordova City Council Resolution No. 89-2005 adopted on July 18, 2005). The Sacramento County General Plan was adopted in 1993 and is currently undergoing an update.

The proposed projects were anticipated in the SDCP/SRSP Master EIR as well as within the Anatolia Subdivisions and Development Agreement MND. However, certain project specific impacts were not analyzed or mitigated fully in these previous documents.

2.0 Project Description

2.1 PROJECT LOCATION AND EXISTING CONDITIONS

The proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects (hereafter referred to as "the projects") consist of capital improvements to Sunrise Boulevard from Chrysanthy Boulevard to approximately 1,000 feet south of Kiefer Boulevard, the portion of Kiefer Boulevard from Sunrise Boulevard east to Jaeger Road, the portion of Jaeger Road from Kiefer Boulevard north to Chrysanthy Road, and the portion of Chrysanthy Boulevard from Jaeger Road to approximately 3,000 feet west. See **Figure 1** and **Figure 2** for the regional location of the projects. The proposed improvements are all within the City of Rancho Cordova (the City) limits.

Sunrise Boulevard currently consists of one paved northbound lane and one paved southbound lane. Land uses surrounding the Sunrise Boulevard portion of the projects include low-density and high-density residential, commercial, natural resources, parks and open space to the east, and public/quasi public and commercial mixed use to the west. Currently, land immediately adjacent to the roadway consists of graded soil and a wetland preserve to the east. The west side of the roadway consists of vegetated drainage ditches and the Folsom South canal.

The portion of Kiefer Boulevard to be affected by the proposed projects is an unimproved strip of open space between Jaeger Road and Sunrise Boulevard. Land uses surrounding Kiefer Boulevard include light industry, low-density residential and natural resources. Currently, the property immediately adjacent to Kiefer Boulevard consists of vegetated drainage ditches on both sides of the roadway right-of-way.

Jaeger Road is a City maintained dirt and gravel road between Douglas Boulevard and Kiefer Boulevard. Proposed construction includes the portion of the road from Chrysanthy Boulevard to Kiefer Boulevard. Land uses surrounding the Jaeger Road portion of the project include light industry, low-density residential, and estate residential. The property to the east of the existing Jaeger Road consists of natural undeveloped wetlands.

2.2 PROJECT BACKGROUND AND FUNDING

The Circulation Plan, adopted by the City on May 16, 2005, established several roadway improvements, some of which were identified as mitigation for the traffic generated from development of the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) area. These improvements call for the widening of Sunrise Boulevard and the construction of Kiefer Boulevard and Jaeger Road.

The cost of the roadway portion of the projects would be funded through a combination of the SDCP/SRSP Public Facilities Financing Plan and District 3 County Roadway and Transit fees, which includes fees from other area developments and other county sources. The cost of the Sewer Force Main project would be funded through the SDCP/SRSP Public Facilities Financing Plan. The cost of the Water Transmission Main would be funded by a combination of the SDCP/SRSP Public Facilities Financing Plan and Sacramento County Water Authority (SWCA) water fees.

2.3 PROJECT PURPOSE AND OBJECTIVES

The proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects are outlined within the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement Mitigated Negative Declaration (MND). The guiding policies of the SDCP/SRSP Master EIR as they relate to transportation and circulation and the provision of public facilities are as follows:

- Provide a safe, efficient, and convenient circulation system for motorists, cyclists, and pedestrians and provide for transportation modes appropriate to authorized land uses;
- To the extent practical, minimize traffic congestion on city streets;
- Maintain traffic safety; and,
- Provide public facilities and services at levels of service identified by the Sacramento County General Plan and coordinated with the timing of development.

The transportation guiding policies developed for the SDCP/SRSP were derived from the main goal of the Sacramento County General Plan Circulation Plan, Section 5, Transportation Policy Plan, which states:

> *"A balanced transportation system that moves people and goods in a safe and efficient way that minimizes environmental impacts, that is supported by urban land uses, and that serves rural needs."*

The public facilities guiding policies developed for the SDCP/SRSP were derived from the main goal of the Sacramento County General Plan Public Facilities Element, Section 2, Wastewater Collection and Treatment, which states:

> *"A safe, efficient, and environmentally sound public sewer system and treatment facility serving all urban development."*

The intent of the projects is to fulfill the objectives of the SDCP/SRSP by providing for interim roadway capacity needs to serve the Anatolia subdivisions and other planned projects in the plan area. The specific objectives of the proposed projects are listed below:

- Provide improved roadway access along Sunrise Boulevard, Kiefer Boulevard and Jaeger Road;
- Accommodate the needs of bicyclists and pedestrians;
- Plan for future transit service;
- Provide safe corridors for pedestrians;
- Provide a sewer force main to serve the Anatolia III subdivision and other subdivisions in the project area;
- Provide for installation of future utility services; and,
- Provide water service to the Anatolia III subdivision.

The proposed projects would include roadway improvements to support increased Levels of Service (LOS) on roadways as a result of development of the SDCP/SRSP plan area. The Major Roads project consists of approximately 3.88 linear miles of roadway and includes road construction and roadway widening. The Sewer Force Main project includes the installation of approximately 1.34 miles of sewer force main within the roadway right-of-way. The Water Transmission Main project would install approximately 1.82 miles of water main within the roadway right-of-way. See **Figure 3** and its accompanying subfigures for details on major road locations and project boundaries.

2.4 PROJECT CHARACTERISTICS

The proposed projects are divided into three specific capital improvement projects. The Major Roads project proposes improvements to Sunrise Boulevard and the construction of portions of Kiefer Boulevard and Jaeger Boulevard. The Sewer Force Main project proposes the installation of a sewer force main under Kiefer Boulevard to Jaeger Road, along Jaeger Road to Chrysanthy Boulevard, and along a portion of Chrysanthy Boulevard. The Water Transmission Main project proposes the installation of a water main under parts of Sunrise Boulevard and Kiefer Boulevard. All three projects fall within the same overall area of potential effect (APE) and are thus analyzed concurrently in this document. Any specific impacts from any one project within this document will be called out in the analysis in Section 3.0.

MAJOR ROADS PROJECT

The proposed major roads project is further divided into two phases of construction, the interim phase and the ultimate phase. While the interim phase and the ultimate phase are separated by an undetermined length of time, both phases will be confined within the roadway right-of-way and would have the same environmental impact. Therefore, both phases are analyzed in this document.

Interim Roadway Improvements

The interim phase of construction would widen Sunrise Boulevard from its current width of one lane each way to three lanes northbound and two lanes southbound while remaining in the existing roadway right-of-way. The portion of Sunrise to be widened starts approximately 1,016 feet south of Kiefer Boulevard to a point approximately 2,048 feet south of Justinian Drive. Roadway improvements will also be constructed along Sunrise Boulevard north of this point to Chrysanthy Boulevard. However, roadway construction north of this point is covered under a Notice of Exemption filed by the City on June 6, 2005 and under the Anatolia Subdivisions and Development Agreement Mitigated Negative Declaration, and is therefore not a part of this project. California Environmental Quality Act (CEQA) coverage granted by those other documents is depicted in **Figure 3** and **Figure 3A**. Kiefer Boulevard would be constructed from Sunrise Boulevard to Jaeger Road (also to be constructed). The interim phase of Kiefer Boulevard would consist of one lane westbound and one lane eastbound. The interim phase of Kiefer will be constructed on the northern portion of the roadway right-of-way and will include a sidewalk and landscaping on the northern side of the road, adjacent to the developed homes. Jaeger Road will be constructed from the eastern end of the Kiefer construction northward to Chrysanthy Boulevard (planned for future construction). Jaeger Road will also consist of one lane each way and a sidewalk with landscaping on the western side, adjacent to the developed homes. The initial phase of Jaeger Road will be constructed on the western portion of the roadway right-of-way. Attached sidewalks are planned for those portions of Kiefer Boulevard and Jaeger Road that lie adjacent to the wetland preserve. Striping and street lighting will be installed for all road portions of the project as well as new signaling for the intersection at Sunrise Boulevard and Kiefer Boulevard and the intersection of Sunrise Boulevard and Bosphorus Drive. See **Figure 3** and its accompanying subfigures for details on roadway improvement locations and project boundaries.

Ultimate Roadway Improvements

The ultimate phase of roadway construction includes widening Kiefer Boulevard to its ultimate width of two lanes eastbound and two lanes westbound with a landscaped median. This includes a sidewalk and landscaping for the southern side of the street. Also to be widened

under the ultimate phase is Jaeger Road. Jaeger Road will be widened from one lane each way to two lanes with a landscaped median, including accompanying landscaping and a sidewalk on the eastern side of the road. A single, bus-only express lane is proposed for the ultimate buildout of Jaeger road, which would bring the total number of lanes up to five. However, this may or may not occur. A decision as to whether or not to build the bus lane will be made at a later date and therefore the impacts of this fifth lane are included in the following environmental impact analysis. Ultimate improvements would fall within the roadway right-of-way and would therefore impact the same area as analyzed in this document. Attached sidewalks are planned for those portions of Kiefer Boulevard and Jaeger Road that lie adjacent to the wetland preserve. Any street lighting and striping not completed during interim improvements will be completed during the ultimate phase. Construction of the ultimate phase of roadway improvements will bring the roadways into compliance with City transportation planning.

SEWER FORCE MAIN PROJECT

The Sewer Force Main Project consists of the installation of an eight inch sewer force main under the road construction starting at the intersection of Kiefer Boulevard and Country Garden Drive, heading eastward along Kiefer Boulevard to Jaeger Road, northward along Jaeger Road to Chrysanthy Boulevard (planned), and then westward along Chrysanthy Boulevard for an additional 1,350 feet. An adjacent capital improvement project (proposed) would install a 36-inch sewer interceptor along the same portion of Chrysanthy Boulevard, at an average depth of 30 feet, well below the level of the eight-inch force main. This sewer interceptor would be the final installation to supply wastewater service to the area and would render the sewer force main along Chrysanthy Boulevard unnecessary. Therefore, if the 36-inch sewer interceptor were constructed first, the portion of the eight-inch sewer force main along Chrysanthy Boulevard would not be constructed. If the eight-inch sewer force main were installed first, the portion along Chrysanthy Boulevard would be abandoned upon installation of the 36-inch interceptor. Both sewer installations would be within the area of potential effect for the proposed projects analyzed in this document and would have identical impacts on the environment. Therefore, they are both considered in the following impact analyses in Section 3.0 of this document. All sewer improvements to be installed under this project lie within the roadway right-of-way and the major roads area of potential effect. See **Figure 4** and its accompanying subfigures for details on sewer improvement locations. The sewer force main is to be constructed prior to interim roadway improvements in order to prevent impacts to the roadway from excavation and installation of the sewer force main and to meet the preferences of County Sanitation District 1 (CSD-1).

The sewer force main will be installed using the open cut method, which consists of an open trench in which the line is installed and then buried using the material excavated for the trench. Excess soil left after installation of the sewer force main will be used for fill during the Major Roads project. For those locations where the sewer force main will cross any wetlands, potentially impacting them, the bore and jack method of installation would be used. The bore and jack method requires the excavation of a pit down to the depth of the pipe (and beyond by one to two feet) where a machine is then lowered into the pit and used to push a metal casing through the soil. Once the casing is pushed through to a receiving pit, any voids outside the casing will be sealed using pressure grouting and the sewer force main will be installed within the casing.

WATER TRANSMISSION MAIN PROJECT

The Water Transmission Main project consists of the construction of an 18-inch water transmission main under Sunrise Boulevard from approximately 1,080 feet north of Bosphorus Drive south to

Kiefer Boulevard, a 12-inch water transmission main under Kiefer Boulevard eastward for approximately 730 feet, and a 24-inch water transmission main from that point eastward to Country Garden Drive in the Anatolia III Subdivision (planned). Additional 12-inch water connections to the Anatolia Subdivisions will be constructed at Bosphorus Drive, Justinian Drive, and Crystal Cove Drive. See **Figure 5** and its accompanying subfigures for details on the water main location. The water transmission main is to be constructed under the roadway right-of-way and within the Major Roads project construction area of potential effect. Therefore the environmental impacts of this project are identical to those of the other projects in this document. The water transmission main is to be installed prior to interim roadway improvements in order to prevent impacts to the roadway from excavation and installation of the water main and to meet the preference of the SWCA. The entire water transmission main will be installed using the open cut method as discussed in the Sewer Force Main Project above. Excess soil remaining after installation of the water transmission main will be used as fill material for the Major Roads project.

CONSTRUCTION METHODS

For the majority of the Sewer Force Main and Water Transmission Main projects, standard open cut trenching will be used to install the pipelines. However, wetlands exist along most of the length of the projects and necessitate additional methods for the Sewer Force Main installation. See **Figure 6** and its accompanying sub-figures for locations of wetlands along the construction area of effect, as well as identification of the types of wetlands existing on the site. Installation of the sewer force main under wetlands is to be implemented using the bore and jack method to avoid any impacts to wetlands along the route. Bore and jack installation allows the applicant to install the pipeline below the clay lens which makes up the bottom of the wetlands, therefore avoiding any impacts to those wetlands. Locations of bore and jack operations are depicted on **Figure 4**. **Table 1** corresponds to those pits shown in **Figure 4C**, **Figure 4D**, and **Figure 4E** and lists the locations of the bore and jack pits as well as their respective approximate depths. Impacts to any wetlands from the proposed projects are addressed in this document and especially in Checklist IV – Biological Resources in Section 3 of this MND. All bore and jack pits are to be constructed to City and county standards and will employ Best Management Practices (BMPs) to improve safety and minimize impacts. Bore and jack operations during installation of the Sewer Force Main project will be subject to and consistent with Section 37 of the County of Sacramento Standard Construction Specifications.

2.5 REQUIRED PROJECT APPROVALS

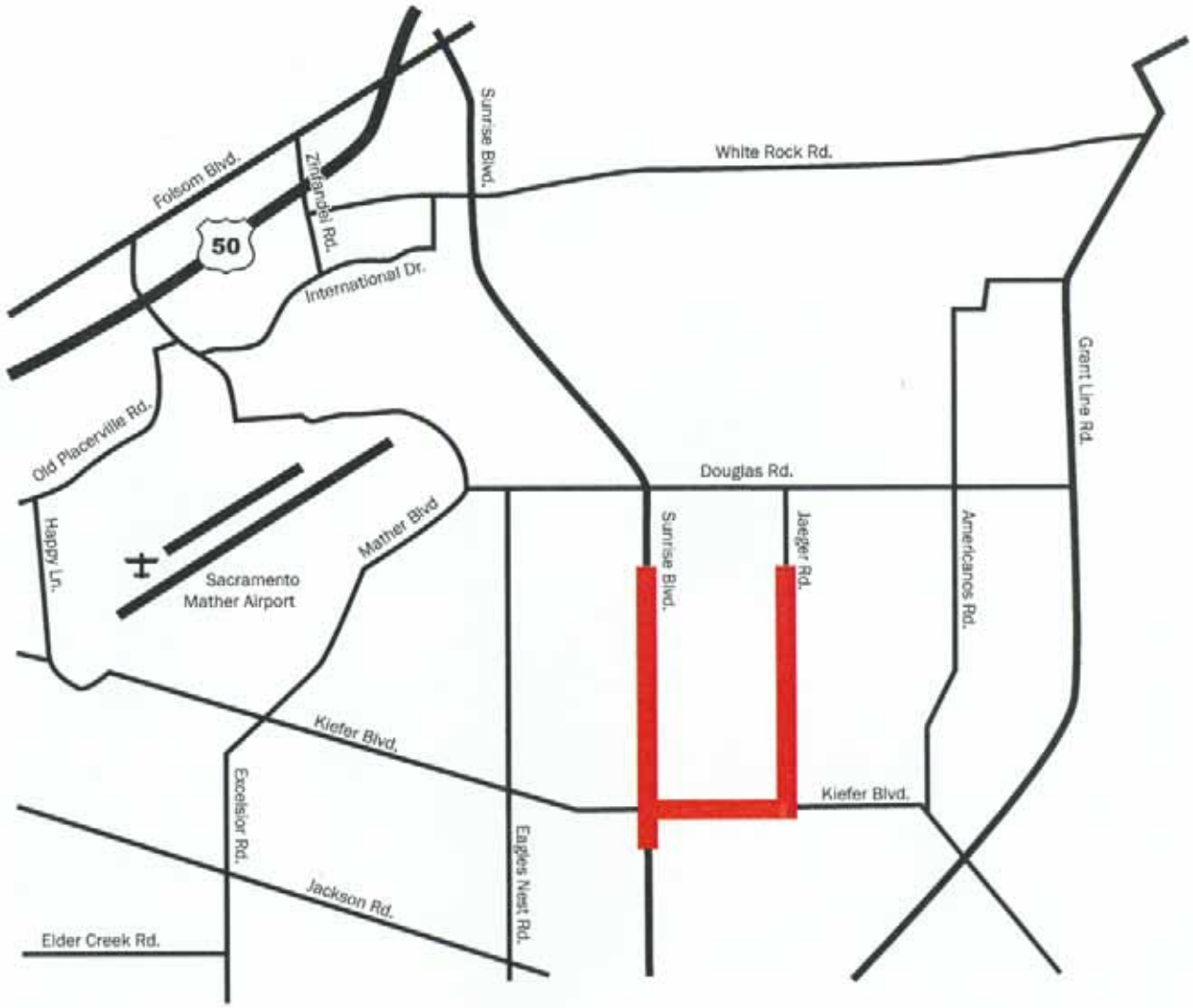
In addition to the approval of the proposed project by the City Council of the City of Rancho Cordova, the following agency approvals may be required (depending on the final project design):

1) County Sanitation District (CSD-1)
2) Sacramento County Water Agency (SCWA) Zone 40
3) Sacramento Metropolitan Air Quality Management District (SMAQMD)
4) Central Valley Regional Water Quality Control Board (CVRWQB)
5) Sacramento Metropolitan Utility District (SMUD)
6) California Department of Fish and Game (CDFG)
7) U.S. Army Corps of Engineers (USACE)
8) U.S. Fish and Wildlife Service (USFWS)

TABLE 1
BORE AND JACK PIT LOCATIONS AND DEPTHS

Pit Start Location (feet from reference point)	Pit Stop Location (feet from reference point)	Approximate Depth (Feet)[3]
4,438[1]	4,453[1]	9.5
4,533[1]	4,548[1]	9.5
4,598[1]	4,613[1]	9.0
4,663[1]	4,678[1]	8.5
4,773[1]	4,798[1]	9.0
5,203[1]	5,218[1]	9.5
5,838[1]	5,853[1]	12.0
6,013[1]	6,028[1]	12.0
6,618[1]	6,633[1]	6.0
6,748[1]	6,763[1]	6.0
3[2]	28[2]	33.5
118[2]	143[2]	32.5
313[2]	338[2]	33.5
568[2]	583[2]	13.5
633[2]	658[2]	31.0
758[2]	773[2]	12.0
773[2]	798[2]	31.0
2,158[2]	2,183[2]	29.5
2,168[2]	2,183[2]	8.0
2,238[2]	2,253[2]	8.0
2,243[2]	2,268[2]	30.0

Source: Wood Rogers
[1]Reference point is centerline of sewer force main under Kiefer Boulevard at Jaeger Boulevard.
[2]Reference point is centerline of sewer force main under Jaeger Boulevard at Chrysanthy Boulevard.
[3]Pit depth is estimated by adding two additional feet to the depth of the bottom of the casing for the sewer force main to accommodate the bore and jacking machinery. This is the maximum approximate depth – the actual pit may be shallower. All depths are measured below existing grade. All pits with depths of more than 15 feet are for the 36" sewer transmission main.

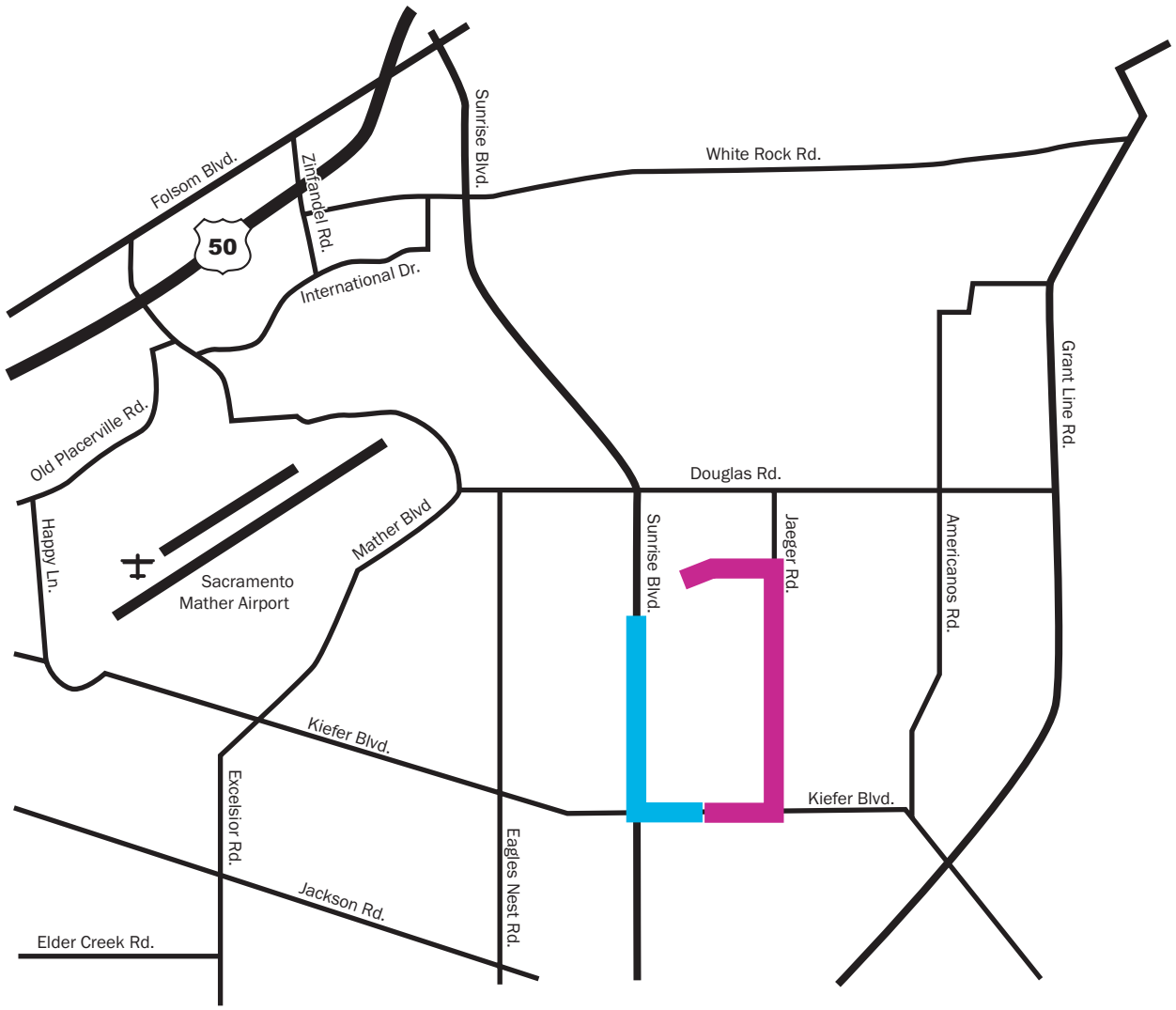


Anatolia III Major Roads - 01/18/05

NO SCALE

N

FIGURE 1
ANATOLIA III MAJOR ROADS PROJECT LOCATION



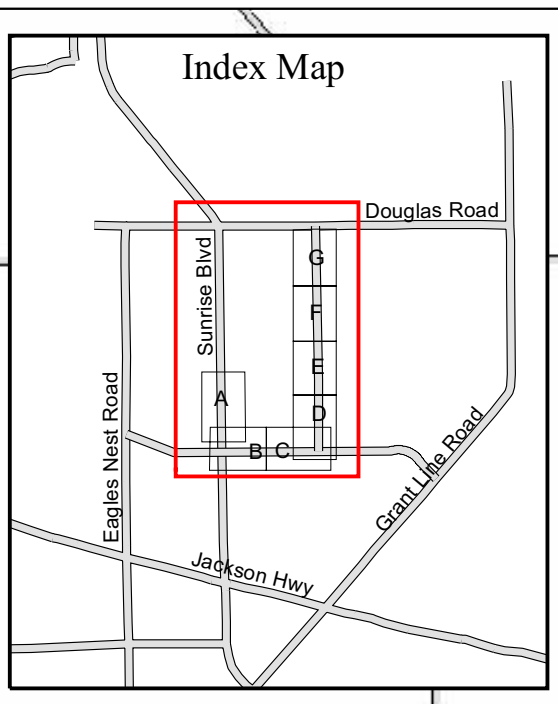
Anatolia III Sewer Force Main - 01/18/05

No Scale

N

Figure 2
Anatolia III Sewer & Water Project Locations

Index Map



Legend

- Construction Boundary
- Lot Lines
- Existing Roads

Douglas Blvd.

Blue shaded region is covered under the Anatolia Subdivisions and Development Agreement MND

Yellow shaded region is covered under a Notice of Exemption filed by the City on June 6, 2005

Jaeger Rd.

Sunrise Blvd.

Kiefer Blvd.

N

Source: Airphoto USA; City of Rancho Cordova

0 1,000 2,000 Feet

City of Rancho Cordova
Planning Department

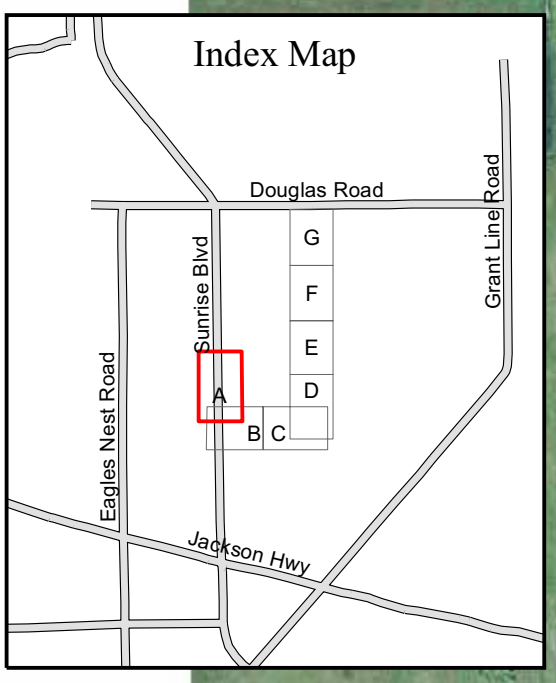
Figure 3
Anatolia III Major Roads Index Map

Legend

- Roadway
- Sidewalk
- Wetland Features

Yellow shaded region is covered under a Notice of Exemption filed by the City on June 6, 2005

Index Map



Sunrise Blvd

Folsom South Canal

Kiefer Blvd.

N

0 410 820 Feet

Source: Airphoto USA; City of Rancho Cordova

City of Rancho Cordova
Planning Department

Figure 3A
Anatolia III Major Roads - Detail A

Legend

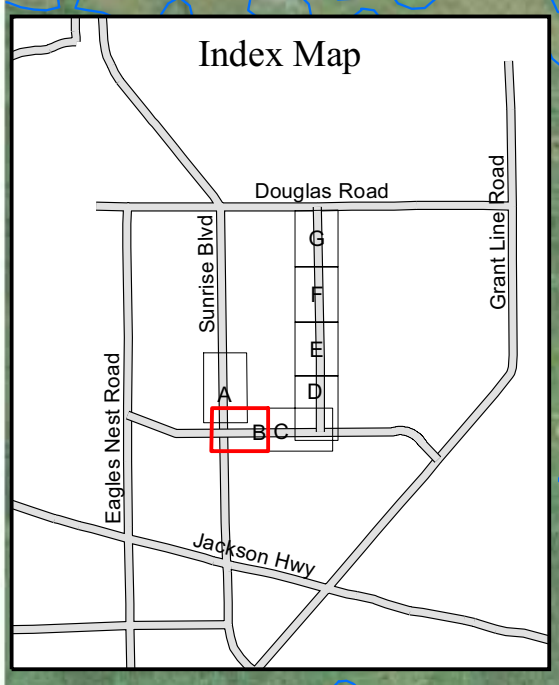
- Roadway
- Sidewalk
- Wetland Features
- Lot Lines

Folsom South Canal

Sunrise Blvd

Kiefer Blvd.

Index Map



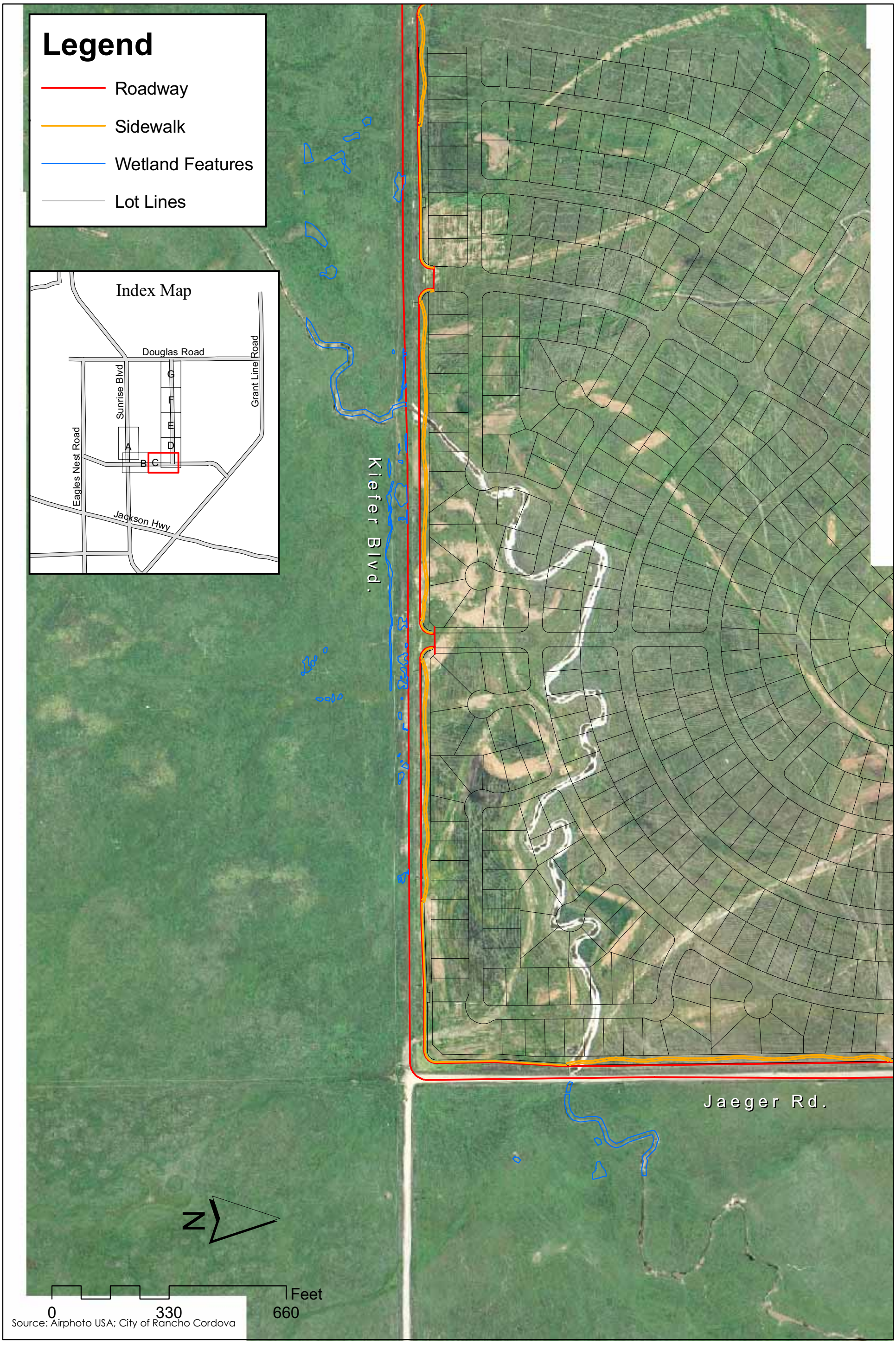
N

0 340 680 Feet

Source: Airphoto USA; City of Rancho Cordova

City of Rancho Cordova
Planning Department

Figure 3B
Anatolia III Major Roads - Detail B



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Planning Department

Figure 3C
Anatolia III Major Roads - Detail C

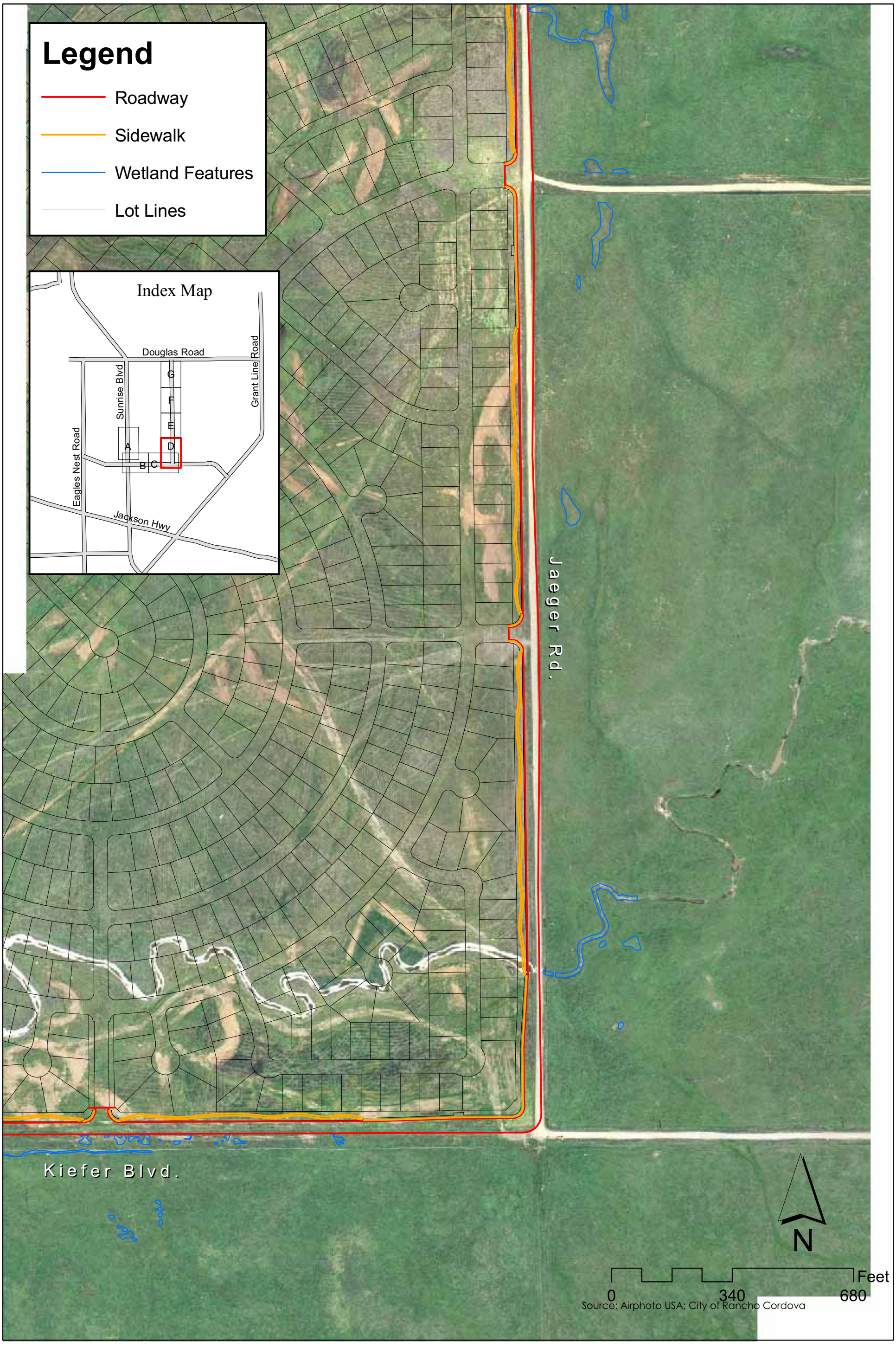

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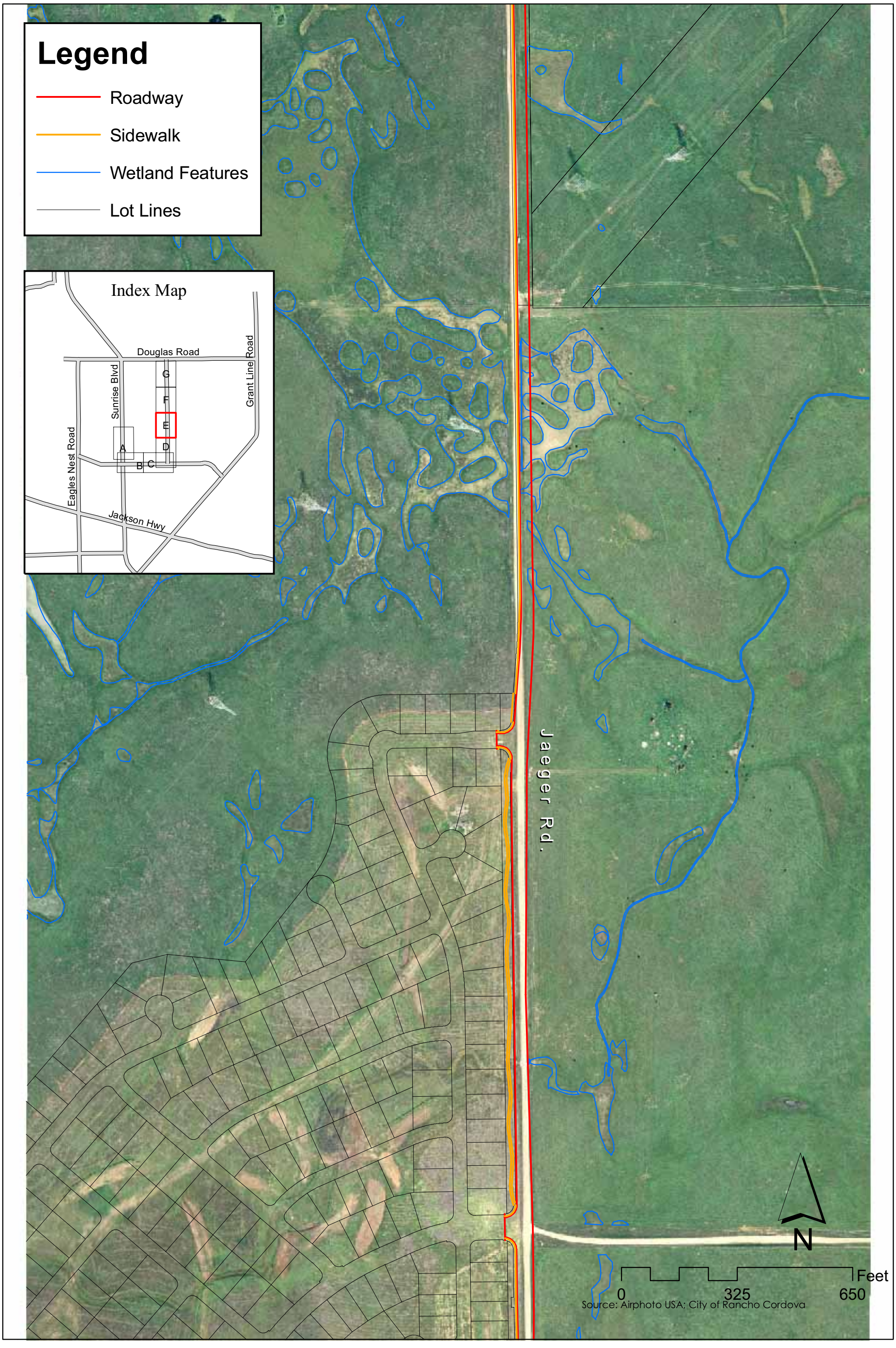
Figure 3D
Anatolia III Major Roads - Detail D



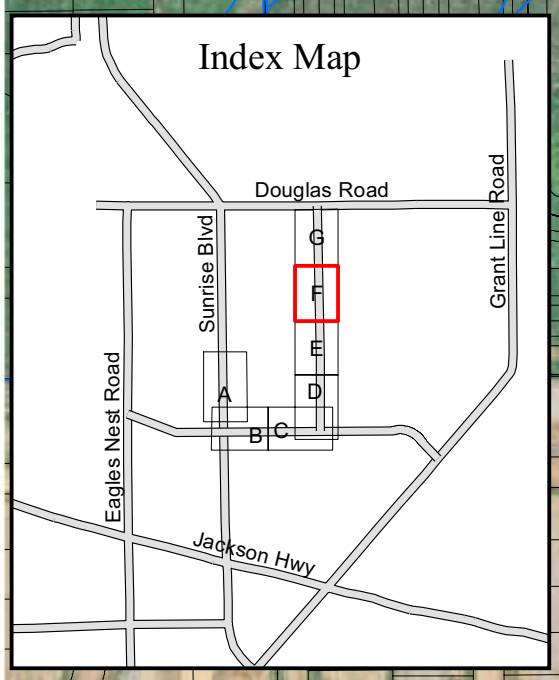
City of Rancho Cordova
Planning Department

Figure 3E
Anatolia III Major Roads - Detail E

Legend

- Roadway
- Sidewalk
- Wetland Features
- Lot Lines

Index Map



Jaeger Rd.

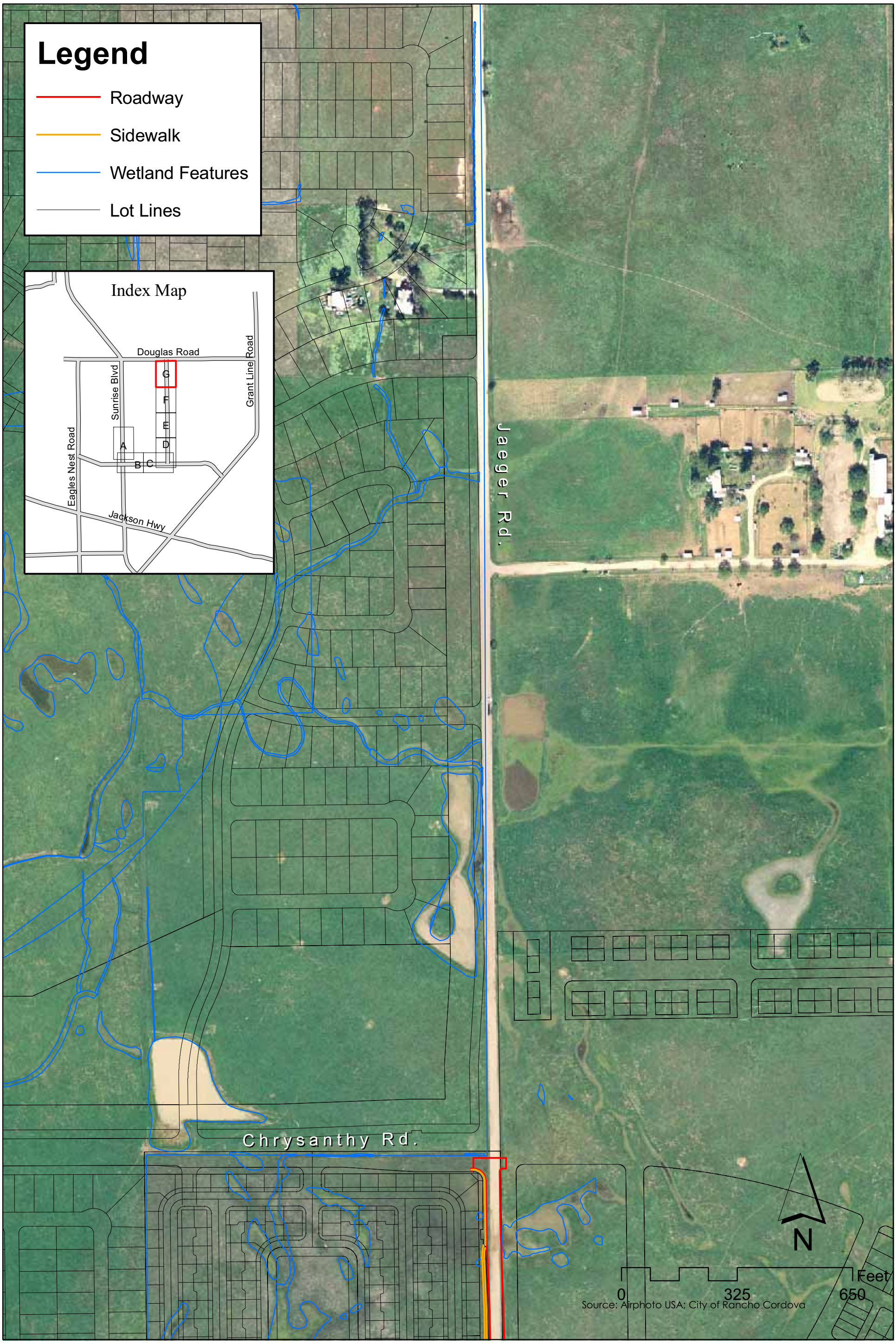
N

0 325 650 Feet

Source: Airphoto USA; City of Rancho Cordova

City of Rancho Cordova
Planning Department

Figure 3F
Anatolia III Major Roads - Detail F



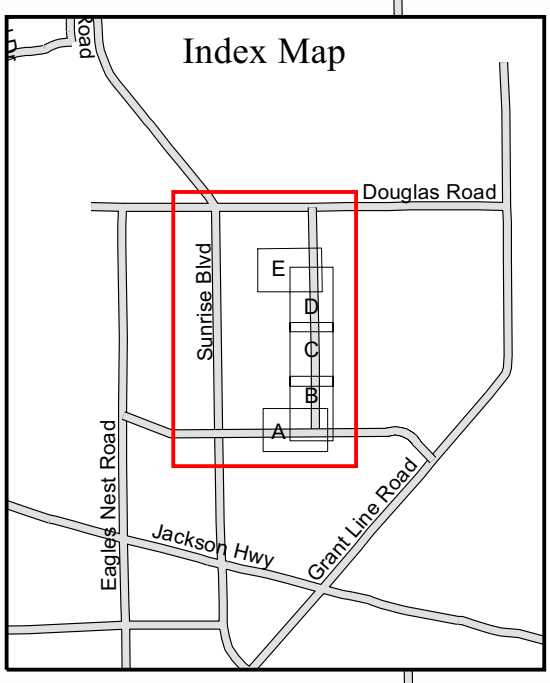
City of Rancho Cordova
Planning Department

Figure 3G
Anatolia III Major Roads - Detail G

Legend

- Sewer Force Main
- Sewer Transmission Main
- Lot Lines
- Existing Roads

Index Map



Douglas Blvd.

Chrysanthy Rd.

Jaeger Rd.

Sunrise Blvd.

Kiefer Blvd.

E
D
C
B
A

N

0 1,000 2,000 Feet

Source: Airphoto USA; City of Rancho Cordova

City of Rancho Cordova
Planning Department

Figure 4
Anatolia III Sewer Index Map

Legend

- Sewer Force Main
- Wetland Features
- Lot Lines

Index Map

Douglas Road
Sunrise Blvd
Eagles Nest Road
Jackson Hwy
Grant Line Road
A
B
C
D
E

Country Garden Dr.
Kiefer Blvd.
Jaeger Rd.

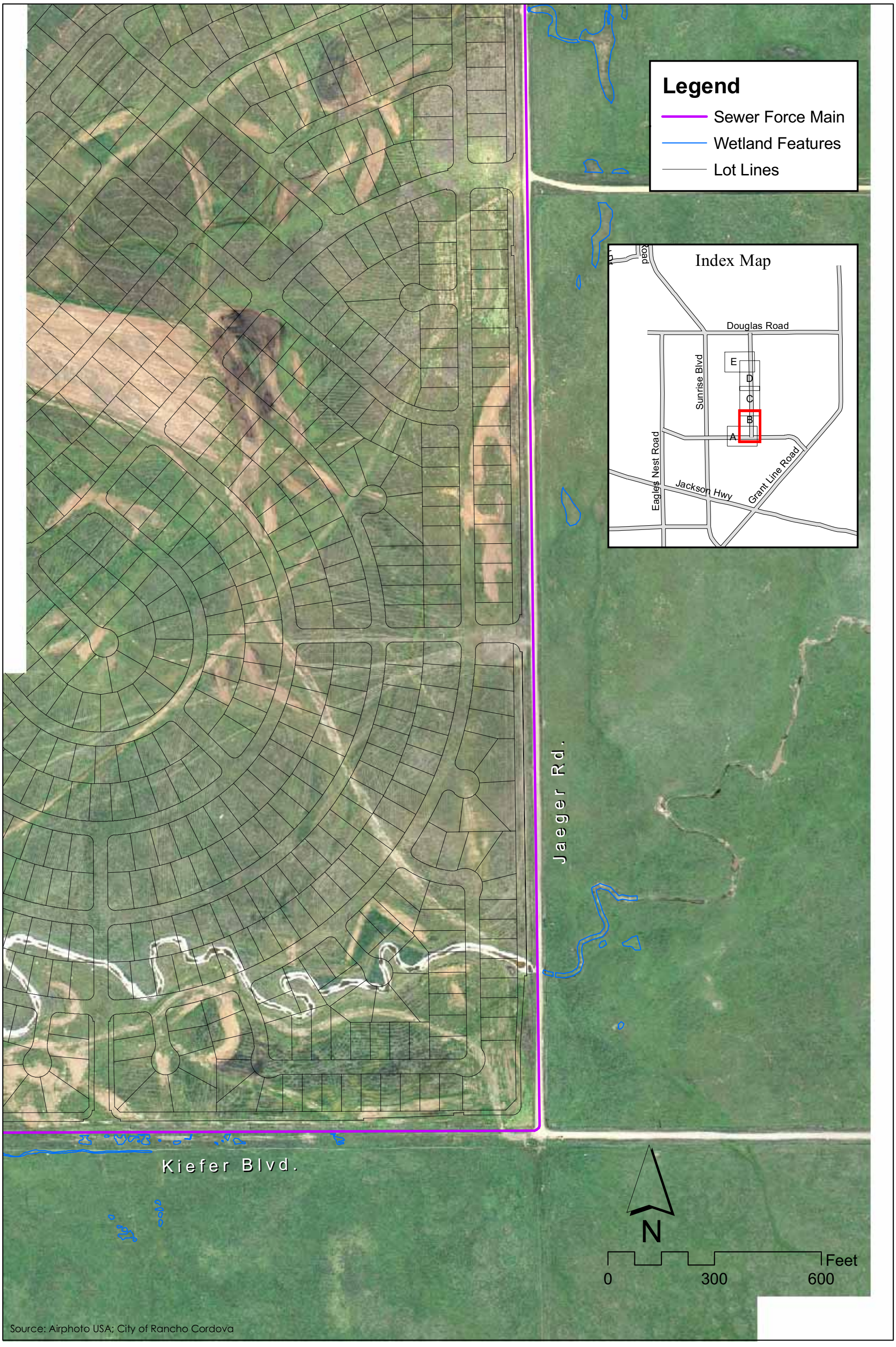
N

0 300 600 Feet

Source: Airphoto USA; City of Rancho Cordova

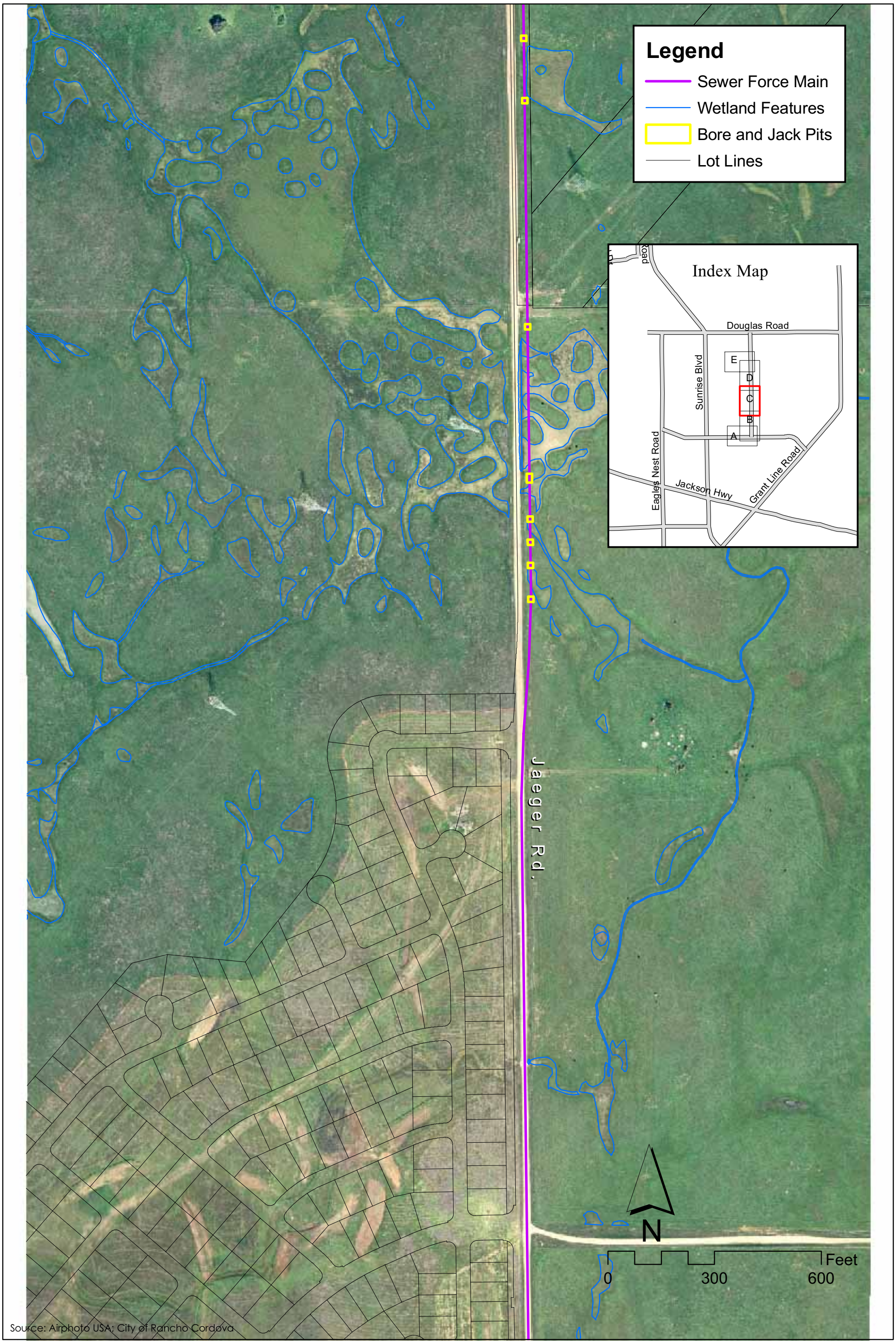
City of Rancho Cordova
Planning Department

Figure 4A
Anatolia III Sewer Main - Detail A



City of Rancho Cordova
Planning Department

Figure 4B
Anatolia III Sewer Main - Detail B



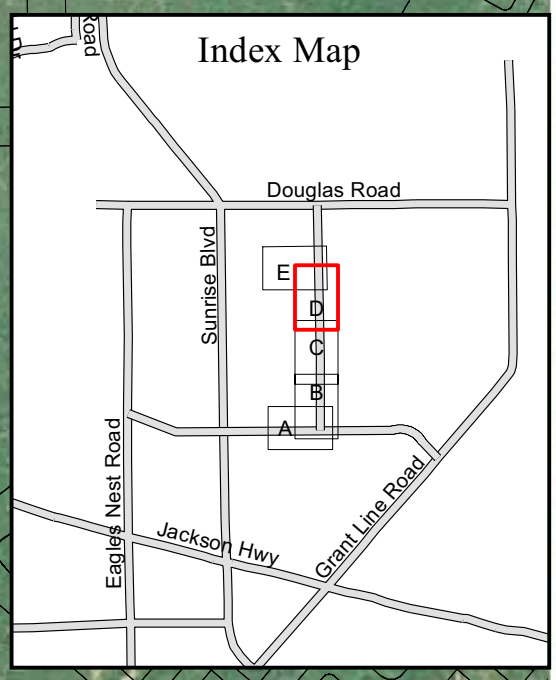
City of Rancho Cordova
Planning Department

Figure 4C
Anatolia III Sewer Main - Detail C

Legend

- Sewer Force Main
- Sewer Transmission Main
- Wetland Features
- Bore and Jack Pits
- Lot Lines

Index Map



Jaeger Rd.

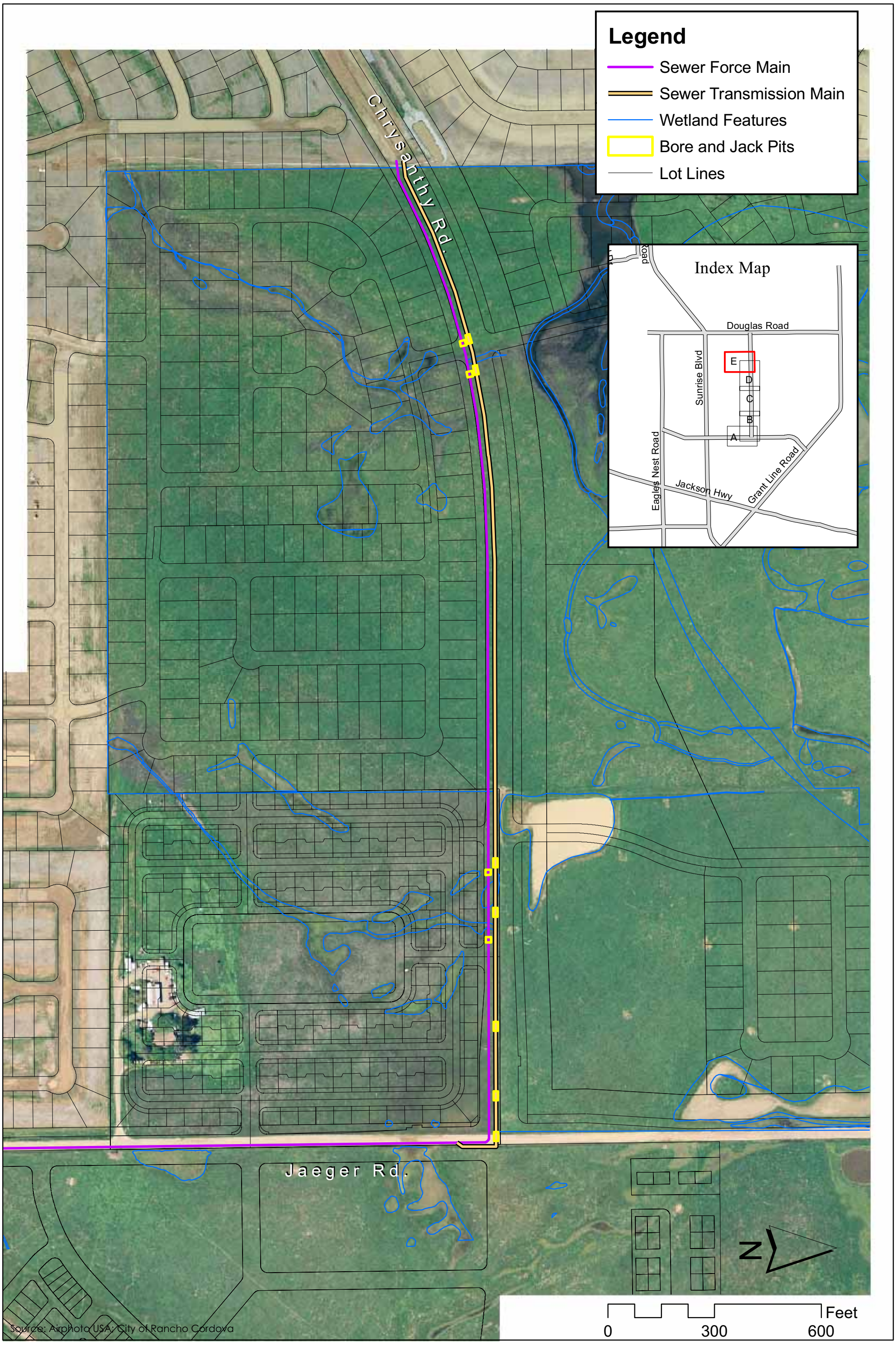
N

0 300 600 Feet

Source: Airphoto USA; City of Rancho Cordova

City of Rancho Cordova
Planning Department

Figure 4D
Anatolia III Sewer Main - Detail D



City of Rancho Cordova
Planning Department

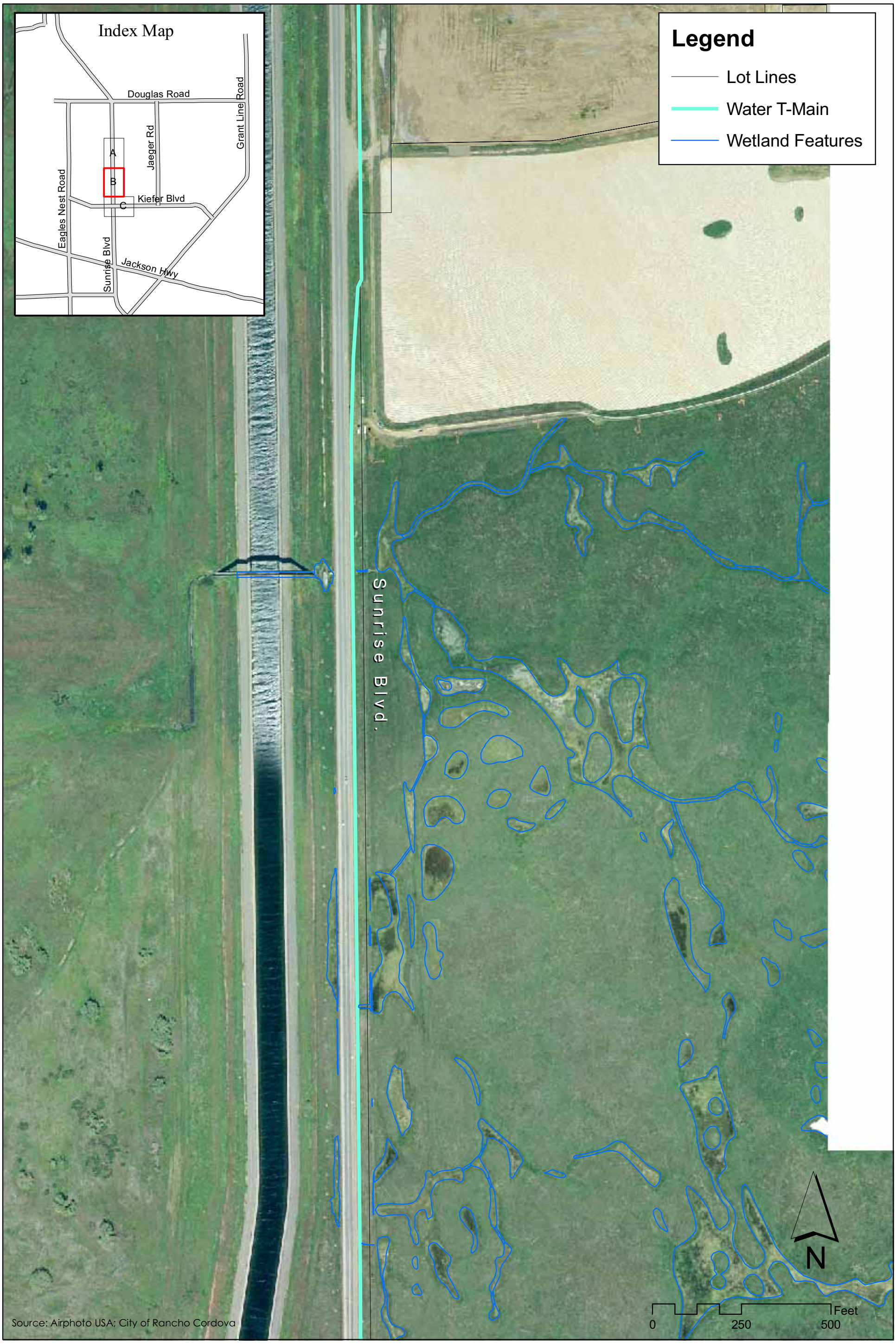
Figure 4E
Anatolia III Sewer Main - Detail E

City of Rancho Cordova
Planning Department

Figure 5
Anatolia III Water Transmission Main Index Map

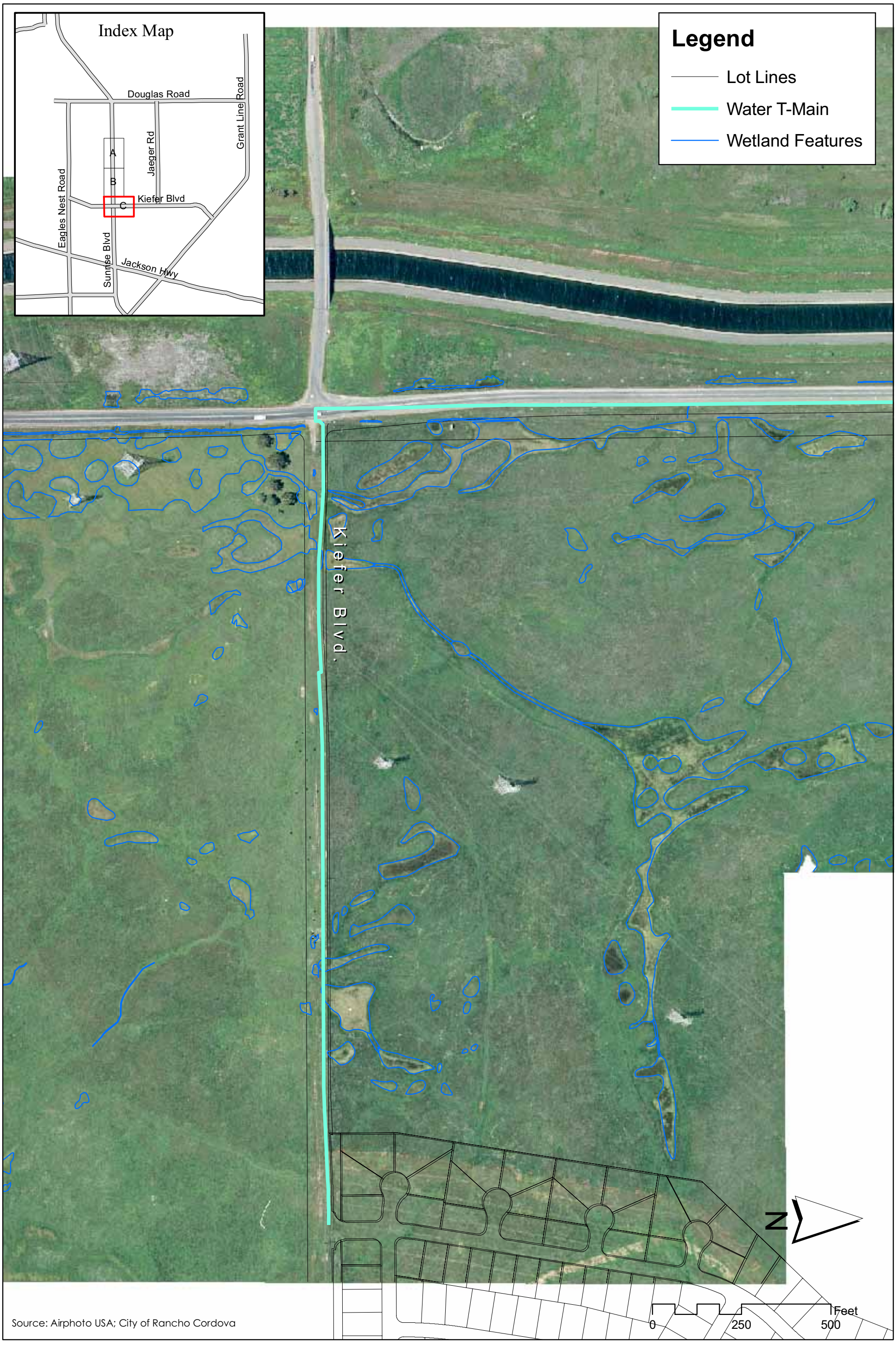
City of Rancho Cordova
Planning Department

Figure 5A
Anatolia III Water Transmission Main - Detail A



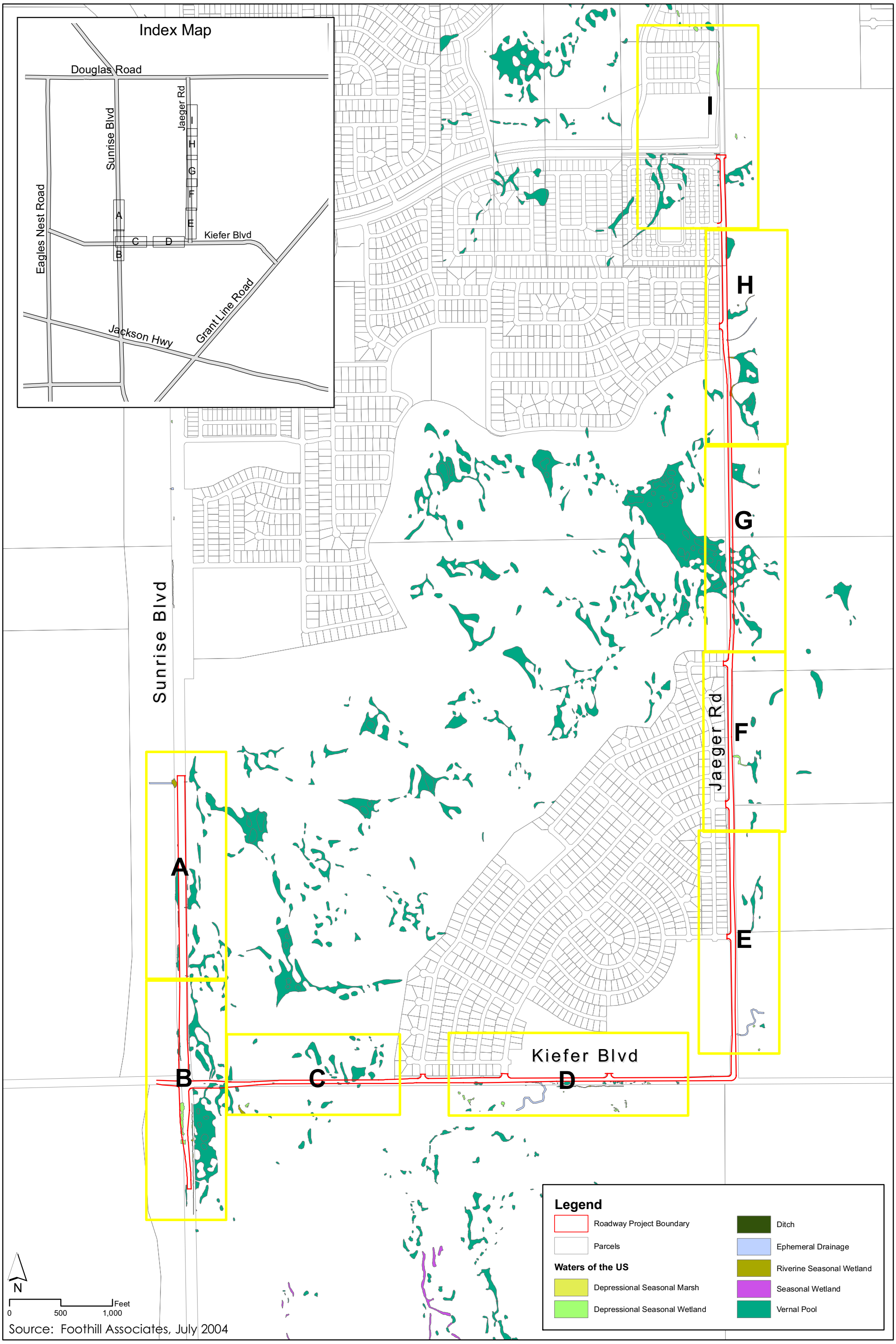
City of Rancho Cordova
Planning Department

Figure 5B
Anatolia III Water Transmission Main - Detail B



City of Rancho Cordova
Planning Department

Figure 5C
Anatolia III Water Transmission Main - Detail C



City of Rancho Cordova
Planning Department

Figure 6
Anatolia III Wetland Delineation Index Map

Legend

- Roadway Project Boundary
- Parcels

Waters of the US

- Depressional Seasonal Marsh
- Depressional Seasonal Wetland
- Ditch
- Ephemeral Drainage
- Riverine Seasonal Wetland
- Seasonal Wetland
- Vernal Pool

Index Map

Sunrise Blvd

N

0 75 150 300 Feet

Source: Foothill Associates, July 2004

City of Rancho Cordova
Planning Department

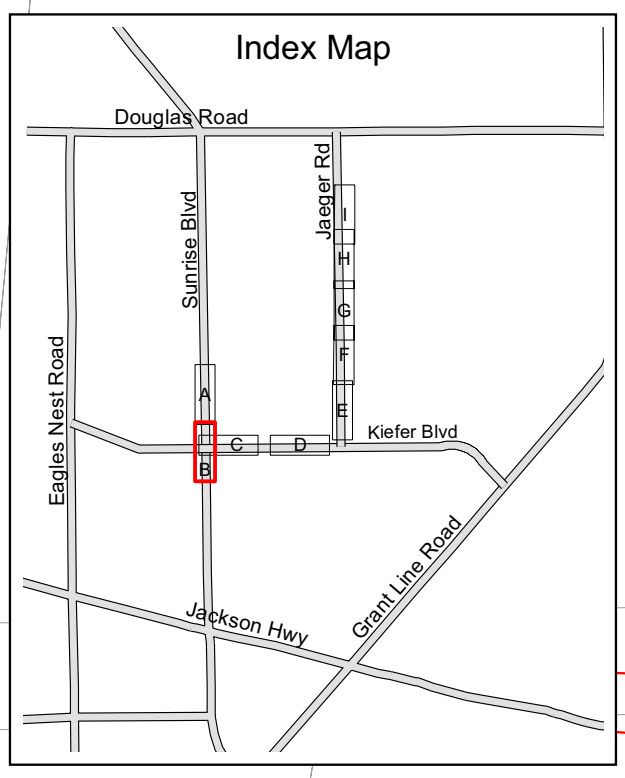
Figure 6A
Anatolia III Wetland Delineation - Detail A

Legend

- Roadway Project Boundary
- Parcels

Waters of the US

- Depressional Seasonal Marsh
- Depressional Seasonal Wetland
- Ditch
- Ephemeral Drainage
- Riverine Seasonal Wetland
- Seasonal Wetland
- Vernal Pool



Sunrise Blvd

Kiefer Blvd

N

0 75 150 300 Feet

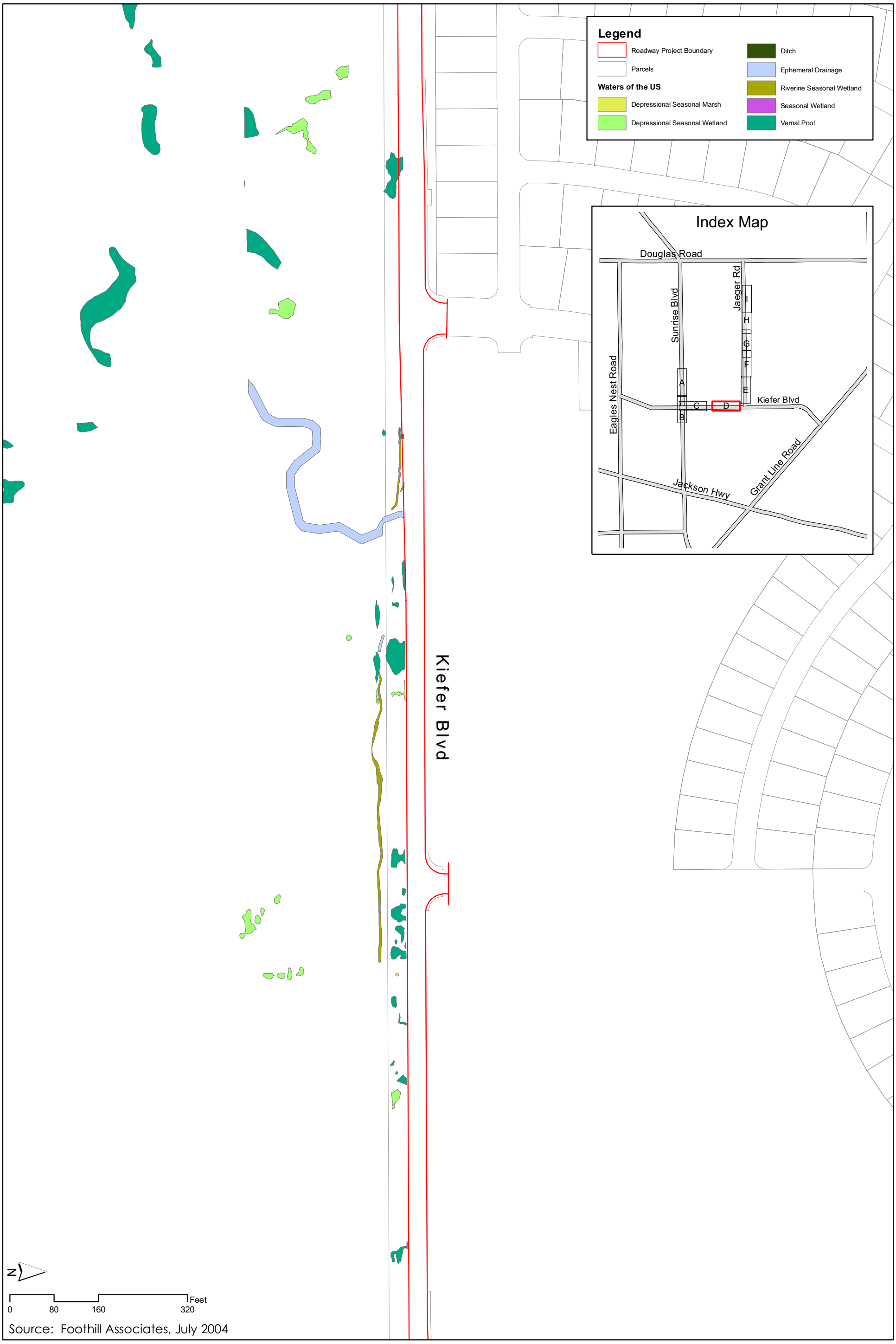
Source: Foothill Associates, July 2004

City of Rancho Cordova
Planning Department

Figure 6B
Anatolia III Wetland Delineation - Detail B

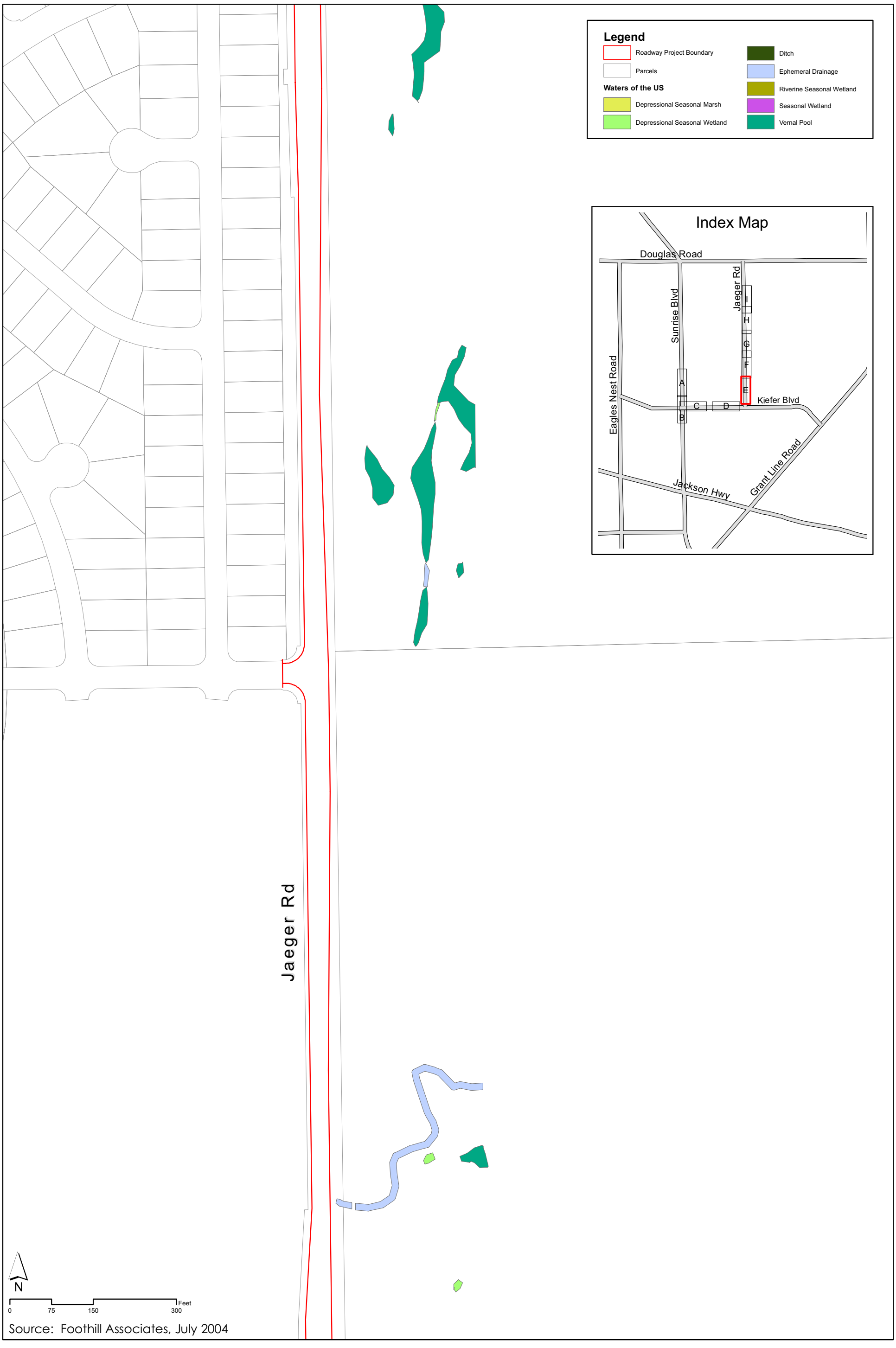
City of Rancho Cordova
Planning Department

Figure 6C
Anatolia III Wetland Delineation - Detail C



City of Rancho Cordova
Planning Department

Figure 6D
Anatolia III Wetland Delineation - Detail D



City of Rancho Cordova
Planning Department

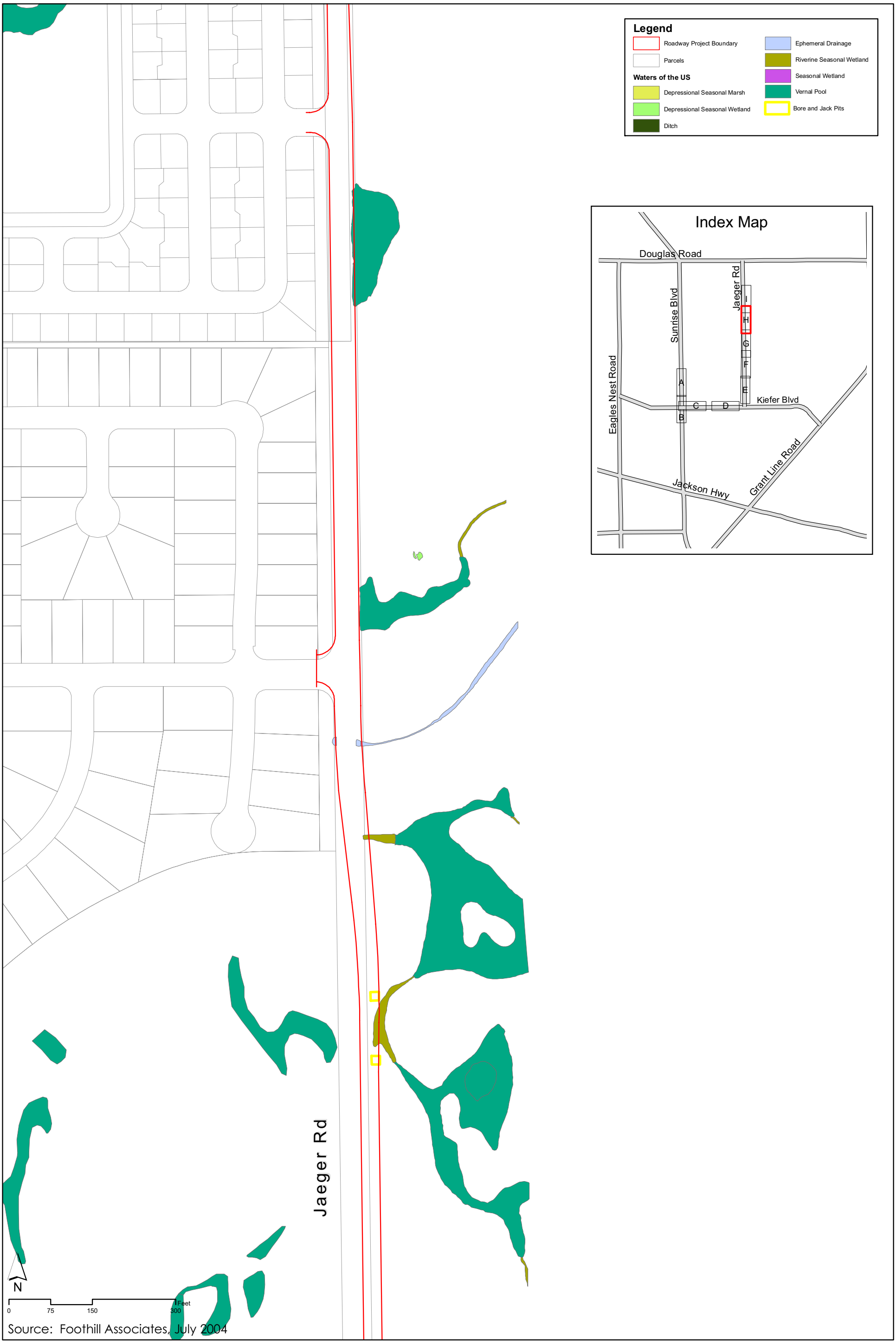
Figure 6E
Anatolia III Wetland Delineation - Detail E

City of Rancho Cordova
Planning Department

Figure 6F
Anatolia III Wetland Delineation - Detail F

City of Rancho Cordova
Planning Department

Figure 6G
Anatolia III Wetland Delineation - Detail G



City of Rancho Cordova
Planning Department

Figure 6H
Anatolia III Wetland Delineation - Detail H

3.0 Environmental Setting, Impacts, And Mitigation Measures

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed projects, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Other CEQA considerations are evaluated in Chapter 4.0. The environmental issues evaluated in this chapter include:

- Land Use Planning, Population, and Housing
- Geophysical (Earth)
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

For each issue area, one of four conclusions is made:

- **No Impact**: No project-related impact to the environment would occur with project development;
- **Less than Significant Impact**: The proposed projects 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 Incorporation**: The proposed projects 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; or,
- **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.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main Projects

2. **Lead Agency Name and Address:** City of Rancho Cordova
   3121 Gold Canal Drive
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Hilary Anderson (916) 361-8384

4. **Project Location:** The project site is located within the City of Rancho Cordova (the City). The projects are located on the portion of Sunrise Boulevard from Chrysanthy Boulevard south to Highway 16, the portion of Kiefer Boulevard from Sunrise Boulevard east to Jaeger Road, the portion of Jaeger Road from Kiefer Boulevard north to Chrysanthy Road, and the portion of Chrysanthy Road westward for approximately 1,350 feet.

5. **Project Sponsor's Name and Address:** Sunridge Anatolia L.L.C.
7700 College Town Drive, #101
Sacramento, CA 95826

6. **General Plan Designation(s):** N/A

7. **Zoning:** N/A

8. **General Plan:** The project location is within the City of Rancho Cordova, a newly incorporated city that is in the process of preparing its first General Plan. While a Draft General Plan/Draft Environmental Impact Report is being prepared, the City has adopted interim policies and standards to guide and evaluate new development proposals and projects, including a Vision Book, Land Use Map Book and Circulation Plan. The adoption of such interim policies and standards is consistent with Gov. Code Section 65360, which allows a new city in the process of preparing a General Plan to approve development and take other actions if it finds that a proposal is reasonably likely to be consistent with a General Plan proposal under consideration or study and it will not interfere with, or cause detriment to, the future adopted General Plan. For additional information about the City's interim policies and standards, please refer to Section 1.4 of this Initial Study/MND.

9. **APN Number:** 067-0090-004, 012, 013, 014, 016, 017,019, 026, 028, 037, 038 and 067-010-023, 024, 025, 026, and 067-0100-005.

10. **Description of the Project:** The proposed projects include capital improvements to three arterial roads and the installation of sewer and water supply infrastructure associated with the development of Anatolia III within the roadway right-of-way. For a detailed description of the project see Section 2.4 above.

11. **Surrounding Land Uses and Setting:** The land uses surrounding the Sunrise Boulevard portion of the proposed projects include low-density residential, high-density residential, commercial, natural resources, parks and open space, and public/quasi public and commercial mixed use. Currently, land immediately adjacent to Sunrise Boulevard on the east side consists of graded soil and wetland preserve. Land immediately adjacent to the west side of the roadway consists of vegetated drainage ditches.

    Land uses surrounding the Kiefer Boulevard portion of the projects include light industry to the south, and low-density residential and natural resources to the north. Currently the property immediately adjacent to Kiefer Boulevard, both north and south consists of vegetated drainage ditches.

    Land uses surrounding the Jaeger Road portion of the projects include light industry to the east, and low-density and estate residential to the west. Currently, the property containing the alignment of the future Jaeger Road includes natural undeveloped wetlands.

    Land uses surrounding the Chrysanthy Boulevard portion of the projects include commercial, parks, low-density residential, high-density residential, estate residential and village center mixed use.

12. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement).

    1) County Sanitation District (CSD-1)
    2) Sacramento County Water Agency (SCWA) Zone 40
    3) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    4) Central Valley Regional Water Quality Control Board (CVRWQB)
    5) Sacramento Metropolitan Utility District (SMUD)
    6) California Department of Fish and Game (CDFG)
    7) U.S. Army Corps of Engineers (USACE)
    8) U.S. Fish and Wildlife Service (USFWS)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the projects, involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Hazards & Hazardous Materials	☒ Public Services
☐ Agricultural Resources	☐ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☐ Transportation/Traffic
☒ Biological Resources	☐ Mineral Resources	☒ Utilities & Service Systems
☒ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration (MND). (The discussion demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level. Therefore, an Environmental Impact Report (EIR) is not warranted.)

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 projects like the ones 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 projects 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 with Mitigation Incorporation*" applies where the incorporation of mitigation measures has reduced an effect from "*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.

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.

8) Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

OVERVIEW OF THE DISCUSSION OF ENVIRONMENTAL EFFECTS

The proposed projects were anticipated in the SDCP/SRSP Master EIR as well as within the Anatolia Subdivisions and Development Agreement MND. However, the project-specific impacts listed in **Table 2** were not analyzed or mitigated fully in the previous documents. This initial study/MND focuses on these areas.

For each impact that was addressed and mitigated, as necessary, in a previous environmental document, a discussion of that analysis will be provided. In addition, the SDCP/SRSP Master EIR and Development Agreement MND are hereby incorporated by reference in their entirety and available for review from the City of Rancho Cordova.

REVISION OF SDCP/SRSP MASTER EIR MITIGATION MEASURES IN THIS DOCUMENT

For the proposed projects some of these mitigation measures included in the SDCP/SRSP Master EIR have been updated and revised in this document in order to reflect site-specific and project-specific conditions and impacts, as well as changes to mitigation policies, programs, or ordinances that have occurred since the adoption of the SDCP/SRSP Master EIR and the Findings of Fact. The SDCP/SRSP Master EIR mitigation measures remain in full force and effect for the proposed projects. The revised mitigation measures proposed herein are not significantly different from, and are consistent with, the aims and intent of the original measures. For comparison purposes, the complete Mitigation Monitoring and Reporting Program (MMRP) for the SDCP/SRSP Master EIR and Anatolia Subdivisions and Development Agreement MND are

provided in **Appendix A**. The project applicants have communicated their consent to the mitigation measures set forth herein.

TABLE 2
IMPACTS NOT ANALYZED OR NOT MITIGATED FULLY UNDER SDCP/SRSP MASTER EIR

Description	Checklist/Item
Impacts to scenic vistas.	Aesthetics, Item a)
Impacts to scenic resources.	Aesthetics, Item b)
Impacts to air quality standards.	Air Quality, Item b)
Impacts to wetlands.	Biological Resources, Item c)
Impacts due to soil types.	Geology and Soils, Item e)
Impacts from hazardous emissions near schools.	Hazards and Hazardous Materials, Item c)
Impacts from discharge from construction uses of land.	Hydrology and Water Quality, Item e)
Impacts to receiving waters.	Hydrology and Water Quality, Item f)
Impacts to waterways and water bodies.	Hydrology and Water Quality, Item g)
Impacts to existing community(ies).	Land Use and Planning, Item a)
Impacts to people from public airports.	Noise, Item e)
Impacts to parks from increased use.	Recreation, Item a)
Impacts to environmental goals.	Mandatory Findings of Significance, Item b)

Source: SDCP/SRSP Master EIR

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I.	AESTHETICS Would the projects:					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☒
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* There are no scenic vista views available from the project sites. Mid-range views consist of existing on-going residential and commercial development. Long-range views generally consist of rural/agricultural land uses, power transmission lines, industrial and aggregate operations and military/airport operations. Implementation of the projects would not adversely affect views on nearby or distant scenic vistas; therefore, impacts due to the projects' interim roadway improvements as well as improvements under the Sewer Force Main project and the Water Transmission Main project would be *less than significant.*

Mid-range and long-range views at the time ultimate roadway improvements would occur will most likely consist of residential units and commercial sites, which will most likely not constitute a nearby scenic vista and will impair views of distant vistas. Implementation of the ultimate roadway project would not adversely affect views on nearby or distant scenic vistas; therefore, impacts due to the Major Roads project's ultimate improvements would be *less than significant.*

b) *Less Than Significant Impact.* The nearest highways are US 50 and the Jackson Highway (State Route 16), which are not designated as state scenic highways in the vicinity of the project sites. As such, implementation of the projects would not damage scenic resources views from these highways. Additionally, no rock outcroppings exist within the projects areas and no trees of any aesthetic value occur in the project sites. Some trees exist just southeast of the intersection of Sunrise Boulevard and Kiefer Boulevard, however these trees are non-native and not of any significant size or age to indicate that they would be of any aesthetic value. Therefore, impacts from implementation of all three projects would be *less than significant.*

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The Anatolia Subdivisions and Development Agreement MND included analysis of visual character impacts and found that because the projects lie within the SDCP/SRSP plan area, which plans for development of the area and addressed visual impacts of that development in the SDCP/SRSP Master EIR (p. 4.32), impacts from development of the area would be *less than significant.*

The proposed projects are typical of the planned development surrounding the sites. The proposed projects are characterized as capital improvements consisting of road improvements and infrastructure improvements consistent with residential development. As such, the projects would not be intrusive or substantially degrade the existing visual character of the sites and their surroundings. Additionally, the proposed projects include landscaping which will further reduce aesthetic impacts due to the roadways. Given the development proposed and planned in the vicinity of the project sites, as well as the above factors, all three proposed projects would have a *less than significant impact* on the visual character and quality of the sites and surroundings.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* The Anatolia Subdivisions and Development Agreement MND included a general analysis of light and glare impacts due to development of Anatolia I, II, and III and found that impacts would be *less than significant.*

Due to streetlights to be installed as part of the proposed major roads improvements, the major roads project would increase the level of light and glare in a developing area that is relatively unlit at night. Although additional light and glare would result, the proposed project would not create a substantial amount of light or glare that would adversely effect day or nighttime views in the area. Specific design and illumination would be subject to approval by the City. Therefore, the proposed Major Roads project's improvements would have a *less than significant* impact from both interim and ultimate phases.

The sewer force main and water transmission main projects are located entirely underground and would therefore not create any additional source of light or glare. Therefore, these projects would have a *less than significant impact* as well.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the projects:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	☒
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* None of the three proposed projects would convert Prime Farmland, Farmland of Statewide Importance, or Unique Farmland to non-agricultural uses. Given that the entire site is already zoned for urban development, the projects' impacts would be *less than significant*. Both the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) Master EIR and the Anatolia Subdivisions and Development Agreement MND came to the same conclusion for development within the area.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* None of the three project sites are under a Williamson Act contract, nor are they currently zoned for agricultural use. Therefore, the three proposed projects would not result in conflicts and impacts with agricultural zoning, and impacts to existing Williamson Act contracts would be *less than significant*. Both the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND came to the same conclusion for development within the area.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* No other changes to the environment would occur due to the proposed projects that could result in the conversion of Farmland to non-agricultural uses. Also see a) and b) above.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Implementation of the projects would not conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan or the goals and objectives of the Sacramento County General Plan or Rancho Cordova's Interim General Plan. Both the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND analyzed the impacts of overall development of the area and are in line with this conclusion. The SDCP/SRSP Master EIR indicated that the air quality management district required an AQ-15 Air Quality Plan for development within the SDCP/SRSP (p. 11.20). Compliance with this requirement under the SDCP/SRSP ensured that development would not conflict with the air quality plan for the management district. As the proposed projects were generally described and included in the Master EIR, implementation of all three proposed projects would not conflict with the air quality plan and would therefore have a *less than significant impact.*

b) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND found the impacts from development to air quality to be significant and unavoidable for both the specific plan and the community plan buildout (pp. 11.18, 11.20, 11.21). The City is a known area of non-attainment for State and Federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM10). Equipment used during construction activities could elevate emissions in the immediate vicinity of the project sites. Therefore, implementation of all three projects could create emissions that represent a *potentially significant* impact.

Mitigation Measures

Mitigation measures 3.3a through 3.3e (based on AI-1 and AI-2 of the SDCP/SRSP Master EIR) are revised to apply to the proposed projects. Mitigation Measure 3.3e is based on mitigation to reduce NO_x emission from construction activities suggested by SMAQMD in their *Guide to Air Quality Assessment in Sacramento County* and through coordination by City Planning staff and SMAQMD.

MM 3.3a The project applicant shall water all exposed surfaces, graded areas, storage piles and haul roads at least twice daily during construction. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.3b The project applicant shall wash or sweep paved streets adjacent to construction sites daily to remove accumulated dust. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.3c The project applicant shall minimize the amount of material actively worked, the amount of disturbed area, and the amount of material stockpiled. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.3d The project applicant shall require that, when transporting soil or other materials by truck during construction, two feet of freeboard shall be maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.3e The project applicant shall provide a plan for approval by the City and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction of the projects will achieve a fleet-averaged

20 percent NO_x reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The project applicant shall submit to the City and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs; and,

The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be performed at least weekly by [insert qualified party], and a month summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.

In the event construction equipment meeting the requirements set forth above is determined not to be available, the project applicant shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *Before site disturbance and throughout construction activities of all three projects.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the Sacramento Metropolitan Air Quality Management District.*

Implementation of MM 3.3a through MM 3.3e would result in a *less than significant impact* from the projects to air quality.

c) *Potentially Significant/Reviewed Under Previous Document.* The cumulative setting for the project areas under the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND would result in operational emissions of ROG, NOx, and PM10 that substantially exceeds SMAQMD thresholds. This impact was analyzed under the SDCP/SRCP Master EIR and remains significant and unavoidable for all three projects. As a result, the Sacramento County Board of Supervisors adopted the CEQA Findings of Fact and Statement of Overriding Considerations when it approved the SDCP/SRCP. The three proposed projects are within the scope of the approved SDCP/SRSP and the

certified Master EIR. The proposed projects will not generate any environmental impacts that are peculiar to either the project or parcel, and which were not already studied as significant effects in the Master EIR. In addition, there is no information to indicate the proposed projects will increase the magnitude of the previously studied significant effects. Therefore, no further environmental analysis is required pursuant to Pub. Res. Code Section 21083.3. Additionally, Mitigation measures 3.3a through 3.3e as well as adherence to the AQ-15 Air Quality Plan from the Master EIR would reduce the extent of the emissions that exceed standards to the maximum extent possible.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND identified potential impacts from development of the area. Land uses such as schools, hospitals, parks and elderly housing are considered sensitive to mobile and stationary sources of air pollution. No such uses are located within the projects vicinity. At the time ultimate roadway improvements would be constructed, proposed area schools could be in use. The ultimate improvements are not anticipated to create a substantial amount of emissions during construction activities. Additionally, implementation of mitigation measures MM 3.3a through 3.3e would reduce construction emissions to a less than significant level. Therefore, all three proposed projects would have a *less than significant impact.*

e) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND both identified potential impacts from odors to residents in developments within these project areas, but these impacts were due to the Sacramento Rendering Company and not from the proposed projects themselves. Objectionable odors resulting from roadway, sewer, and water infrastructure improvements are generally related to asphalt laying and the use of tars and other petroleum products. However, odors from these materials are temporary in nature. At the time of construction of interim roadway improvements and the sewer and water infrastructure construction, no residences will exist adjacent to the project site. During the ultimate phase of roadway improvements, there may be some occupied residences along the project site, however as these odors are temporary and minor, substantial numbers of people will not be affected. Therefore, all three proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV.	BIOLOGICAL RESOURCES Would the projects:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☒
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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☒
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?	☐	☒	☐	☐	☒
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?	☐	☐	☒	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☒
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?	☐	☐	☒	☐	☒

EXISTING SETTING

The SDCP/SRSP Master EIR addressed the potential biological impacts of development in a general (non site-specific) manner and applied mitigation measures to subsequent projects seeking approval in conjunction with the SDCP/SRSP. The Anatolia Subdivisions and Development Agreement MND analyzed the biological impacts of the Anatolia I, II, & III developments, including capital improvements such as roads and sewer. However, analysis of roads and sewer impacts in the Anatolia Subdivisions and Development Agreement MND was general in nature and did not analyze the project-specific-impacts of the three proposed projects. Subsequent projects in the SDCP/SRSP are required to prepare a wetland delineation,

site-specific special-status species surveys and obtain appropriate state and federal permits, and to provide "fair-share" mitigation for known biological impacts. The impacts analyzed in the Anatolia Subdivisions and Development Agreement MND referred to the specific mitigation measures adopted in the SDCP/SRSP Master EIR as adequate for the project area.

Foothill Associates prepared a wetland delineation for the roadway improvements in July 2004 and updated the delineation in July of 2005 (See **Figure 6** and its accompanying subfigures for wetlands within and adjacent to the project boundary). The findings of the wetland delineation will be considered preliminary until verified by the USACE, which has not occurred to date.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Impacts to special-status species were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (pp. 14.27–14.32). The alignment for the roads within the SDCP/SRSP may contain suitable habitat for special status species (SDCP/SRSP EIR, p. 14.27). The potential impact of development within the SDCP/SRSP area on special status species was disclosed in the Master EIR as significant and unavoidable, for the reason that site-specific information for the area was not yet available, and therefore, the analysis in the Master EIR assumed that such habitat would not be avoided (p. 14.31). Therefore, the Master EIR proposed, and Sacramento County adopted, mitigation measures that require future project proponents for development entitlements to conduct determinate surveys for special status species, prepare detailed mitigation plans designed to reduce the impact to such species to a less than significant level, and coordinate with the appropriate agencies to obtain the necessary permits. (Findings, pp. 120-121 [mitigation measures BR-6, BR-7].)

All three proposed projects are subsequent projects within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. The proposed projects would not create any new or additional significant special status species impacts that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the project or parcels. (See Pub. Res. Code Section 21083.3[a]). However, to ensure that the mitigation measures adopted for the Specific Plan are carried out at this project level, the City proposes the following Mitigation Measures, which are revisions to those previously adopted measures (BR-6, BR-7 and BR-8), made applicable to all three proposed projects.

Mitigation Measures

The following mitigation measures (based on BR-6, BR-7 and BR-8 of the SDCP/SRSP Master EIR) are revised to apply to all of the proposed projects.

MM 4.1a The project proponents shall conduct (or update) determinate surveys for potentially occurring special status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species or assume species presence within the area of project activity.

- If any of the special status species or their habitat are indicated or assumed, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall

be prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent possible.

- Where project impacts include taking of a federally listed species, a Section 10 Incidental Take Permit or a Biological Opinion resulting from Section 7 Consultation with the USFWS shall be obtained from the USFWS and permit conditions implemented, pursuant to the federal Endangered Species Act.

- Where project impacts include taking of a State listed animal species, a "2081-incidental take" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act.

Timing/Implementation: *Prior to issuance of grading permits for each project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.*

MM 4.1b Prior to each phase of grading and construction, thee applicant shall ensure that a preconstruction survey is performed between February 1 and September 1 to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, further action is not required.

If construction occurs between September 2 and January 31, no preconstruction survey is required. However, if a hawk is noticed during construction activities, construction activities will halt and the CDFG shall be notified prior to further actions.

Timing/Implementation: *Prior to issuance of grading permits for each project and throughout construction activities of all three projects.*

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

MM 4.1c The project applicant shall mitigate for the loss of Swainson's hawk foraging habitat by implementing one of the following alternatives:

- For projects within a one-mile radius of an active nest site, the project proponent shall preserve 1.0 acre of similar habitat for each acre lost within a ten-mile radius of the project site. For projects within a one to five mile radius of an active nest site, the project proponent shall preserve 0.75 acre of similar habitat for each acre lost within a ten-mile radius of the project site. For projects within a five to ten mile radius of an active nest site, the project proponent shall preserve 0.5 acre of similar habitat for each acre lost within a ten-mile radius of the

project site. This land shall be protected through fee title or conservation easement (acceptable to the California Department of Fish and Game [CDFG]); or,

- The project proponent shall, to the satisfaction of the CDFG, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat.

Should the City Council of the City of Rancho Cordova adopt a Swainson's hawk mitigation policy/program prior to implementation of one of the measures above, the project proponent shall be subject to that program instead.

Timing/Implementation: *Prior to issuance of grading permits for each project and throughout construction activities of all three projects.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the California Department of Fish and Game.*

Mitigation Measure 4.1c has been satisfied as of the date of this MND by existing credits at the Mahon Ranch Conservation site. The Conservation Easement was originally placed on the Mahon Ranch site for the purpose of mitigating the loss of Swainson's hawk foraging habitat and wetland acreage loss at the Anatolia Subdivisions (Anatolia I, II, and III) sites. As acreage remains at the Mahon Ranch site that was not used as mitigation by the Anatolia Subdivisions, it is appropriate to use this excess acreage for mitigation for all three proposed projects' impacts.

Implementation of Mitigation Measures MM 4.1a through 4.1c would reduce project-specific impacts to special-status species from all three proposed projects to *less than significant.*

b) Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document. Impacts to habitat are mitigated in discussion a) above.

c) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Impacts to wetlands were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (pp. 14.22–14.24) and in the Anatolia Subdivisions and Development Agreement MND. The proposed project site contains wetlands (i.e., vernal pools, ponds and wet swales), which could be disturbed by grading and other site preparation activities. The potential impact of development within the SDCP/SRSP area on wetlands was disclosed in the Master EIR as significant and unavoidable. The analysis in the SDCP/SRSP Master EIR also assumed that wetland-dependent species such as fairy/tadpole shrimp were present (p. 14.22). It was also assumed in the SDCP/SRSP Master EIR's analysis that such impacts would be mitigated with off-site compensation, rather than on-site preservation (p. 14.23). The SDCP/SRSP Master EIR noted that the County's General Plan policy mandating "no net loss" for wetlands acreage is applicable to all development within the SDCP/SRSP area, and that impacts to wetlands are also subject to federal regulation and permitting (p.14.23–14.24) if applicable. Sacramento County adopted a measure requiring future project proponents to prepare wetland delineations of their parcels and to submit wetland avoidance/mitigation, monitoring, and maintenance plans sufficient to comply with the County's "no net loss"

wetlands policy (CO-62, CO-70, CO-83, and CO-96) and the applicable state and federal agencies' permitting requirements (SDCP/SRSP EIR, pp. 117-118 [mitigation measures BR-2, BR-3, BR-4]). The County's measures also allowed for flexibility in achieving compliance with the no net loss policy, in order to accommodate future improvements in wetlands mitigation strategies. (Findings, pp. 118-119 [mitigation measures BR-3 and SRSP zoning condition No. 62]).

Overall the SDCP/SRSP Master EIR identified impacts to wetlands as potentially significant and unavoidable. The Master EIR stated that mitigation measures included in the Master EIR were sufficient to mitigate known impacts to wetlands but unknown details of project-specific impacts and development projects planned for the Specific Plan area meant that overall impacts to wetlands could not be mitigated for and were therefore potentially significant and unavoidable. The project-specific impacts to wetlands from the proposed projects would cause a potentially significant impact that was not identified in the SDCP/SRSP Master EIR. Therefore, the following mitigation measures are proposed in order to reduce those impacts to a *less than significant* level.

Mitigation Measures

Major Roads and Water Transmission Main Mitigation Measures

The Major Roads project, including both the interim and ultimate phases of construction, and the Water Transmission Main project would directly and indirectly impact wetlands along Sunrise Boulevard, Kiefer Boulevard, and Jaeger Road. These wetlands are depicted on **Figure 6** and its accompanying subfigures in Section 2.0 of this MND. It is important to note that the applicant has applied for an amendment to the existing 404 USACOE permit to cover the work proposed for the roads that may affect wetland areas outside the current permit boundaries. The following mitigation measures (based on BR-2 and BR-4 of the SDCP/SRSP Master EIR) are revised to apply to the interim and ultimate phases of the proposed Major Roads project and the whole of the Water Transmission Main project.

MM 4.2a The applicant shall obtain all necessary U.S. Army Corps of Engineers (USACE) permits pursuant to Section 404 of the Clean Water Act, all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game (CDFG), pursuant to the Fish and Game Code, and Section 401 Water Quality Certifications from the Central Valley Regional Water Quality Control Board (CVRWQB) or the applicant shall show that existing USACE permits cover the proposed activities and mitigate any potential environmental impacts to a less than significant level.

-and-

The project shall comply with City of Rancho Cordova no net loss policies (Policies NR.2.1, NR.2.2, and NR2.3 of the City Interim General Plan) for wetland habitat acreage and values, which establish performance standards for a wetland avoidance/mitigation strategy. The applicant shall submit an Avoidance/Mitigation Plan to the City of Rancho Cordova for review and approval.

This measure must be complied with to the satisfaction of the Rancho Cordova Planning Department.

Implementation/Timing: *Prior to issuance of grading permits for both phases of construction of the Major Roads project and prior to issuance of grading permits for the Water Transmission Main project.*

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

MM 4.2b The applicant shall ensure that wildlife passable barrier fencing such as post and cable fencing be installed along sidewalks that adjoin the wetland preserve and signage warning people to stay on the sidewalks and out of the wetlands be posted along the full length of those sidewalks in order to prevent pedestrians and bicycles from entering the preserve and impacting wetlands located there. Improvements plans shall show the location of such fencing and signage.

Implementation/Timing: *Changes to plans shall be made prior to the issuance of grading permits for both phases of construction of the Major Roads project. Fencing and signage shall be installed prior to completion of the Major Roads project.*

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

Sewer Force Main Mitigation Measures

The Sewer Force Main project will install all sewer lines in open cut trenching, except for those locations along Jaeger Road and Chrysanthy Boulevard where the sewer main would cross or impact wetlands. In those locations, the sewer main will be installed using standard bore and jack operations, which allows for installation of the sewer line without puncturing the clay lens that makes up the bottom of the wetlands. For locations of these wetlands, see **Figure 6** and its accompanying subfigures in Section 2.0 of this MND. The majority of locations for bore and jack operations are outside wetlands. However, three bore and jack pits, located on Jaeger Road, lie within wetlands and would impact them directly. The locations of those pits and their respective approximate depths are listed in **Table 3**. Locations for these bore and jack operations are shown on **Figure 4C**, **Figure 4D**, and **Figure 4E** in Section 2.0 of this MND.

TABLE 3
BORE AND JACK PITS WITHIN WETLANDS

Pit Start Location (feet from reference point)[1]	Pit Stop Location (feet from reference point)	Approximate Depth (Feet)[2]
4,533	4,548	9.5
4,663	4,678	8.5
4,773	4,798	9.0

Source: Wood Rogers
[1]Reference point is centerline of sewer force main under Kiefer Boulevard at Jaeger Boulevard.
[2]Pit depth is estimated by adding two additional feet to the depth of the bottom of the casing for the sewer force main to accommodate the bore and jacking machinery. This is the maximum additional depth – the actual pit may be shallower. All depths are below existing grade.

If a wetland feature were to be punctured or otherwise impacted by the bore and jack operations, potentially significant impacts could occur. Therefore, the following mitigation

measures are provided to reduce potential project-specific impacts to wetlands from the proposed Sewer Force Main project.

MM 4.2c The project applicant shall relocate any bore and jack pits that lie within wetlands to areas outside jurisdictional wetlands. These changes shall be included in all plans for the sewer force main project. Updated plans showing the relocated bore and jack pits shall be submitted to the City for review and approval.

-or-

The applicant shall obtain all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game, pursuant to the Fish and Game Code. The project shall comply with City no net loss policies (Policies NR.2.1, NR.2.2, and NR2.3 of the City Interim General Plan) for wetland habitat acreage and values, which establish performance standards for a wetland avoidance/mitigation strategy. The applicant shall submit the Avoidance/Mitigation Plan to the City for review and approval. This measure must be complied with to the satisfaction of the Rancho Cordova Planning Department.

Implementation/Timing: Prior to site disturbance for the Sewer Force Main Project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 4.2d The project applicant shall bore and jack the sewer main at a sufficient depth to ensure that no wetlands are punctured or otherwise damaged. If required by site conditions, controlled density backfill such as bentonite or other non-toxic clay surfactant shall be used during the bore and jack operation to ensure that any damage to vernal pools or wetlands is minimized. If disturbance to the hardpan cannot be entirely avoided, such disturbance shall be minimized and repaired through placing impermeable plugs in the backfill trench. This shall consist of controlled density backfill including bentonite or other material commonly used to form hydraulic soil barriers. No surfactants other than non-toxic clay-based surfactants shall be used. All boring shall be conducted from one pit continuously through to the next pit. Boring from two pits towards a point between them is not permitted.

-or-

The applicant shall submit a Wetland Avoidance/Mitigation Plan, which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat or acreage and values is achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in accordance with the U.S. Army Corps of Engineers (USACE), and the U.S. Fish and Wildlife Service (USFWS), regulations, and to the satisfaction of the City. A copy of the 404 permit and the biological opinion shall be provided to the City. The Avoidance/Mitigation Plan shall ensure the following:

- The location of USACE verified wetlands and vernal pools onsite and for all offsite properties where grading activities and uses are proposed;
    - Written verification of wetland delineation from USACE;
    - The location of proposed wetland preservation, acquisition, and creation site(s);
- A detailed map of proposed wetland creation site(s) showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. Compensation wetlands shall be designed to:
    - Meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact.
    - Mitigate the loss of special status species habitat, including fairy/tadpole shrimp to the satisfaction of the USFWS. This will include written verification of USFWS acceptance.
- A monitoring plan designed to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. Monitoring shall occur for at least five years and until success criteria are met.
- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity.
- The project applicant shall provide a qualified onsite biological resources monitor, approved by the City, to ensure compliance with identified mitigation for the duration of all proposed activities. The construction manager shall submit bi-annual compliance reports to City monitor for review for a period of 5 years.

The applicant shall grant full access to the project site for City environmental staff to monitor construction activities and mitigation compliance. Access shall be granted during all construction activities. In addition, City monitor may issue stop work orders if mitigation non-compliance is identified.

Implementation/Timing: Throughout construction of the Sewer Force Main project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 4.2e The applicant shall implement the following procedures in order to reduce any potential impacts to wetlands due to spillage of jack and bore materials and general construction activities:

- All erosion control measures required by the City shall be implemented throughout construction activities;
- Removal of cover vegetation shall be delayed until as close to the actual time of construction as is practicable;
- Construction equipment and associated activities shall be confined to the construction corridor. At no time shall any person, equipment, or material enter the wetland preserve;
- At no time will refueling of construction related equipment take place within 100 feet of the aquatic environment;
- Hazardous materials spills kits shall be maintained in proximity to aquatic habitats;
- All State and federal permits shall be adhered to;
- Proper sediment control shall be performed to the satisfaction of the City;
- A spill prevention and response plan shall be implemented;
- A qualified biological monitor, approved by the city, shall be on hand during all construction activities near specified drainage and riparian areas;
- Post construction monitoring and supplemental revegetation where needed shall be planted; and,
- A vacuum truck shall be available on-site at all times when boring under waters of the United States.

Timing/Implementation: *Spill prevention plan shall be submitted prior to site disturbance. Remainder of measure throughout construction activities for all three projects.*

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

The SDCP/SRSP Master EIR addressed wetland impacts from a plan area perspective and concluded that the project would result in *significant and unavoidable* wetland impacts (p. 14.24) due to lack of future project-specific information. However, implementation of Mitigation Measures MM 4.2a through 4.2e would reduce project-specific impacts to wetlands from all three proposed projects to *less than significant*.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* No wildlife nursery sites or movement corridors were indicated in the SDCP/SRSP Master EIR as existing within the project areas. The Anatolia Subdivisions and Development Agreement MND referred to the SDCP/SRSP Master EIR for analysis of any impacts in this area. Implementation of mitigation measure MM 4.1a would also identify any such nursery sites or movement

corridors and mitigate for them. As such, implementation of the proposed projects would not interfere with the movement of any fish or wildlife species or impede the use of native wildlife nursery sites or corridors. Therefore, impacts from all three projects would be *less than significant.*

e) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The area of the proposed projects contains some existing trees, though entirely of non-native species. The SDCP/SRSP Master EIR analyzed the impact to trees in the plan area and established mitigation measure BR-9 in order to reduce this impact. The Anatolia Subdivisions and Development Agreement also analyzed this impact and provided mitigation measure L to mitigate any impacts to oak trees or California Sycamores. Mitigation measure MM 4.3 (below), which is based on BR-9 and measure L of the Anatolia Subdivisions and Development Agreement MND, would assure a *less than significant impact* from all three proposed projects.

Mitigation Measures

The following mitigation measure (based on BR-9 of the SDCP/SRSP Master EIR and mitigation measure L of the Anatolia Subdivisions and Development Agreement MND) is revised to apply to all three proposed projects.

MM 4.3 Prior to the start of construction, the project proponent shall submit a survey identifying the specific type, size, and location of all existing on-site trees. Existing on-site trees shall be protected and preserved to the maximum extent feasible. Consistent with City General Plan policies, the removal of any native oak tree measuring six inches or greater in diameter at breast height (dbh) and the removal of any non-oak native tree measuring 19 inches or greater dbh necessary to accommodate road construction, sewer installation, or water installation shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the project area. In addition, other non-native landmark size trees (19" or greater) may require mitigation.

Timing/Implementation: Prior to the issuance of grading permits for all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure MM 4.3 would ensure that impacts from all three proposed projects would be *less than significant.*

f) *Less Than Significant Impact/Reviewed Under Previous Document.* Upon adoption of both the SDCP/SRSP Master EIR or the Anatolia Subdivisions and Development Agreement MND there was no Habitat Conservation Plan (HCP) in effect for the project area, nor has an HCP or Natural Community Conservation Plan (NCCP) been adopted in the mean time. The Sacramento Planning Department has indicated that the South Sacramento County HCP is in the planning stages and they may have an administrative draft in seven months. However, they don't anticipate adoption of the plan for more than two years, well after completion of interim roadway improvements. Since it is not finalized and adopted, it cannot be ascertained if the project will be in conflict with the Plan, therefore *less than significant* impacts would occur for the Sewer Force Main project, the Water Transmission Main project, and the interim phase of the Major Roads project. At this time, completion of the County's HCP would most likely not occur before

implementation of ultimate improvements under the proposed project. If an HCP were to be completed and adopted by the County before completion of ultimate road improvements, environmental review of those improvements would have to occur to ensure that the ultimate improvements do not conflict with that HCP. However, as it is conceivable at this time that the ultimate improvements will be completed before the County HCP is completed and adopted, ultimate roadway improvements for the proposed project would have a *less than significant impact*. Additionally, there is no NCCP for the area; therefore all three proposed projects would have a *less than significant impact* to any Natural Community Conservation Plans.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V.	CULTURAL RESOURCES Would the projects:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☒	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☒

EXISTING SETTING

A field assessment of cultural resources was performed in May of 1997 as part of the SDCP/SRSP Master EIR. This assessed area includes the proposed projects' areas. Additional investigations into factors relating to cultural resources were conducted in preparation for the Rancho Cordova General Plan. These investigations include a records search of the North Central Information Center of the California Historical Resources Information System at California State University Sacramento in June 2004, a sacred lands search completed by the Native American Heritage Commission (NAHC) in June 2004, and consultation with Native American individuals and groups identified by the NAHC. These investigations did not identify any significant cultural resources (e.g., prehistoric sites, historic sites, or isolated artifacts) within the boundaries of the proposed projects and no comments have been received, to date, from the Native American community.

Additionally, other surveys that touched the boundaries of the entire SDCP/SRSP plan area (McIvers 1985; Noble 1990; Offerman and Noble 1995; Peak and Associates, Inc. 1982; Russell 1992) recorded no resources near the project boundaries (SDCP/SRSP EIR, p 15.4 – 15.6). The Anatolia Subdivisions and Development Agreement MND also found no cultural resources on the proposed project sites.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* As stated above, the surveys indicated that the proposed project sites are free of important cultural/historical resources and it was determined that the sites have a low probability of such resources. Implementation of the proposed projects is not expected to result in any new cultural resource impacts. However, the SDCP/SRSP Master EIR identified mitigation to reduce potential impacts on cultural and historical resources (SDCP/SRSP EIR, p. 15.9).

Mitigation Measures

The following mitigation measure (based on CR-1 of the SDCP/SRSP Master EIR) is revised to apply to all phases of the three proposed projects.

MM 5.1 Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during development activities, work shall be suspended and the City shall be immediately notified. At that time, the City will coordinate any necessary investigation of the site with appropriate specialists, as needed. The project proponent shall be required to implement any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, 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 NAHC adhered to in the treatment and disposition of the remains.

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measure MM 5.1 would reduce all three proposed projects' potential cultural, historic, paleontologic, and archeological resource impacts to *less than significant.*

b) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.

c) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.

d) *Less than Significant Impact/Reviewed Under Previous Document.* There are no known cemeteries on the project sites. However, due to the large Native American population in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites in areas of spiritual significance, which may not contain any surface evidence of occupancy. The proposed projects are not expected to result in any new cultural resource impacts. However, implementation of Mitigation Measure MM 5.1 (above) would ensure that potential human remains impacts from all three proposed projects would be *less than significant.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI.	GEOLOGY AND SOILS Would the projects:					
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.	☐	☐	☒	☐	☒
ii)	Strong seismic ground shaking?	☐	☐	☒	☐	☒
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☒
iv)	Landslides?	☐	☐	☒	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
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?	☐	☐	☐	☒	☐

EXISTING SETTING

The Spink Corporation evaluated the soils within the SDCP/SRSP area, including the geological conditions of the proposed project sites. The SDCP/SRSP Master EIR concluded that the soil types and geologic conditions occurring within the SDCP/SRSP area are suitable for the land uses proposed for the development of the SDCP/SRSP and associated facilities to service the area, which includes the proposed projects. Findings of the Anatolia Subdivisions and Development Agreement MND were in line with the SDCP/SRSP Master EIR findings.

DISCUSSION OF IMPACTS

a)

(i) *Less Than Significant Impact/Reviewed Under Previous Document.* The project sites are not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active faults exist within the sites. The potential for impacts to public safety resulting from the rupture of a known earthquake fault is not considered to be an issue of significant environmental concern. Therefore, all three proposed projects would have a *less than significant impact.*

(ii) *Less Than Significant Impact/ Reviewed Under Previous Document.* See response to a(i) above. The SDCP/SRSP Master EIR found impacts from seismic ground shaking to be less than significant due to standard construction requirements such as the Uniform Building Code (p. 13.18). The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area and due to the fact that no structures that would pose a risk to people from damage or collapse due to seismic shaking are included in the project. Therefore, all three proposed projects would have a *less than significant impact* from ground shaking.

(iii) *Less Than Significant Impact/ Reviewed Under Previous Document.* See response to a(i) above. The soil types of the project sites do not constitute a potential impact for ground failure or liquefaction, especially due to the fact that no active faults exist within the site area. Therefore, impacts from all three proposed projects would be *less than significant.*

(iv) *Less Than Significant Impact/ Reviewed Under Previous Document.* The project sites are characterized by flat terrain; as such, the project site has very low potential for landslides. This impact would be *less than significant* from all three proposed projects.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* Grading activities associated with development of the proposed projects would remove vegetative cover and would expose soils to wind and surface water runoff. The proposed projects are subject to compliance with the Sacramento County Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review, and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. Therefore, all three proposed projects would have a *less than significant impact.*

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The soil groups present on the project sites have high percentages of clay, which expand with wetting and drying conditions. These soils present a mild geologic hazard due to high-shrink swell potential. The projects are subject to standard local design requirements that mitigate this issue. Therefore, impacts from the proposed projects would be *less than significant.*

d) *Less Than Significant Impact/Reviewed Under Previous Document.* See c) above.

e) *No Impact.* None of the three proposed projects would use a septic tank system or other alternative wastewater systems as an alternative to extension of existing facilities. The Sewer Force Main project includes installation of a sewer force main within the road right-of-way, which precludes the need for any septic system components, including tanks. Therefore, there would be *no impact* from any of the three proposed projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII.	HAZARDS AND HAZARDOUS MATERIALS Would the projects:					
a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☒	☐	☒
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?	☐	☒	☐	☐	☒
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☒
e)	For a project located within an airport land use plan area or, where such a plan has not been adopted, within two 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?	☐	☐	☒	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
g)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☒
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

EXISTING SETTING

The initial Phase I Environmental Site Assessment (Phase I) was prepared for the SDCP/SRSP area by Wallace-Kuhl & Associates (dated July 29, 1997). Phase I identified potential hazardous impacts resulting from, including but not limited to: the exposure to off-site groundwater contamination; exposure to residual agricultural chemicals; potential Kiefer Landfill impacts;

exposure to toxic air emission sources; exposure to PCB's and radon; and the potential of exposure to asbestos during the construction period. Hazards and hazardous materials impacts were analyzed under the Anatolia Subdivisions and Development Agreement MND as well. However, all impacts were found to be less than significant.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The improvements to be constructed under all three projects do not require the transportation of large quantities of hazardous materials. However, as the Major Roads project would improve existing roadways and add new roadways, the potential exists for increased transportation of hazardous materials to serve operations and uses outside the proposed project area. Any transportation of hazardous materials would be required to adhere to any federal, State, and/or local policies and ordinances. Additionally, impacts to land uses that are or may be sensitive to hazardous materials transport, such as school sites, would be reviewed on a project-by-project basis within review conducted for those projects. Any additional risks to those uses would be mitigated in those documents. Therefore, implementation of all three proposed projects would result in *less than significant* hazardous material transportation and disposal related impacts.

b) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Construction of the proposed projects would involve the use and handling of small amounts of hazardous materials, but would not 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. However, some portions of the proposed projects routes were identified as containing trash and debris that could potentially pose a threat during removal. Mitigation measures were identified in the SDCP/SRSP Master EIR for removal of existing debris prior to construction of interim roadway improvements.

Mitigation Measure

The following mitigation measures (based on TX-5, TX-6, TX-7, and TX-8 of the SDCP/SRSP Master EIR) are revised to apply to all three proposed projects.

MM 7.1a As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and disposed of or recycled off-site. All items shall be removed for ultimate roadway width expansion.

Timing/Implementation: *Prior to issuance of grading permits and throughout construction activities of all three projects.*

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

MM 7.1b If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the

EMD. This mitigation measure shall be applied to all three proposed projects

Timing/Implementation: Throughout construction activities of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 7.1c As construction occurs, the actions identified below shall be taken for each identified parcel. All remedial actions recommended as a result of any of these site investigations shall be fully implemented before or during the interim phase of roadway construction.

APN	ACTION
067-0030-019	*Remove debris*
067-0090-016	*Remove debris*
067-0090-017	*Remove debris*
067-0090-026	*Field reconnaissance: remove debris*
067-0010-023	*Field reconnaissance: remove debris*

Timing/Implementation: Throughout construction activities of the interim phase of the Major Roads project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measures MM 7.1a through 7.1c would reduce potential underground storage tanks, and/or trash and debris impacts to *less than significant* for all three proposed projects.

c) *Less Than Significant Impact.* Construction of the roadways on the project sites has the potential to emit hazardous emissions or require the handling of hazardous or acutely hazardous materials, substances, or waste. Public schools are proposed for the SDCP/SRSP area. Except for the ultimate roadway improvements, all proposed improvements would be complete prior to use of the schools and would therefore have no impact. However, the proposed ultimate roadway improvements would likely occur in the future when the planned schools could be occupied. The ultimate roadway improvements are not associated with the use of large amounts of hazardous materials and would not include the continual transport or use of hazardous materials. The use, storage, and handling of hazardous materials during construction activities would occur in accordance with applicable federal, State, and local laws including the California Occupational Health and Safety Administration requirements. Therefore, hazardous emissions impacts from all three proposed projects would be *less than significant*.

d) *No Impact/Reviewed Under Previous Document.* The proposed improvements are not located on a site that was included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, all phases of the project improvements would not create a significant hazard to the public or the environment and *no impact* from a hazardous materials site is expected.

e) *Less Than Significant/Reviewed Under Previous Document.* The project route is located northeast of Mather Airport and is located within the Comprehensive Land Use Planning (CLUP) area of the airport. Implementation of the proposed projects would not adversely affect operations of this facility and are not anticipated to result in safety related hazards

or adverse impacts to people residing or working on the project. No electrical or telephone improvements are included in either phase of the project, so no tall hazards to low flying aircraft such as utility poles would be installed. Therefore, all three proposed projects would have a *less than significant impact.*

f) *No Impact.* There are no private airstrips within the vicinity of the proposed project site – the nearest private airstrip, Franklin Field, is located more than 18 miles to the south. Additionally, per the Federal Aviation Authority's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, all three proposed projects would have *no impact* to hazards from nearby private airstrips.

g) *Less Than Significant Impact/Reviewed Under Previous Document.* Implementation of proposed improvements 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, impacts associated with all three proposed projects would be *less than significant.*

h) *Less Than Significant Impact.* The proposed projects would not construct any new residences or businesses that would cause the potential for exposure of additional people to wildland fires. Additionally, the project areas are within the Urban Services Boundary for Sacramento County and do not lie adjacent to any wildlands. If any large fires were to occur adjacent to the project areas, the improvements associated with the Major Roads project would only serve to improve response times and add additional ingress and egress routes for firefighting activities. Alternative evacuation routes would be created as a result of the project as well, allowing residents to move out of any dangerous areas more effectively. Therefore, all three proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII.	HYDROLOGY AND WATER QUALITY Would the projects:					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☒
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☒
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☒
e)	Create or contribute to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☐	☒	☐	☐
f)	Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☐	☒	☐	☐
g)	Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☒	☐	☐
h)	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?	☐	☐	☒	☐	☒
i)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☒
j)	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?	☐	☐	☐	☒	☐
k)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
l)	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?	☐	☐	☐	☒	☐
m)	Inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND identified impacts to water quality in a general way, finding potential impacts to water quality to be less than significant with the implementation of measure HY-2 which mandates that development follows the Final Master Drainage Study for the Sunrise Douglas Community Plan Area, which was provided by the Spink Corporation on October 16, 1998 (SDCP/SRSP Master EIR, p. 9.12). The Master EIR noted that baseline data showing exactly how drainage was affected before development of the plan was not available, but the simple fact that grazing land and open fields would be converted to developed areas for residential and commercial uses would adversely affect surface water quality (p. 9.12).

Activities associated with the proposed projects have the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to roadway surface runoff. Unless the runoff is controlled, it would generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. Compliance with a Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), and applicable local ordinances and State requirements, would ensure that all three proposed projects would have a *less than significant impact* on water quality.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR found that development of the area could impact groundwater supplies and recharge and lowering of the groundwater table. However, these impacts were related to other areas of the project and not capital improvements.

The proposed projects would result in impervious surfaces on portions of the Sunridge Specific Plan area that are currently undeveloped. The projects, especially the Major Roads project, would change the drainage of the site, decrease absorption rates and increase run-off in the area. However, the roadways would not substantially interfere with groundwater recharge. Compliance with a SWPPP (see discussion a) above) would further mitigate any recharge impacts. As such, impacts of all three proposed projects upon the groundwater supply would be *less than significant.*

c) *Less Than Significant Impact/Reviewed Under Previous Document.* See discussions a) and b) above. The projects would alter the existing drainage pattern of the site and area, but would not alter the course of a stream or river and would not result in substantial erosion or siltation on- or off-site. Therefore, all three proposed projects would have a *less than significant impact.*

d) *Less Than Significant Impact/Reviewed Under Previous Document.* A portion of the Major Roads project would involve the construction of impervious surfaces on sites that are currently undeveloped. Another portion of the project would increase impervious surfaces on undeveloped land in an area that already contains impervious surfaces. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. The SDCP/SRSP Master EIR identified impacts to runoff and drainage from development in the area. Mitigation measure HY-2 (see discussion a) above) within the Master EIR mitigates this effect to less than significant. Provided that improvements are designed and constructed according to the requirements of the City of Rancho Cordova and the Regional Water Quality Control Board (RWQCB) and are

consistent with Mitigation Measure HY-2 of the SDCP/SRSP Master EIR (p. 9.12), all three proposed projects would have a *less than significant impact.*

e) *Less than Significant Impact.* See discussion a) above. In addition to compliance with a SWPPP, the use of the following BMP's as requested by the City and identified by the California Stormwater Quality Association (CASQA, January 2003) would further mitigate any operational impacts for both interim and ultimate improvements. This list is representative of recommended BMP's but does not constitute the only practices to be employed. All requirements of the SWPP shall be followed as well.

CASQA Identifier	**BMP Name**
NS-8	Vehicle and Equipment Cleaning
NS-9	Vehicle and Equipment Fueling
NS-10	Vehicle and Equipment Maintenance
WM-1	Material Delivery and Storage
WM-2	Material Use
WM-3	Stockpile Management
WM-4	Spill Prevention and Control
WM-5	Solid Waste Management
WM-6	Hazardous Waste Management

More information on these BMP's, including their implementation and requirements, is included in **Appendix B.** Use of these and other BMP's, as well as adherence with a SWPPP under discussion a) above would ensure that impacts from all three proposed projects would be *less than significant.*

f) *Less than Significant Impact.* See discussions a), b), and d) above.

g) *Less than Significant Impact.* See discussions a), b), and d) above.

h) *Less Than Significant Impact/Reviewed Under Previous Document.* See discussions a), b), and d) above.

i) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed projects would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, provided that improvements are constructed as required by Sacramento County Water Quality Control Board. Because all three proposed projects would individually involve a land disturbance of more than five acres, the RWQCB would require a Construction Activity Storm Water General Permit. Compliance with requirements of the RWQCB would ensure that impacts from all three proposed projects would be *less than significant.*

j) *No Impact.* All three proposed projects constitute capital improvements and include the construction of roads, sewer, and water infrastructure. None of the projects include the construction of residential units. Therefore, for all three proposed projects there would be *no impact.*

k) *No Impact.* See discussion g) above.

l) *No Impact.* See discussion g) above.

m) *No Impact.* The project sites are not located near the Pacific Ocean, nor are they near a large water body that would be capable of creating a seiche or tsunami. Therefore, there would be *no impact* from all three proposed projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX.	LAND USE AND PLANNING Would the projects:					
a)	Physically divide an existing community?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project areas are currently being developed as part of the SDCP/SRSP. The proposed capital improvements are designated within the SDCP/SRSP Master EIR as well as within the Anatolia Subdivisions and Development Agreement MND as facilities required to service the Plan Area; as such, the projects would not divide an established community. Implementation of the projects is necessary to service the approved development within the area designated for urban development and would not result in any additional land use impacts; therefore, all three proposed projects would have a *less than significant impact.*

b) *Less Than Significant Impact/Reviewed Under Previous Document.* Development of the proposed projects would not result in any additional significant land use impacts beyond those identified for the development of the SDCP/SRSP and the Anatolia Subdivisions and Development Agreement MND. The major roads, sewer force main, and water transmission main are consistent with the adopted SDCP/SRSP plans and were generally identified as necessary to support full buildout of the plan. Therefore, all three proposed projects would have a *less than significant impact.*

c) *Less Than Significant Impact/Reviewed Under Previous Document.* Upon adoption of both the SDCP/SRSP Master EIR or the Anatolia Subdivisions and Development Agreement MND there was no HCP in effect for the project area, nor has an HCP or NCCP been adopted in the mean time. The Sacramento Planning Department has indicated that the South Sacramento County HCP is in the planning stages and they may have an administrative draft in seven months. However, they don't anticipate adoption of the plan for more than two years, well after completion of interim roadway improvements. Since it is not finalized and adopted, it cannot be ascertained if the project will be in conflict with the Plan, therefore *less than significant* impacts would occur for the Sewer Force Main project, the Water Transmission Main project, and the interim phase of the Major Roads project. At this time, completion of the County's HCP would most likely not occur before implementation of ultimate improvements under the proposed project. If an HCP were to be completed and adopted by the County before completion of ultimate road improvements, environmental review of those improvements would have to occur to ensure that the ultimate improvements do not conflict with that

HCP. However, as it is conceivable at this time that the ultimate improvements will be completed before the County HCP is completed and adopted, ultimate roadway improvements for the proposed project would have a *less than significant impact.* Additionally, there is no Natural Community Conservation Plan for the area; therefore all three proposed projects would have a *less than significant impact* to any Natural Community Conservation Plans.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X.	MINERAL RESOURCES Would the projects:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Neither the SCDP/SRSP Master EIR nor the Anatolia Subdivisions and Development Agreement MND identified any mineral resources of value in the project areas. The project sites are not identified by the California Division of Mines and Geology or in the City of Rancho Cordova General Plan as a high quality resource area. Additionally, planned growth and development in the area will preclude the mining and recovery of potential mineral resources (such as aggregates) in the project area. Therefore, this impact would be *less than significant* for all three projects.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* Neither the SCDP/SRSP Master EIR nor the Anatolia Subdivisions and Development Agreement MND identified any mineral resources of value in the project area. The City of Rancho Cordova General Plan does not designate the site as a mineral resource zone. Therefore, this impact would be *less than significant* for all three projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI.	NOISE. Would the projects 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?	☐	☐	☒	☐	☒
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☒
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☒
e)	For a project located within an airport land use plan area or, where such a plan has not been adopted, within two 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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Implementation of the proposed Major Roads project may place residential and other land uses in close proximity to roadways, which may result in traffic noise in excess of established City of Rancho Cordova General Plan and Noise Ordinance standards. However, impacts as a result of increased traffic volumes were analyzed in the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND. The construction and improvement of roadways within the SDCP/SRSP area was identified in mitigation for circulation impacts due to buildout of the SDCP/SRSP (Master EIR, p. 10.19-10.36). Implementation of mitigation measures TC-1 through TC-31 as identified in the SDCP/SRSP Master EIR during residential development, including those established under the SDCP/SRSP EIR (mitigation measure AI-5, SDCP/SRSP EIR, p. 11.20) would reduce any impacts from all three proposed projects to *less than significant*.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified sources of potential groundbourne vibration, but these were all outside the project areas and were not related to construction of capital improvements.

Implementation of the proposed projects would not generate excessive groundbourne vibration or groundbourne noise sources. Construction activities would temporarily increase groundbourne related impacts; however, compliance with City of Rancho Cordova Noise Ordinance requirements and construction standards would reduce impacts from all three proposed projects to *less than significant*.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The Anatolia Subdivisions and Development Agreement MND identified potential impacts but referred to County Noise Ordinance (Chapter 6.68 of the County Code) to mitigate these impacts. Implementation of both phases of the proposed Major Roads project would result in changes in traffic noise levels for existing uses adjacent to the project. In line with their own environmental review documents, residential development projects in the area incorporate the use of setbacks, barriers and various site designs to help shield noise sensitive areas and to reduce potential noise impacts from traffic along the roadways that were identified in the SDCP/SRSP Master EIR. Therefore, all three proposed projects would have a *less than significant impact*.

d) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Implementation of the proposed projects would involve the transport and use of heavy equipment. The use of heavy equipment and other construction activities would temporarily increase the ambient noise levels in the project's vicinity above existing levels. Temporary noise impacts due to construction activities were also identified in the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND, however analysis in these documents was limited to residences existing at the start of development (SDCP/SRSP Master EIR, p. 12.16). As the proposed ultimate roadway improvements would most likely occur after additional residences are constructed and occupied in the area, further mitigation is required. Any noise increases would be periodic, temporary in nature, and subject to City of Rancho Cordova Noise Ordinance regarding construction activities. In order to ensure *less than significant impacts* due to construction of the proposed project, the following mitigation measure is provided for all three proposed projects.

Mitigation Measure

MM 11.1 The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances including:

- Restrictions on the hours of construction activities;
- Restrictions on noise levels associated with construction equipment;
- Watering and/or other dust control at all construction sites; and,
- City approval of proposed construction storage and staging areas (including employee parking).

These mechanisms shall ensure that noise levels remain below established City of Rancho Cordova General Plan and Noise Ordinance standards The project applicant shall continuously post visible signage providing a name, address, and 24-hour phone for information and/or complaints regarding the construction activities. This may be a City number if applicable. These requirements shall be included as a note on all construction plans and in the improvement plan submittal.

Timing/Implementation: Prior to issuance of grading permits and throughout construction of all three projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measure MM 11.1 would reduce all three projects' potential temporary noise impacts to *less than significant.*

e) *Less Than Significant Impact.* The proposed projects are not located within the CLUP of Mather Airport. However, projects consist of the construction of capital facilities which, when considered alone, are not growth inducing. Therefore the proposed projects do not increase the number of residents in the area and would not expose more people to excessive noise. Workers in the area as part of the construction of the proposed projects would not be exposed to excessive noise as the projects lie at least two miles from the end of the nearest runway and are not located under any overflight areas, as delineated by the Mather Airport CLUP. Also, the instrument landing system at Mather Airport has been updated to allow large approaching aircraft such as cargo carriers to approach at a higher angle, causing them to pass over the approach path (located north of the project area) at a higher altitude. These factors would reduce any noise impacts from all three projects to *less than significant.*

f) *No Impact.* There are no private airstrips within the vicinity of the proposed project site – the nearest private airstrip, Franklin Field, is located more than 18 miles to the south. Additionally, per the Federal Aviation Authority's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, all three proposed projects would have *no impact* to private airports.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII.	POPULATION AND HOUSING Would the projects:					
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)?	☐	☐	☒	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed projects are sized to accommodate growth already anticipated for and approved under the SDCP/SRSP as well as under the Anatolia Subdivisions and Development Agreement MND. As the projects themselves are not growth inducing and only serve planned growth in the area, the proposed projects would not induce population growth beyond that identified in the SDCP/SRSP Master EIR. Therefore, impacts from all three proposed projects would be *less than significant*.

b) *No Impact/Reviewed Under Previous Document.* The proposed project would construct roadways and other infrastructure in an area designated for urban growth and would not displace any existing housing in any phase of the three projects. The Anatolia Subdivisions and Development Agreement MND and an on-site survey conducted by the City of Rancho Cordova Planning Department in June of 2005 found no existing housing on the site. Because there would be no displacement of existing housing and no need for the construction of replacement housing elsewhere, *no impact* would occur from any of the three proposed projects.

c) *No Impact/Reviewed Under Previous Document.* See b) above. The project site does not currently contain residential structures, so no displacement of people would occur and *no impact* is expected from any of the three proposed projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII.	**PUBLIC SERVICES** Would the projects result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:					
a)	Fire protection?	☐	☒	☐	☐	☒
b)	Police protection?	☐	☐	☒	☐	☒
c)	Schools?	☐	☐	☐	☒	☒
d)	Parks?	☐	☐	☐	☒	☒
e)	Other public facilities?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified potential impacts to the provision of fire protection services in the plan area. The Master EIR indicated that the Fire District had reviewed the project and indicated their support of the major streets (p. 6.15). Mitigation Measure PS-5 was introduced to guide design of streets in the plan area to ensure that fire protection services would not be hindered by specific design features.

Implementation of the proposed Major Roads project would facilitate fire protection and emergency medical response to the SDCP/SRSP area, as well as the Anatolia Subdivisions and Development Agreement area by constructing new roads and providing emergency access to areas with little or no access. Standard requirements during construction include signing and traffic control. Implementation of Sacramento Metropolitan Fire District standards would further reduce impacts from all three proposed projects. Additionally, the proposed projects do not involve the construction of any land uses that would require additional fire protection service and would therefore not create the need for expanded fire protection facilities. In order to ensure that impacts to fire protection services are *less than significant*, the following mitigation measure (which is a revision of measure PS-5 of the SDCP/SRSP Master EIR, p. 6.15) is provided.

Mitigation Measure

The following mitigation measure (based on PS-5 of the SDCP/SRSP Master EIR) is revised to apply to the proposed Major Roads project.

MM 13.1 The project shall comply with the following design measures:

- All development shall meet minimum water supply requirements for fire flow, by type of land use.
- Accessibility for fire control shall meet the specifications of the Fire District and shall be in place during all phases of the project.

Implementation/Timing: *Prior to approval of improvement plans and throughout construction activities.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the Sacramento Metropolitan Fire District.*

Implementation of MM 13.1 would ensure that impacts to fire protection services from all three proposed projects would be *less than significant.*

b) *Less Than Significant Impact/Reviewed Under Previous Document.* The Sacramento County Sheriff's Department will provide law enforcement services to the SDCP/SRSP area. Implementation of the proposed Major Roads project would facilitate police protection to the SDCP/SRSP area and planned development under the Anatolia Subdivisions and Development Agreement by constructing roads and creating access to areas of the city with little or no access at this time. Standard requirements during construction include signing and traffic direction. Implementation of Rancho Cordova Police Department standards would result in a *less than significant* impact from all three proposed projects. Additionally, the proposed projects do not involve the construction of any land uses that would require additional police protection service and would therefore not create the need for expanded police protection facilities. Therefore, all three proposed projects would have a *less than significant impact* on police protection.

c) *No Impact/Reviewed Under Previous Document.* The project sites are located within the boundaries of the Folsom-Cordova Unified School District. However, none of the proposed projects include the construction of any residential development. The proposed projects would not result in any increase in population in the area, including an increase in children of school age. Therefore, all three projects would result in *no impact* to schools.

d) *No impact/Reviewed Under Previous Document.* Title 22 of the Rancho Cordova City Code (the Land Development Ordinance) contains implementing provisions of the Quimby Act, which sets forth obligations on residential developments to dedicate land for parks or pay fees in-lieu of dedication. The projects do not propose residential development in any phase of construction and would not be subject to Title 22 provisions. However, land used for capital improvements under the proposed projects would not be available to meet the required on-site park acreage mandated by mitigation measure PS-7 of the SDCP/SRSP Master EIR (p. 6.18) and City policies. Adequate land for construction of parks is available elsewhere in the area and planned projects in the SDCP/SRSP area include the construction of such parkland. Therefore, all three proposed projects would result in a *less than significant impact* to parks.

e) *Less Than Significant/Reviewed Under Previous Document.* Extension of services into the SDCP/SRSP area as well as the Anatolia Subdivisions and Development Agreement area is required in order for those and other adjacent projects to be constructed and populated. The proposed projects would serve to extend public facilities such as wastewater service and water service to these planned development areas. Therefore, impacts to existing public facilities from construction of all three proposed projects would be *less than significant.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV.	RECREATION					
a)	Would the projects increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b)	Does the projects include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The proposed projects involve the construction of capital facilities to serve the transportation and utility needs of already planned land uses. Such facilities do not generate increased demand for park and recreation services. No significant environmental impacts involving parks and recreation facilities are expected under any of the proposed projects. No parks or recreation facilities exist along the roadway alignment or within the area of potential effect. Therefore, all three proposed projects would result in *no impact* to park and recreation facilities.

b) *No Impact/Reviewed Under Previous Document.* The proposed projects do not include, or require, the construction or expansion of recreational facilities, therefore no adverse impacts would occur. See also (a) above as well as impact discussion (d) in section XIII. Public Services above.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV.	TRANSPORTATION/TRAFFIC Would the projects:					
a)	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐	☒
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☒
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☒	☐	☒
f)	Result in inadequate parking capacity?	☐	☐	☒	☐	☒
g)	Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐	☒

EXISTING SETTING

All three roadways (Sunrise Boulevard, Kiefer Boulevard, and Jaeger Road) to be improved or constructed under the proposed Major Roads project are designated by the Rancho Cordova Circulation Plan (adopted by the City on May 16, 2005) as arterial roadways subject to the City standard of 84-feet in width. The 84-foot width is a standard requirement for arterial roadways of four lanes. However, the SDCP/SRSP was approved with a modified standard of 76 feet in place of the 84-foot requirement (Appendix A to the SRSP, p. A-4) and also includes larger landscape corridors on both sides of the roadways.

The existing dedicated land for Kiefer Boulevard expands from the roadway centerline, north to the Sunridge development boundary. The existing dedicated land for Jaeger Road expands from the roadway centerline, west to the Sunridge development boundary.

The dedication of land required as part of this project is Kiefer Boulevard from the centerline, south to the Suncreek Development project and Jaeger Road from the centerline east to the Suncreek Development project. The City is discussing the possibility of adding an additional lane

on Jaeger Road to serve as a bus only lane. If this occurs, additional right-of-way would be required.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts from increases in traffic from planned improvement were addressed in the SDCP/SRSP Master EIR as well as in the Anatolia Subdivisions and Development Agreement MND. Incorporation of measures TC-1 through TC-31 (p. 10.19-10.36) would reduce those impacts to less than significant levels. The proposed major roads project would serve the increase in the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions that would result from development of the area as analyzed in the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND. Thus, implementation of all three proposed projects would have a *less than significant* impact on traffic congestion and circulation.

b) *Less Than Significant/Reviewed Under Previous Document.* See a) above. As the proposed Major Roads project would incrementally improve local levels of service, the proposed projects would not exceed any standards of the County Congestion Management agency. Therefore, all three proposed projects would have a *less than significant impact.*

c) *No Impact.* The proposed projects do not lie within the Mather Airport CLUP, nor are improvements associated with the projects located on hills or other areas of higher altitude, nor will equipment or materials be stored, used, or installed above ground level. Implementation of the project would not cause an increased danger of impacts with flying aircraft, including low flying aircraft on approach to Mather Airport. No changes would be required in current air traffic patterns and no increases in safety risks to people on the ground or in the air would occur. Therefore, all three projects would result in *no impact* to air traffic patterns.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* The projects do not include agricultural uses, so it is not anticipated that farm equipment will be traveling on roadways outside the project sites and would not be adversely affected by the implementation of the projects. Agricultural land uses were found in the southern portion of the SDCP/SRSP plan area but those uses are outside the proposed project areas. The proposed Major Roads project includes only straight streets and standard intersections, therefore not posing any risks due to design features. Therefore, all three proposed projects would have a *less than significant impact.*

e) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed Major Roads project would enable the transportation system to ensure adequate emergency access to the projected development of the area. This includes service to development analyzed under the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND. Installation of standard construction signing for transportation and safety would allow emergency access. Roads to be constructed and/or improved by the proposed projects are all straight and incorporate standard signaling and intersection design. No winding roads are included, nor are any other design features that would pose a hazard. Land uses planned for adjacent areas consist of residential and commercial uses and would not produce incompatible uses such as farm equipment on the streets. Therefore, all three proposed projects would have a *less than significant impact.*

f) *Less Than Significant Impact/Reviewed Under Previous Document.* The Anatolia Subdivisions and Development Agreement MND addressed the impacts to parking from development of the plan and found the effects to be less than significant after compliance with the County Zoning Code (p. CK-4). The interim and ultimate phases of the proposed Major Roads project are not subject to permanent parking requirements established in the Rancho Cordova Zoning Code. However, adequate parking will be supplied for construction personnel and would be located at the construction staging area northwest of the corner of Jaeger Road and Kiefer Boulevard. Therefore, all three proposed projects would have a *less than significant impact.*

g) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed Major Roads project shall incorporate pedestrian pathways and bikeways as designated in the adopted SDCP/SRSP. In addition, the bikeways shall meet the standards set forth in the 2010 Sacramento City/County Bikeway Master Plan. The proposed projects would not conflict with the provision of alternative modes of transportation (e.g., bus and light rail services). The proposed interim improvements to Kiefer Boulevard include a bus turnout in accordance with General Plan Policy. The City is currently in the process of forming a new General Plan, which will include new requirements for bikeways. Ultimate improvements under the proposed Major Roads project would be subject to those new policies and guidelines. Future potential improvements to Jaeger Road could include an additional lane for buses only. Therefore, all three proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI.	UTILITIES AND SERVICE SYSTEMS	Would the projects:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☒
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	☒
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?	☐	☐	☒	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☒
g)	Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Wastewater service and associated impacts for area buildout were addressed in the SDCP/SRSP Master EIR and in the Anatolia Subdivisions and Development Agreement MND. The Master EIR noted that development in the plan area would be required to construct necessary infrastructure facilities to accommodate sewage flows from proposed land uses (p. 8.6). The proposed sewer force main installation would provide service to the Anatolia developments and would satisfy this requirement. Construction of the sewer force main would be to the satisfaction of CSD-1, which is the agency responsible for providing public wastewater service in the project area. Compliance with the requirements of CSD-1 and the CRWQCB during construction would ensure that impacts from all three proposed projects would be *less than significant.*

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Potential expansion of wastewater treatment and water treatment facilities was addressed in the SDCP/SRSP Master EIR. The SDCP/SRSP Master EIR stated that planned expansions in wastewater treatment and water treatment would be capable of handling the increased demands of development of the plan area, without actually listing the planned additional facilities (p. 8.6). Any new facilities constructed by CSD-1 to handle the planned development in the SDCP/SRSP Master EIR would have been analyzed for their environmental impacts by the county, therefore impacts from these additional facilities are not covered by this MND.

CSD-1 attests that current wastewater treatment capacity can handle expansion of wastewater service into areas served by the proposed Sewer Force Main project. As the proposed projects themselves do not add any residents or businesses, no need for expanded service of wastewater or water supply services will be required, therefore no new treatment facilities will need to be constructed or expanded and no effects on the environment would result. The Sewer Force Main project would result in the construction of new sewer facilities in the form of the sewer main itself. Potential environmental impacts of this sewer line are addressed and mitigated in this document, especially in Checklist IV. Biological Resources, above. Potential environmental impacts of the sewer line are mitigated in the mitigations measures in this document. Therefore, all three proposed projects would have a *less than significant impact with mitigation incorporation.*

c) *Less Than Significant Impact/Reviewed Under Previous Document.* Construction of Kiefer Boulevard, Jaeger Road, and the widening of Sunrise Boulevard would incrementally increase stormwater runoff in the project vicinity by increasing impervious surfaces in an undeveloped area. However, a Storm Water General Permit is required by the RWQCB for construction activity on the project site. Applicable County requirements would ensure that drainage impacts from all three proposed projects would be *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* Water supply impacts for improvements in the project area were analyzed under the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND. However, as all phases of all three projects consist of capital improvements that in and of themselves are not growth inducing and do not require water supply, any discussion of impacts to water supply by the SDCP/SRSP Master EIR or the Anatolia Subdivisions and Development Agreement MND does not concern the proposed projects. Water supply to projects to be served by the water transmission main were already planned for and analyzed for any environmental impacts in the Anatolia Subdivisions and Development Agreement MND. Therefore, the project would have a *less than significant impact* from all three projects.

e) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts associated with wastewater service and treatment for the area were previously analyzed in the SDCP/SRSP Master EIR. The proposed projects include the installation of a sewer force main along Kiefer Boulevard and Jaeger road to serve current development. The sewer force main is within the scope of the infrastructure improvements expected for the buildout of the SDCP/SRSP area. Therefore all three proposed projects would have a *less than significant impact.*

f) *Less than Significant Impact/Reviewed Under Previous Document.* Impacts to solid waste service by construction of infrastructure in the SDCP/SRSP area as well as the Anatolia Subdivisions and Development Agreement area were analyzed in their respective environmental documents and found to be less than significant due to the fact that expanded capacity for the Kiefer Landfill had just been approved (SDCP/SRSP Master EIR, p. 6.21). Solid waste produced by construction of the proposed projects would be transported to the Kiefer Landfill, which has adequate capacity. At present, the Kiefer Road Landfill, which comprises approximately 1,084 acres, is the only landfill within the jurisdiction of Sacramento County that is permitted to accept solid waste for disposal. The Kiefer Road Landfill is also the only public accessible landfill in the area. The maximum tons per day (tpd) allowed at the Kiefer Road Landfill is 10,815 tpd, with an average intake of 6,362 tpd, resulting in 4,453 tpd of additional daily capacity available. The landfill has a total capacity of 117 million cubic yards (58 million tons) and is classified as a major landfill, which is defined as a facility that receives more than 50,000 tons of solid waste per year. Currently, the Kiefer Road landfill is operating below permitted capacity and will have capacity for the next 30 to 40 years based on current disposal rates. Therefore, all three projects would have a *less than significant impact* to landfills.

g) *Less than Significant Impact/Reviewed Under Previous Document.* Impacts to solid waste service by construction of infrastructure in the SDCP/SRSP area as well as the Anatolia Subdivisions and Development Agreement area were analyzed in their respective environmental documents and found to be less than significant due to the fact that expanded capacity for the Kiefer Landfill had just been approved (SDCP/SRSP Master EIR, p. 6.21). The proposed projects do not include any design features or other factors that do not comply with federal, State, and local statues related to solid waste. Construction activities under the proposed projects would also be required to follow any applicable federal, State, and local statutes. Therefore, all three proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII.	MANDATORY FINDINGS OF SIGNIFICANCE					
a)	Do the projects 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?	☐	☒	☐	☐	☒
b)	Do the projects have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐	☐
c)	Do the projects 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.	☐	☒	☐	☐	☒
d)	Do the projects have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The proposed projects, including interim and ultimate improvement phases of roadway construction, could potentially degrade the quality of the environment and result in an adverse impact on fish, wildlife, or plant species including special status species, or prehistoric or historic cultural resources. However, implementation of mitigation measures found in section IV – Biological Resources above would reduce this potential impact to *less than significant* levels. Prehistoric or historic cultural resources would not be adversely affected because no archeological or historic resources are known to exist in the project areas and project implementation includes appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation. Therefore, all three proposed projects would have a *less than significant impact.*

b) *Less than Significant Impact with Mitigation Incorporation.* Incorporation of all mitigation measures above would reduce any environmental impacts, both short and long-term, to

less than significant. Additionally, the projects themselves are designed to serve the long-term environmental goals of the City. The City has identified traffic and circulation as a key concern for the City and these projects would serve to improve traffic along the included portion of Sunrise Boulevard, as well as to provide access for both residents and services to future development in the City (i.e., Anatolia III, Anatolia II, Montelena, etc.). The proposed projects will also serve the environmental goals, both long and short-term, of the SDCP/SRSP Master EIR and the Anatolia Subdivisions and Development Agreement MND. Therefore, all three proposed projects serve both short-term and long-term environmental goals and would have a *less than significant impact.*

c) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* All three projects would be consistent with the City's interim policies and standards and would not create any new significant cumulative impacts that were not addressed in the SDCP/SRSP Master EIR or the Anatolia Subdivisions and Development Agreement MND. All project impacts would be reduced by adherence to basic regulatory requirements and/or conditions of approval incorporated into the project design, and/or mitigation measures. Therefore, all three proposed projects would have a *less than significant impact.* Please refer to section 4.0 for further discussion on cumulative impacts.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* All potential impacts to human beings were addressed in previous sections of this MND. For those impacts that were found to be potentially significant, incorporation of mitigation measures listed within this MND would reduce those impacts to a less than significant level. The remaining impacts to humans were found to be less than significant without mitigation. Therefore, none of the three proposed projects would result in any direct or indirect adverse impacts to human beings, resulting in a *less than significant impact.*

4.0 Cumulative Impacts

4.1 CUMULATIVE IMPACTS

INTRODUCTION

This section addresses the projects' 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 Guideline 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 (*Id;* see also CEQA Guidelines Appendix G, Section XVII).

CUMULATIVE SETTING

Cumulative impact analysis was conducted for the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) Master EIR. The cumulative analysis under the Master EIR included consideration of "probable future projects" which were known to exist as of the adoption of the SDCP/SRSP Master EIR. This future development was determined through analysis of the Sacramento County General Plan and included development of the Mather Reuse Area, the Villages of Zinfandel, and the Capital Center area projects.

The SDCP/SRSP Master EIR identified six impacts of the plan that are cumulatively considerable. Those impacts are:

1) *"Impacts upon groundwater resources if supplemental surface water supplies are not obtained for the south County area.*

2) *Impacts upon future traffic operating conditions at freeway segments and ramps, roadway segments, and intersections.*

3) *Air Quality impacts associated with ozone precursor and PM10 emissions.*

4) *Increased vehicle traffic noise along major roadways in the vicinity of the planning area.*

5) *Loss of wetland habitat.*

6) *Impacts to special status species."* (SDCP/SRSP Master EIR, p. 17.9)

Development of the Rio Del Oro property, the area north of Douglas Road and south of White Rock Road, was assumed by the SDCP/SRSP Master EIR to continue to be consistent with County General Plan industrial land use designations. Since that time, the Rio Del Oro property has been planned for residential and commercial uses as well as large areas of wetland preserves. Therefore, cumulative analysis of the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects (hereafter referred to as "the proposed projects") will include the cumulative setting set forth in the SDCP/SRSP Master EIR as well as additional consideration for the Rio Del Oro planned project.

The Rio Del Oro project consists of residential and commercial land uses as well as capital infrastructure, schools, parks, greenbelts, open space, and a large quantity of wetland preserve. See **Table 4** below for a summary of the land uses planned for the Rio Del Oro property. As this project is still in the planning stages, these numbers may be different from the final condition of the project.

TABLE 4
PLANNED LAND USES IN RIO DEL ORO

Land Use	Acres	Residential Units
Single Family Residential	1,597	7,985
Medium Density Residential	237	1,896
High Density Residential	86	1,720
Commercial	239	-
Industrial[1]	282	-
Schools	152	-
Parks	170	-
Wetland Preserve	507	-
Open Space	36	-
Greenbelts	50	-
Roads	183	-
Other Uses	289	
Total	3,828	11,601

Source: City of Rancho Cordova Planning Department
[1]Industrial uses planned for the Rio Del Oro project already exist on the property. These are not new uses to be constructed.

An Initial Study of the Rio Del Oro project was conducted by the City of Rancho Cordova in December 2003 and found that impacts from the project were potentially significant for the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities & Service Systems
- Mandatory Findings of Significance

Because these impacts are potentially significant for the Rio Del Oro project, an Environmental Impact Report (EIR) and an Environment Impact Statement (EIS) is currently being prepared for the City of Rancho Cordova. The EIR/EIS will mitigate environmental impacts to the extent feasible.

Cumulative analysis of the proposed projects, below, takes into account the analysis provided by the SDCP/SRSP Master EIR as well as the potential impacts identified in the Rio Del Oro Initial Study. In those areas in which the SDCP/SRSP Master EIR's cumulative analysis was adequate for the proposed projects, no further analysis is included pursuant to State CEQA Guidelines, Section 15130(d).

CUMULATIVE IMPACT ANALYSIS

Aesthetics

Cumulative impacts to aesthetic views were addressed by the SDCP/SRSP Master EIR and were found to be less than significant due to the fact that development of the area was planned for and environmental impacts of that development were addressed in the County General Plan EIR (SDCP/SRSP Master EIR, p.4.32). The proposed projects are consistent with the SDCP/SRSP and therefore no further analysis of cumulative aesthetic impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, the Rio del Oro project will not substantially change the nature of the aesthetic impacts previously addressed in the Master EIR because the Master EIR assumed large-scale industrial development would occur on roughly the same project footprint. While residential and commercial, rather than industrial, development is planned for the Rio Del Oro project as of now, aesthetic impacts would not be any more significant than those identified in the Master EIR. Mitigation incorporated as part of Section 3.0 of this Mitigated Negative Declaration (MND) would further ensure that the incremental aesthetic impacts of the proposed projects would not be cumulatively considerable, therefore the proposed projects' contribution to cumulative aesthetic impacts would not be cumulatively considerable.

Agricultural Resources

Cumulative impacts to agricultural resources were addressed in the SDCP/SRSP Master EIR, which found that since the County had already addressed such impacts in the County General Plan EIR, and the fact that farmland that would be impacted under the SDCP/SRSP would not meet the threshold of significance set forth by County policy CO-55 for significant impacts to farmland, impacts to farmland from the SDCP/SRSP cumulative setting would be less than significant (SDCP/SRSP Master EIR, p. 4.30). The proposed projects are consistent with the SDCP/SRSP and therefore no further analysis of cumulative agricultural resources impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, no farmland would be converted to other land uses by the proposed projects, nor would any farmland be converted under the Rio Del Oro project to non-agricultural uses, further ensuring that cumulative impacts to agricultural resources would be *less than significant*. Therefore, the proposed projects' incremental contribution to cumulative agricultural resources impacts would not be cumulatively considerable.

Air Quality

The environmental setting utilized for air quality impact analysis within the SDCP/SRSP Master EIR included the greater cumulative area (pp. 11.1-11.2). Mitigation measures were incorporated in the Master EIR to reduce impacts to air quality, however the Master EIR found that impacts to air quality from the cumulative development of the area would be significant and unavoidable (pp. 11.15-11.22, 17.9). The area is already in non-attainment under the air management district's classification and development of the area would only serve to worsen the level that air quality standards are being exceeded. However, as the SDCP/SRSP Master EIR adequately addressed impacts to air quality from cumulative development, and the fact that the proposed projects are consistent with the Master EIR, no further analysis of cumulative air quality impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). In addition, mitigation measures 3.3a through 3.3e of this MND would reduce project-specific contributions to air quality impacts. Therefore, the proposed projects' incremental contribution to cumulative air quality impacts would not be cumulatively considerable.

Biological Resources

The SDCP/SRSP Master EIR identified impacts to biological resources for not only the plan area but for areas immediately adjacent to the plan area, including the Rio Del Oro property (SDCP/SRSP Master EIR, p. 14.1). Impacts to wetlands and wetland habitat were specifically identified in the Master EIR as being cumulatively significant and unavoidable due to lack of information of future development details and possible mitigation after consultation with the Army Corps of Engineers and the U.S. Fish and Wildlife Service (pp. 14.24-14.27, 17.9). The SDCP/SRSP Master EIR assumed that the Rio Del Oro property would be developed for industrial uses where the most recent planning for the property indicates that land uses to be developed include residential and commercial uses for the most part (see **Table 4** above). However, impacts to biological resources would be similar and include potential impacts to 34.6 acres of vernal pools, 3.5 acres of ponds, 6.1 acres of seasonal wetland swales, 6.4 acres of seasonal wetlands, and 5.1 acres of ephemeral drainage (Ecorp, 2004). These potential impacts were adequately addressed in the cumulative analysis of the SDCP/SRSP Master EIR (p. 17.9). While the SDCP/SRSP Master EIR has identified impacts to biological resources, the proposed projects' incremental effects on cumulative impacts to biological resources will be mitigated through implementation of the mitigation measures identified in Section 3.0 (Subsection IV, Biological Resources) of this MND, as well as mitigation incorporated into the SDCP/SRSP project and the Anatolia Subdivisions under previous CEQA review. Therefore, the proposed projects' incremental contribution to cumulative biological resources impacts would be less than cumulatively considerable with the implementation of identified mitigation measures.

Cultural Resources

Field assessments and studies that searched for cultural resources in the cumulative area found no evidence of any resources requiring mitigation (SDCP/SRSP Master EIR, pp. 15.4-15.5). However, mitigation measures have been incorporated into the Master EIR, this MND, the Rio Del Oro EIR/EIR (in progress), and all other subsequent environmental review conducted for projects within the cumulative setting of the SDCP/SRSP Master EIR that mitigates for any possible cultural resources that may be found in the course of construction (Master EIR, p. 15.9). As cumulative cultural impacts were adequately addressed in the SDCP/SRSP Master EIR and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative cultural impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). Additionally, mitigation measure 5.1 in checklist V. Cultural Resources in section 3.0 of this MND would reduce any potential cumulative impacts of the proposed projects to less than cumulatively considerable levels.

Geology and Soils

The SDCP/SRSP Master EIR addressed impacts due to geology and soils for both the SDCP/SRSP plan area as well as surrounding land uses, including future development in the area (p.13.1). Impacts to the topography of the area, mineral resources, and impacts due to soil types were found in the Master EIR to be less than significant not only to the SDCP/SRSP plan but also to development nearby in the cumulative setting (pp. 13.18-13.19). Seismic impacts were identified but mitigated by requirements of local and State regulations including the Uniform Building Code (p. 13.18). As cumulative geology and soils impacts were adequately addressed in the SDCP/SRSP Master EIR and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative geology and soils impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, projects in the project area will be subject to standard City and State regulations as well as best management practices to control soil erosion, ensuring that project-specific

incremental impacts to geology and soils are not cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative geology and soils impacts would be less than cumulatively considerable.

Hazards and Hazardous Materials

As part of the studies performed for the SDCP/SRSP Master EIR, potential impacts due to hazardous materials were identified for the cumulative setting as well as the plan area (SDCP/SRSP Master EIR, pp. 16.1-16.5). Of primary concern are residual agricultural chemicals in the SDCP/SRSP plan area and TCE/perchlorate found in the Rio Del Oro area (pp. 16.3, 16.7-16.9). Additional project-specific impacts due to hazards and hazardous materials were identified but were not classified as cumulatively considerable in the Master EIR. As cumulative hazards and hazardous materials impacts were adequately addressed in the SDCP/SRSP Master EIR and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative hazards and hazardous materials impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, implementation of mitigation measures 7.1a through 7.1c in checklist VII. Hazards and Hazardous Materials in section 3.0 of this MND and the fact that projects in the cumulative setting would be required to follow all State and City ordinances with respect to hazardous material would further ensure that incremental impacts from the proposed projects would not be cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative hazards and hazardous materials impacts would be less than cumulatively considerable.

Hydrology and Water Quality

Water impact modeling conducted for the SDCP/SRSP Master EIR not only took into account the impacts of the project itself, but also included models with and without the project in the cumulative setting, which accounted for development of the cumulative setting (SDCP/SRSP Master EIR, pp. 7.31-7.33). Mitigation was incorporated into the SDCP/SRSP Master EIR to reduce impacts to groundwater and water supply, due to the fact the supplying water would dramatically lower the elevation of groundwater sources in the area. However, even with this migration, the Master EIR found cumulative impacts to be significant and unavoidable unless new sources of water were found and committed to the project area (pp. 7.60-7.67, 17.9). As cumulative hydrology and water quality impacts were adequately addressed in the Master EIR, and the fact that the proposed projects are consistent with the SDCP/SRSP Master EIR, no further analysis of cumulative hydrology and water quality impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative hydrology and water quality impacts would be less than cumulatively considerable.

Land Use and Planning

Cumulative impacts to surrounding land uses, including future development under the SDCP/SRSP cumulative setting were found to be less than signficiant due to the fact that all planned land uses were compatible with development of the SDCP/SRSP plan area and the greater urban planning area for the County of Sacramento, as identified in the County General Plan (pp. 4.26-4.31). The SDCP/SRSP Master EIR stated that environmental impacts of the conversion of rural land uses to urban land uses were addressed adequately in the County General Plan EIR (pp. 4.26-4.31). As cumulative land use and planning impacts were adequately addressed in the SDCP/SRSP Master EIR, and the fact that the proposed projects are consistent with the Master EIR, no further analysis of cumulative land use and planning impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects'

incremental contribution to cumulative land use and planning impacts would be less than cumulatively considerable.

Mineral Resources

Analysis of mineral resources impacts was conducted for the area surrounding the SDCP/SRSP plan area, which includes the cumulative setting (p. 13.1). While aggregate mineral resources were found in the cumulative area, they were not classified by any agency as being of any significant value in the Master EIR and therefore cumulative impacts to mineral resources were found to be less than significant (pp. 13.18-13.19). As cumulative mineral resources impacts were adequately addressed in the SDCP/SRSP Master EIR, and since the proposed projects are consistent with the Master EIR, no further analysis of cumulative mineral resources impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). None of the mineral resources identified in the SDCP/SRSP Master EIR lie within the proposed projects' areas, therefore the proposed projects' incremental contribution to cumulative mineral resources impacts would be less than cumulatively considerable.

Noise

The SDCP/SRSP Master EIR analyzed noise impacts for both existing conditions and cumulative buildout of the plan area and surrounding development identified in the cumulative conditions (p. 17.9). For existing noise producers, mitigation was incorporated to reduce impacts to the SDCP/SRSP plan development (SDCP/SRSP Master EIR, pp. 12.12-12.13). However, traffic related noise impacts due to cumulative buildout were found to be cumulatively considerable and significant, especially for existing development already in place with the cumulative setting (pp. 12.16, 17.9). As cumulative noise impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative noise impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, design guidelines mandated by the City and mitigation measure 11.1 in checklist XI. Noise in section 3.0 of this MND would further reduce the proposed projects' incremental contribution to noise impacts from cumulative buildout of the area to a *less than significant* level. Therefore, the proposed projects' incremental contribution to cumulative noise impacts would be less than cumulatively considerable.

Population and Housing

The SDCP/SRSP Master EIR stated that since the development of the cumulative area would occur entirely within an area already earmarked for urban development by the County General Plan, the environmental impacts of such planned development having been addressed in the County General Plan EIR, then cumulative impacts due to population and housing would be less than significant (SDCP/SRSP Master EIR, pp. 4.32-4.33). As cumulative population and housing impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative population and housing impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative population and housing impacts would be less than cumulatively considerable.

Public Services

The SDCP/SRSP Master EIR identified that public services would require expansion and new facilities would be required to serve the plan area. Mitigation measures incorporated into the SDCP/SRSP Master EIR would not only mitigate the impacts due to development of the plan

itself, but would also provide for services that would serve outlying development in the area, which encompassed the cumulative setting (pp. 6.14, 6.21). As these services would be adequate to serve the cumulative area, cumulative impacts to public services were found to be less than significant (SDCP/SRSP Master EIR, p. 6.21). As cumulative public services impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the Master EIR, no further analysis of cumulative public services impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative public services impacts would be less than cumulatively considerable.

Recreation

Analysis of the project in section 3.0 of this MND found that the proposed projects would have no impact on recreation. Because no impacts would occur with implementation of the proposed projects, the projects will not contribute to cumulative impacts on recreational resources. Therefore, the proposed projects' incremental contribution to cumulative recreation impacts would cause *no impact*.

Transportation/Circulation

Modeling for traffic impacts due to the SDCP/SRSP was conducted in a cumulative setting, not just a project-specific focus in the SDCP/SRSP Master EIR (pp. 10.9-10.11). Specific cumulative analysis was included in this section of the Master EIR (pp. 10.13-10.15). However, due to the significant impact of such a large quantity of additional residences and commercial land uses, as well as the relatively undeveloped state of the plan area, impacts to transportation and circulation were found to be cumulatively significant and unavoidable (pp. 10.13-10.36, 17.9). As cumulative traffic and circulation impacts were adequately addressed in the Master EIR, and as the proposed projects are consistent with the Master EIR, no additional analysis of cumulative traffic and circulation impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, the proposed projects include the construction of roads, which serves to improve the circulation level of service, helping to ensure that incremental impacts from the proposed projects are not cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative transportation and circulation impacts would be less than cumulatively considerable.

Utilities and Service Systems

See the discussion under Public Services above. As cumulative utilities and service systems impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the Master EIR, no additional analysis of cumulative utilities and service systems impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, as the proposed projects include the installation of sewer and water services into the SDCP/SRSP plan area, and as environmental impacts of these installations are fully analyzed in this MND, the incremental cumulative impact of the proposed projects on utilities and service systems would be less than cumulatively considerable.

5.0 Determination

On the basis of this initial evaluation:

☐ I find that the proposed projects **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

■ I find that, although the proposed projects could have a significant effect on the environment, a MITIGATED NEGATIVE DECLARATION is appropriate (i) because all significant and unavoidable effects of the proposed projects have been previously examined in a Master EIR prepared pursuant to CEQA Guidelines section 15176, and (ii) because, with respect to any potentially new or additional significant environmental effects associated with the proposed projects that have not been previously examined in the Master EIR, revisions to the proposed projects have been made by or agreed to by the project proponents that clearly reduce such new or additional significant environmental effects to less than significant levels. In addition, I find that a MITIGATED NEGATIVE DECLARATION is also appropriate because the proposed projects fall within the scope of the Sunrise Douglas Community Plan/Sunridge Specific Plan (SDCP/SRSP) and would not cause any significant environmental effects (i) that are "peculiar to the projects or the parcel," (ii) that were not analyzed as significant effects in the SDCP/SRSP EIR or the Anatolia Subdivisions and Development Agreement MND, or (iii) that, due to substantial new information not known at the time the EIR was certified, are more severe than discussed in the prior EIR. (See Pub. Res. Code § 21083.3 and CEQA Guidelines, § 15183).

☐ I find that the proposed projects MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed projects **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 projects 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 H. Anderson Date: 8/25/05

Printed name: Hilary Anderson For City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project applicant for the proposed Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects has reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Signature _____ Date: 8.25.05

Printed name: Eleni Tsakopoulos-Kounalakis Sunridge-Anatolia LLC

6.0 Report Preparation and Consultations

6.1 REPORT PREPARATION

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Cyrus Abhar	City Engineer
Bill Campbell	Principal Planner
Hilary Anderson	Environmental Coordinator
Bret Sampson	Associate Planner
Kevin Freibott	Assistant Planner

6.2 PERSONS AND AGENCIES CONSULTED

Jeff Atteberry	Sacramento County Sanitation District
Rick Blackmarr	Sacramento County Department of County Engineering and Administration
George Booth	Sacramento County Drainage and Flood Control
Peter Christensen	Sacramento Metropolitan Air Quality Management District
Darrel Eck	Sacramento County Water Agency – Zone 40
Tedra Fox	Meyers, Nave, Riback, Silver, and Wilson
Melanie Spahn	Sacramento County Sanitation District
Sabrina Teller	Remy, Thomas, Moose, and Manley LLP
Tammy Urquhart	Sacramento County Department of Transportation

7.0 References

7.0 REFERENCES

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Appendix A
Mitigation Monitoring and Reporting Programs (MMRPs)

APPENDIX A-1
SDCP/SRSC MASTER EIR MMRP

MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Section 21081.6 of the Public Resources Code and Chapter 20.02 of the Sacramento County Code, a Mitigation Monitoring and Reporting Program (MMRP) is being prepared for the subject project. The purpose of this program is to assure diligent and good faith compliance with the mitigation measures which have been recommended in this environmental document, and adopted as part of the project or made conditions of project approval, in order to avoid or mitigate potentially significant effects on the environment. ~~It shall be the responsibility of the project proponent to reimburse the County for all expense incurred in the implementation of the Mitigation Monitoring and Reporting Program, including any necessary enforcement action.~~

1. ~~Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:~~

   ~~a) The proponents shall comply with the MMRP for this project, including the payment of 100% of the Department of Environmental Review and Assessment staff costs, and the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is $_____. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount.~~

   ~~b) Until the MMRP has been recorded and the estimated MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved; and no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.~~

CEQA provides that, in the case of the adoption of a plan or policy level document (such as the proposed Community Plan and Specific Plan), an MMRP may be implemented by incorporating the required mitigation measures into the plan or policy document. This implementation strategy will be implemented with the current project proposal to the extent feasible.

Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)		Level of Significance After Mitigation[1]
		067-0010-021	Field reconnaissance; remove debris	
		067-0010-023	Field reconnaissance; remove debris	
		067-0012-063	Field reconnaissance	
		072-0300-002	Field reconnaissance; remove debris	
		072-0300-004	Field reconnaissance; remove debris	
		072-0300-008	Field reconnaissance; remove debris	
		073-0010-010	Agricultural soils sampling and testing	
		073-0010-011	Field reconnaissance; remove debris; agricultural soils sampling and testing	
		073-0010-012	Agricultural soils sampling and testing	
Potential for unknown underground storage tanks.	PS	TX-8	Any discovered underground storage tanks (farm tanks) shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Potential for exposure to hazardous materials from existing illegally dumped debris in the area.	**PS**	TX-6 As development occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the affected properties and disposed of or recycled off-site.	**LS**
Potential for additional hazardous materials impacts on inaccessible parcels. The potential exists that hazardous materials may impact several parcels within the planning area which were inaccessible for detailed investigation during conduct of the Preliminary Site Assessment for the project. Further review of these parcels for potential hazardous materials exposure will be required at the time of proposed development.	**PS**	TX-7 As development occurs, the actions identified below shall be taken for each identified parcel. All remedial actions recommended as a result of any of these site investigations shall be fully implemented. APN — ACTION 067-0030-006 — Remove debris 067-0030-019 — Remove debris 067-0030-027 — Remove debris 067-0040-003 — Field reconnaissance 067-0040-016 — Remove debris 067-0090-016 — Remove debris 067-0090-017 — Remove debris 067-0090-026 — Field reconnaissance; remove debris 067-0090-032 — Field reconnaissance; remove debris 067-0010-009 — Field reconnaissance; remove debris 067-0010-015 — Field reconnaissance; remove debris; surficial soil sampling and testing for automotive-related fluids 067-0010-018 — Field reconnaissance; remove debris 067-0010-020 — Field reconnaissance; remove debris	**LS**

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
that the NVWF will provide a guaranteed safe supply of drinking water for the indefinite future. Therefore, the potential for exposure to groundwater contamination is considered to be less than significant.			
Exposure to PCBs.			
Older PCB-containing transformers could pose a health and safety risk to people in the vicinity if PCB exposure occurs as a result of leakage or combustion.	PS	TX-3 Future development projects within the Sunrise Douglas Plan area shall coordinate with SMUD to ensure that all transformers which predate 1979/80 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers.	LS
Exposure to radon.	LS	None required.	LS
Potential for exposure to asbestos during the construction period.			
Existing structures in the project area may contain asbestos in their building materials. The improper removal of asbestos-containing materials could pose a health and safety risk if friable asbestos exposure occurs.	PS	TX-4 Asbestos surveys and abatement procedures shall be completed for each of the structures within the project area which are intended to be razed or otherwise disturbed in accordance with the SMAQMD Asbestos Rules and Regulations.	LS
Potential for contamination of groundwater via existing water supply wells in the area.			
Existing water supply wells may provide a direct conduit for contaminants to enter the groundwater, if the wells are not properly abandoned.	PS	TX-5 As development occurs, each site shall be specifically inspected for water supply wells, septic tanks, leach lines, and cisterns. All water supply wells shall be properly destroyed via the well abandonment procedures of the County Environmental Health Division. Septic tanks, leach lines, and cisterns shall be located, removed, and backfilled in accordance with the recommendations of a qualified geotechnical engineer.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		Prior to implementation, the soil sampling and analysis program shall be approved by a toxicologist from the Cal-EPA, Office of Environmental Health Hazard Assessment (OEHHA). The soil sampling results shall be submitted to the Cal-EPA Department of Toxic Substances Control (DTSC), for a determination of whether detected concentrations of the sampled substances fall within acceptable health risk guidelines and, if they do not, the remedial measures which must be implemented to ensure the protection of human health. Prior to grading or construction activities, individual project proponents shall implement any measures required for the remediation of contaminated soils to protect human health.	
Potential exposure to groundwater contamination.			
~~The possibility that the Sunrise Douglas Plan area groundwater may become impacted by the migration of neighboring contaminant plumes, that treatment technologies may not be available to remove all contaminants, and that a replacement surface water supply may not be available in a timely manner are considered potentially significant impacts of the project. Implementation of Water Supply Mitigation Measures WS-2, WS-3, WS-4, and WS-5 will mitigate these impacts to the greatest feasible extent; however, due to the speculative level of risk and the fact it remains uncertain whether full mitigation can be attained, the potential for residual unmitigated impact may be unavoidable.~~	~~SU~~	~~TX-2 Implement Water Supply Mitigation Measures WS-2, WS-3, WS-4, and WS-5.~~	~~SU~~
It is possible that Sunrise Douglas Plan area groundwater may become impacted by the migration of neighboring contaminant plumes. However, the project's water supply plan has been revised, such that the use of on-site wells for municipal supply is no longer proposed. Instead, the project now proposes to obtain potable water from an off-site well field [known as the North Vineyard Well Field (NVWF)] located approximately 5 miles southwest of the SDCP/SRSP project area, ultimately to be combined with surface water supplies as part of the planned Zone 40 conjunctive use system. The California Department of Health Services believes	*LS*	*None required.*	*LS*

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		immediately notified. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the site with appropriate specialists, as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, 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.	
Consistency with General Plan.			
Proposed Specific Plan policies suggest somewhat different procedures in the event of a possible subsurface find of cultural resources, than does General Plan Policy CO-162. This inconsistency could result in a failure to implement the General Plan and/or a failure to follow state legal requirements.	PS	CR-2 Specific Plan Policies OSC 26 and OSC 27 shall be modified to ensure consistency with General Plan Policy CO-162 (see Mitigation Measure CR-1).	LS
HAZARDOUS MATERIALS			
Exposure to toxic air emission sources.	LS	None required.	LS
Exposure to residual agricultural chemicals in soils.			
It is possible that environmentally persistent pesticides may have been used in the past within two fruit orchards located in the Community Plan area, leaving residual agricultural chemicals in the soils.	PS	TX-1 Future development proposals within the two fruit orchards in the Community Plan area north of Douglas Road shall implement a soil sampling and analysis program for organochlorine pesticides, lead, and arsenic.	LS

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)		Level of Significance After Mitigation[1]
protect birds of prey.			consultation with the Department of Fish and Game shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, further action is not required.	
Impacts to trees.				
There are a number of existing trees within the planning area including native oak and cottonwood, orchards, and various ornamental species which could be impacted by development of the project. Impacts to any healthy native oak or landmark trees would by considered potentially significant.	PS	BR-9	Future development projects within the project area shall submit a survey identifying the specific type, size, and location of all existing on-site trees. Existing on-site trees shall be protected and preserved to the maximum extent feasible. Consistent with General Plan policies, the removal of any native oak tree measuring six inches or greater in diameter at breast height (dbh) and the removal of any non-oak native tree (excluding cottonwoods and willows) measuring 19 inches or greater dbh necessary to accommodate future development shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the project area. In addition, other non-native landmark size trees (19" dbh or greater) may require mitigation as determined on a project-by-project basis.	LS
CULTURAL RESOURCES				
Potential for impact to an important cultural resource.				
Portions of the planning area have been surveyed for cultural resources, and no important resources were identified. Research conducted to date indicates a low probability of identifying important cultural resources in the remainder of the planning area, although the potential for identifying such resources has not been eliminated.	PS	CR-1	Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Sacramento County Department of Environmental Review and Assessment shall be	LS

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		proponent shall preserve 0.75 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a five to ten mile radius of an active nest site, the project proponent shall preserve 0.5 acre of similar habitat for each acre lost within a ten mile radius of the project site. This land shall be protected through fee title or conservation easement (acceptable to the Department of Fish and Game). b) The project proponent shall, to the satisfaction of the CDFG, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat. c) The project proponent shall submit payment of a Swainson's hawk impact mitigation fee per acre impacted to the Department of Planning and Community Development in the amount as set forth in Chapter 16.130 of the Sacramento County Code as such may be amended from time to time and to the extent that said Chapter remains in effect. d) Should the County Board of Supervisors adopt a Swainson's hawk mitigation policy/program (which may include a mitigation fee) prior to implementation of one of the measures above, the project proponent may be subject to that program instead.	
Effects on birds of prey. Both white-tailed kites and red-tailed hawks have been observed nesting within the project area, and project development could adversely affect such birds of prey. Generally, preconstruction surveys coinciding with raptor nesting chronology are required to	PS	BR-8 Prior to each phase of grading and construction, a preconstruction survey shall be performed between April 1 and July 31 to determine if active raptor nesting is taking place in the area. If nesting is observed,	LS

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
vernal pools. Plate BR-7 provides a listing of potentially occurring special status species within the planning area. Special status species surveys have been conducted on portions, but not all, of the project area. To date, special status species observed within the planning area include five plant species, two invertebrates, one amphibian, 12 bird species, and one mammal. The *Conceptual Habitat Mitigation Plan for the Sunrise Douglas Community Plan Area (April 1998)* has been prepared by Sugnet and Associates, which describes the methods which can be implemented to avoid or mitigate for project impacts to special status species. Outside of the proposed Sares-Regis wetland preserve and the area designated for open space along the segment of Laguna Creek near Grant Line Road, the land use plan as currently proposed does not incorporate habitat for any of the special status species identified as occurring on-site or having the potential to occur on-site. Therefore, if site-specific surveys reveal the presence of these species and/or the need to mitigate, mitigation could not occur on-site without major modifications to the Plan. Off-site mitigation, if feasible, would be the only alternative capable of reducing impacts. Off-site mitigation, however, in and of itself, could have secondary adverse effects on agricultural land uses, in potential conflict with General Plan goals and policies. Given the limited habitat set aside for special status species in the project as currently proposed, and absent a detailed mitigation plan which demonstrates the feasibility of providing either on-site or off-site mitigation for special status species identified through future determinate surveys, implementation of the project has the potential to result in significant and unavoidable impacts on special status species. Although implementation of the recommended mitigation measures will reduce impacts to special status species, residual effects remain significant and unavoidable absent additional information.	S	surveys for potentially occurring special status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species. If any of the special status species or their habitat are indicated, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the USFWS and CDFG, and shall emphasize a multi-species approach to the maximum extent possible. Where project impacts include taking of a federally listed species, a Section 10 Incidental Take Permit or a Biological Opinion resulting from Section 7 Consultation with another federal agency shall be obtained from the USFWS and permit conditions implemented, pursuant to the federal Endangered Species Act. Where project impacts include taking of a state listed species, an Incidental Take Permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act. BR-7 Applicants for future development projects within the project area which result in a loss of Swainson's hawk foraging habitat shall mitigate for such loss by implementing one of the following alternatives: a) For projects within a one mile radius of an active nest site, the project proponent shall preserve 1.0 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a one to five mile radius of an active nest site, the project	LS

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		fencing, access, erosion control, and weed eradication.	
	SU	BR-3 At the time applicants obtain permit(s) for future development projects which impact wetlands, alternative strategies may have been adopted to mitigate for wetland impacts. Mitigation Measure BR-2 does not preclude the implementation of these new alternatives so long as they achieve no net loss in wetland habitat acreage and values, and are determined to be acceptable to the US Army Corps of Engineers, USFWS, and CDFG.	SU
	S	BR-4 Applicants for future development projects within the project area shall obtain all necessary US Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the CDFG, pursuant to the Fish and Game Code.	LS
	S	BR-5 Wetland impacts within the Sares-Regis property (Parcels B-1 through B-27, as shown on Plate LA-15) shall be mitigated through compliance with all provisions of the US Army Corps of Engineers Section 404 Permit (#190110021) dated May 8, 1996, including implementation of the USFWS Biological Opinion (#1-1-96-F-0062) dated April 3, 1996 as amended by the USFWS Biological Opinion (#1-1-96-F-113) dated July 3, 1996, and the *Sares-Regis Project Wetland Monitoring Plan prepared by Sugnet and Associates dated April 24, 1996.*	LS
Special Status Species Impacts.			
The Sunrise Douglas planning area provides suitable habitat for a variety of special status species that inhabit annual grasslands and	SU	BR-6 Applicants for future development projects within the project area shall conduct (or update) determinate	SU

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Sares-Regis property will be mitigated to a less than significant level.		b) The location of proposed wetland preservation, acquisition, and creation site(s); c) A detailed map of proposed wetland creation site(s) showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values, and functions. Compensation wetlands shall be designed to: - Meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact; - Mitigate the loss of special status species habitat, including fairy/tadpole shrimp, as required by the USFWS and the CDFG; d) A monitoring plan designed to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. Monitoring shall occur for at least five years and until success criteria are met, and as required by the US Army Corps of Engineers and USFWS. e) A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity. The maintenance plan shall address buffering from adjacent uses,	

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
The USFWS recommended mitigation sequence is to "avoid, minimize, rectify, or reduce/eliminate over time" the impacts to wetlands before use of compensation. The USFWS generally recommends that impacts to wetlands which are potential fairy/tadpole shrimp habitat be mitigated by creating new shrimp habitat at a 2:1 ratio and acquiring/preserving other shrimp habitat at a 3:1 ratio, although actual mitigation requirements are subject to the approval of the USFWS through the Corps (Section 404) permitting process. The County General Plan contains a no net loss policy for wetlands. Although loss of over 200 acres of jurisdictional wetlands is clearly a significant impact, this area has been identified as an Urban Growth Area on the General Plan. Opportunities for avoidance of additional on-site wetlands within the Specific Plan and remaining Community Plan areas should be seriously considered. Any wetland impacts which cannot be avoided should be mitigated by implementing the County's no net loss policy for wetland habitat, and by complying with all permitting requirements of the Corps and coordinating resource agencies. However, because a comprehensive mitigation strategy for wetlands ~~is not known at the~~ time ~~of this analysis~~, *has not been proposed as part of the current project*, and because the proposed land use plan does not incorporate open space area for additional on-site mitigation, off-site mitigation for such wetland impacts becomes the only alternative *under the project as currently proposed*, and neither the feasibility nor the secondary potential impact to agriculture can yet be ascertained. Therefore, despite the implementation of recommended mitigation measures, impacts upon wetlands located outside the Sares-Regis property are considered significant and unavoidable, absent additional information. Wetlands which will be impacted by development of the Sares-Regis property will be mitigated through implementation of the Corps approved Sares-Regis Wetland Compensation Plan, which sets forth specific measures to achieve no net loss in wetland habitat acreage and values. Therefore, wetland impacts on the	SU	BR-2 Applicants for future development projects within the project area shall submit a wetland delineation for the proposed development area, and a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat acreage and values in achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in consultation with the US Army Corps of Engineers, the USFWS, and the CDFG, and shall incorporate the following components: a) A wetland delineation of the project site and any proposed off-site wetland preservation/creation site(s), verified by the US Army Corps of Engineers; impractical, impacts should be mitigated by a combination of on-site construction to the extent feasible and off-site/bank preservation and construction. The County's no net loss policy for wetland habitat acreage and values (CO-62, CO-70, CO-83 and CO-96) should be used as the minimum performance threshold for this wetland avoidance/mitigation strategy. A map of the areas proposed for on-site wetland preservation/mitigation should be developed in consultation with the US Army Corps of Engineers, the USFWS, and the CDFG. The wetland avoidance/mitigation strategy should address buffering of incompatible land uses, access, maintenance, monitoring, and mitigation banking. The Specific Plan land use plan should be modified to incorporate/reflect this comprehensive wetland avoidance/mitigation strategy, which may result in changes in densities/dwelling unit yield or other land use changes, and may result in the need for additional environmental analysis.	SU

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
BIOLOGICAL RESOURCES			
Wetland Impacts. There are 247± acres of jurisdictional wetlands within the planning area including 143± acres within the Specific Plan area and 104± acres within the remainder of the Community Plan area. An existing Corps (Section 404) permit for the Sares-Regis property requires the preservation of 44± acres of on-site wetlands within a 482± acre wetland preserve area located northeast of the Sunrise/Kiefer intersection. With the exception of the Sares-Regis wetland preserve and an area designated for open space along the segment of Laguna Creek near Grant Line Road, the Specific Plan proposes land use designations and zoning which will accommodate urban land use development. Therefore, implementation of the Specific Plan has the potential to impact up to 99± acres of existing wetlands located outside of the Sares-Regis wetland preserve and ultimate development of the remaining Community Plan area could impact an additional 104± acres of existing wetlands in that area. Of the 203± acres of which could be potentially impacted by development of the Sunrise Douglas planning area, 38± acres of wetlands to be filled on the Sares-Regis property are proposed to be mitigated through implementation of the Sares-Regis Wetlands Compensation Plan. This leaves 165± acres of various types of wetlands that would remain to be mitigated. A coordinated approach for mitigation of wetland impacts outside the Sares-Regis property ~~has not been developed~~ *has not been proposed as part of the current project.*. Because the proposed land use plan does not specifically set aside open space to accommodate on-site mitigation for these impacts, it is assumed that mitigation for these wetland impacts would occur off-site. It should be noted that preservation of existing land in agricultural use for exclusive habitat creation and/or preservation, results in an indirect impact to agricultural land in the increased loss of agricultural soils and productivity.	SU	BR-1 Consideration shall be given to revising the proposed project to reflect a comprehensive wetland avoidance/mitigation strategy that maximizes the avoidance of additional on-site wetlands and the provision of on-site, in-kind mitigation for any unavoidable impacts to wetlands *[Note: The Alternatives section of this EIR provides an example of such a comprehensive wetland avoidance/mitigation strategy (see Alternatives 3A and 3B: On-Site Biological Mitigation Alternative)].* Areas with dense concentrations of wetlands within the Specific Plan and the remaining Community Plan area should be considered candidates for preservation. Preservation should be planned in relatively large contiguous blocks. Interconnecting habitat corridors should be planned to facilitate wildlife movement. The branches of Morrison and Laguna Creeks that flow through the project site and convey significant storm flows to the west should be protected as open channels to allow for sufficient drainage capacity and to provide open space corridors that enhance wildlife movement. Where creek realignment is to occur, it should be to a natural configuration with restoration and enhancement of native vegetation. Seasonal wetland/vernal pool complexes adjacent to creek corridors that are being preserved should receive top priority consideration for preservation. Where wetland acreage is diffuse and preservation is	SU

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Impact of proposed commercial, business/professional and school uses on proximate residential uses.			
Future commercial, business/professional and school uses could have potentially significant noise impacts on nearby residential uses.	PS	NS-6 Future commercial, business/professional and school land uses with the potential to create noise-related land use conflicts with proximate residential uses shall be required to prepare an acoustical analysis, and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.	LS
Impacts to existing noise-sensitive receptors along roadways due to significant traffic noise increases resulting from development of the project.			
Buildout of the project will result in significant increases in traffic noise levels along roadways on the vicinity of the Plan area.	SU	None proposed.	SU
Impacts to existing noise-sensitive receptors along those roadway segments experiencing significant noise increases are considered potentially significant and unavoidable. Although future roadway projects would be subject to CEQA review and mitigation at the time construction is proposed, impacts to existing residents may not be fully mitigable. Noise barriers and other noise attenuating measures may not be feasible in situations such as front-on lots or where proposed roadway modifications result in minimal setbacks.			
GEOLOGY AND SOILS			
Effects on topography and/or unique features.	LS	None required.	LS
Effects associated with geology or exposure to seismic ground shaking.	LS	None required.	LS
Impacts associated with soils.	LS	None required.	LS
Impacts to mineral resources.	LS	None required.	LS

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~~mitigation will probably suffice to limit landfill operation noise to acceptable levels under most conditions.~~ ~~The design and status of the ultimate development of the landfill should be reviewed before implementation of changes in the landfill operation to ensure that the landfill operations will not adversely affect adjacent residential uses. Temporary noise barriers, such as earth berms, plywood walls and straw bales, could be used to shield residences from heavy equipment operations in the event that roadway noise barriers do not block the line of sight between future landfill operations and residential uses.~~ *The Kiefer Landfill Expansion project (Control No.: 91-PWE-0319) was approved by the Board of Supervisors in November 1998. The Final SEIR for the expansion project analyzed the potential noise impacts of landfill expansion operations on surrounding uses.* *The Final SEIR reported that expansion operations are expected to result in noise levels of about 57 dBA Ldn at the boundary of the County's adopted 2000 foot buffer from the landfill property and the SDCP/SRSP project site. Therefore, landfill operation noise impacts on the planning area are expected to be less than significant.*			
Impact of Sacramento Rendering Company operations on noise-sensitive developments in the Plan area.	LS	None proposed.	LS
Impact of Douglas Security Park on noise-sensitive developments in the Plan area.	LS	None proposed.	LS
Impact of vehicle traffic noise on future residential uses within the Plan area.			
Future residential uses within the Plan area adjacent to major roadways are expected to be significantly impacted by traffic noise.	S	NS-5 Future noise-sensitive land uses proposed for development within the future 60 dB Ldn traffic noise contour shall be required to prepare an acoustical analysis, and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.	LS

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Impact of Cordova Shooting Center on noise-sensitive developments in the Plan area.			
Gunfire noise associated with the Cordova Shooting Center could have potentially significant impacts on those land uses within the Specific Plan area within about 500 feet of the Sunrise/Douglas intersection.	PS	NS-1 No residential uses shall be allowed within 500 feet of the intersection of Sunrise Boulevard and Douglas Road, for so long as the Cordova Shooting Center facility remains operational.	LS
	PS	NS-2 Future non-residential development projects located within 500 feet of the intersection of Sunrise Boulevard and Douglas Road should avoid the inclusion of land uses which may be particularly sensitive to gunfire noise, for so long as the Cordova Shooting Center facility remains operational.	LS
Impact of American River Aggregates and Asphalt Plant on noise-sensitive developments in the Plan area.			
American River Aggregates mining and processing operations could have potentially significant noise impacts on land uses within about 500 feet of the American River Aggregates plant boundary. All Plan area lands located within 500 feet of the plant boundary lie outside the Specific Plan boundary.	PS	NS-3 No residential uses shall be allowed within 500 feet of the American River Aggregates plant boundary, for so long as the American River Aggregates facilities remain operational.	LS
	PS	NS-4 Future non-residential development projects located within 500 feet of the American River Aggregates plant boundary should avoid the inclusion of land uses which may be particularly sensitive to truck and plant noise, for so long as the American River Aggregates facilities remain operational.	LS
Impact of Kiefer Road landfill operations on noise-sensitive development in the Plan area.			
~~Landfill operational noise does not currently impact the Plan area, but may affect residential uses nearest Grant Line Road in the future when landfill operations move closer to Grant Line Road. Noise mitigation will likely be provided to these residential areas for traffic noise, typically in the form of barriers along the roadway, and that~~	LS	None proposed.	LS

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condition. However, CO modeling found that Specific Plan buildout would result in high CO concentrations, albeit less than the ambient standards. Because buildout of the Community Plan would more than double the number of vehicle trips and associated air emissions, the Community Plan would likely result in exceedances of the CO ambient standards. This impact is significant and unavoidable without additional road infrastructure improvements designed to accommodate those additional trips.			
Consistency with General Plan. General Plan Policy AQ-15 requires that all new major indirect sources of emissions be reviewed and modified or conditioned to achieve a 15% reduction in emissions. The Specific Plan proposes implementation of a variety of emission reduction measures, including the provision of mixed uses, transit accessibility, bicycle and pedestrian improvements, and participation in a Transportation Management Association (TMA). ~~If future development projects within the Sunrise Douglas planning area implement the emission reduction measures as intended by the Specific Plan, and implement the air quality mitigation measures listed in this EIR, it appears that the Sunrise Douglas development may achieve the 15% emission reduction specified by General Plan Policy AQ-15.~~ *SMAQMD has reviewed the proposed measures and believes they fall short of the 15% reduction specified in AQ-15. SMAQMD recommends several additions and modifications to the proposed measures to improve emission reductions and comply with AQ-15. An AQ-15 Air Quality Plan will need to be prepared and submitted to the SMAQMD for review and approval to ensure that development of the Sunrise Douglas planning area will achieve the minimum 15% reduction in emissions required by General Plan Policy AQ-15.*	~~LS~~ *PS*	~~None proposed.~~ *Implement Mitigation Measure AI-5.*	~~LS~~ *LS*
NOISE			

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~travel by carpool, rideshare, bicycle, public transit and private transit.~~	
Increase in ROG, NO_x, and PM10 emissions with buildout of the Community Plan.			
Implementation of the Community Plan would result in operational emissions of ROG, NO_x and PM10 that are substantially above the significance thresholds for those pollutants. During worst-case summer days, estimated emissions are 3,013 ppd for ROG, 5,492 ppd for NO_x and 2,398 ppd for PM10. During worst-case winter days, estimated emissions are 34,162 ppd for ROG, 13,880 ppd for NO_x and 7,132 ppd for PM10.	SU	No additional measures are proposed. Implementation of the same mitigation measures as identified for the Specific Plan *AI-5* ~~(AI-5, AI-6, AI-7, AI-8, AI-9 and AI-10)~~ would be required to reduce operational emissions of ROG, NO_x, and PM10 associated with development of the Community Plan area. However, even with implementation of these measures, operational emission impacts would not be reduced to a less than significant level.	SU
Exceedances of carbon monoxide standards under Future No-Project Conditions.			
Analysis indicates that CO concentrations would exceed air quality standards at the Folsom Boulevard/Mather Field intersection under Future-No Project conditions.	SU	None proposed.	SU
No exceedance of carbon monoxide standards under Cumulative with Specific Plan Conditions.			
Analysis indicates that CO concentrations would not exceed air quality standards at any of the studied intersections under Cumulative with Specific Plan conditions. The estimated CO concentrations at the Folsom Boulevard/Mather Field intersection are reduced for the Specific Plan as compared to the No-Project scenario because the level of service at this intersection improves under the Specific Plan.	LS	None proposed.	LS
Potential exceedances of carbon monoxide standards under Buildout of the Community Plan.			
CO modeling was not conducted for buildout of the Community Plan because detailed traffic modeling has not been conducted for this	SU	None proposed at this time.	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~marked bicycle lanes, adequate sidewalks and paths, secure bicycle racks or storage lockers, and shower facilities for bicycle commuters. The project street layout should avoid long, winding streets and dead-end roads that make pedestrian and bicycle access difficult. The design should maximize interconnected streets.~~ ~~AI-8 Future development projects shall implement the following measures to the maximum extent feasible.~~ ~~a) Install EPA Phase II certified woodburning devices in residential units in place of standard woodburning devices.~~ ~~b) Install natural gas fireplaces in residential units in place of standard fireplaces.~~ ~~c) Install electrical outlets in front and backyards of homes for use with electric powered yard equipment.~~ ~~d) Install natural gas burning barbeques in residences.~~ ~~e) Install energy efficient heating and appliances.~~ ~~f) Construct homes and other buildings with additional insulation factors to reduce energy use.~~ ~~AI-9 Future development projects shall orient residential and commercial buildings in the north-south direction for natural cooling and to take advantage of passive and active solar design, to the maximum extent feasible.~~ ~~AI-10 Future development projects shall participate in or form a Transportation Management Association (TMA) which provides for the maintenance and monitoring of emission reduction measures. Such measures shall include, but are not necessarily limited to, encouraging and facilitating~~	

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
of the Specific Plan. Implementation of the Specific Plan would result in operational emissions of ROG, NO_x, and PM10 that are substantially above the significance thresholds for those pollutants. During worst-case summer days, estimated emissions are 1,364 ppd for ROG, 2,542 ppd for NO_x and 1,149 ppd for PM10. During worst-case winter days, estimated emissions are 15,254 ppd for ROG, 6,290 ppd for NO_x, and 3,257 ppd for PM10.		*ROG, NO_x, and PM10 generated by development of the Specific Plan, although not to less than significant level.* *AI-5 Prior to approval of the project, provide an AQ-15 Air Quality Plan which demonstrates to the satisfaction of the Sacramento Metropolitan Air Quality Management District how development within the planning area will achieve a minimum 15% reduction in operational-related (long-term) emissions, consistent with General Plan Policy AQ-15. The AQ-15 Air Quality Plan shall describe the implementation method(s) to be used [i.e., incorporating Plan provisions into the Specific Plan, and/or incorporating Plan provisions as conditions of project approval, and/or through some other method(s)] to ensure that future developments within the planning area will implement the emission reduction measures set forth in the AQ-15 Air Quality Plan.* ~~The following measures would reduce operational emissions of ROG, NO_x and PM10 generated by development of the Specific Plan, although not to a less than significant level.~~ ~~AI-5 Future development projects shall implement a mixed land use concept to the maximum extent possible. The project design should have a mixture of complementary land uses (i.e., residential land uses located near commercial, recreational, and employment land uses) to minimize vehicle trips.~~ ~~AI-6 Future development projects shall include transit infrastructure in the project design. The project design should include bus stop turn-outs and bus stop shelters at convenient locations. The project should be designed to maximize access to transit. Streets should be designed to accommodate buses.~~ ~~AI-7 Future development proposals shall include bicycle and pedestrian provisions. The project design should include~~	~~SU~~ ~~SU~~

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
closure or relocation of the rendering plant. However, these measures are not considered feasible mitigation measures because they are not within the control of the County of Sacramento or the Sunrise Douglas project applicants. Therefore, potential odor impacts are considered significant and unavoidable. *The Policy Planning Commission has recommended that the Board of Supervisors approve the project with conditions that include the following: "Applicant shall assist the owner of the Sacramento Rendering Company (SRC) in securing the necessary equipment and technology to eliminate odors and emissions from the SRC". Furthermore, the EIR preparers are aware that the SunRidge Specific Plan applicants and the SRC owners have been working together to attempt to reach an agreement on how the project applicants can financially assist SRC in securing and implementing additional odor control equipment and technology at the plant facility. If such an agreement can be reached between these private parties, potential odor impacts upon the project may be reduced or possibly eliminated, depending upon the effectiveness of selected odor control technology. However, as of this writing, the parties have not reached an agreement. The implementation of odor control measures at the rendering plant is not considered to be a feasible mitigation measure in this EIR, because such implementation ultimately depends upon the acceptance and approval of a third party (SRC), and therefore cannot be guaranteed by the County of Sacramento or the project proponents. Furthermore, the level of effectiveness of such odor control measures will not be fully known until they are selected, installed, operational, and tested for some period of time. Therefore, the EIR preparers must conclude that the potential for odor impacts, and related land use incompatibilities with the rendering plant, remain significant and unavoidable*			
Increase in ROG, NO_x, and PM10 emissions with implementation	***SU***	*The following measure would reduce operational emissions of*	***SU***

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
of 276 ppd of PM10 during Phase I (grading and earthmoving) and 989 ppd of ROG and 721 ppd of NO_x during Phase II (structural construction), which would exceed the SMAQMD threshold levels of 275 ppd for PM10 and 85 ppd for NO_x and ROG.		same mitigation measures as identified for the Specific Plan ~~(AI-1, AI-2 and AI-3)~~ *(AI-1 and AI-2)* would be required to reduce construction-related air emission impacts associated with development of the Community Plan area. Those mitigation measures will reduce construction-related PM10 emissions to less than the SMAQMD thresholds. However, emissions of ROG and NO_x would, even with implementation of the mitigation measures, remain above the significance thresholds and therefore constitute a significant and unavoidable impact.	
Exposure of future residents to odors from the Sacramento Rendering Company plant.			
Future residents of the planning area are potentially subject to odors produced by the existing rendering plant. If public complaints from planning area residents are sufficient to cause the Sacramento Rendering Company to be declared a public nuisance per SMAQMD Rule 402, then the SMAQMD can require the Sacramento Rendering Company to identify and incorporate mitigating measures to correct the nuisance condition. These measures may include enclosing additional operations at the plant, installing additional odor control devices, or a combination of these and other control measures deemed necessary by the SMAQMD. ~~Partial mitigation for odor impacts can be achieved by requiring an odor easement and disclosure over all potentially impacted proximate residential properties.~~ *The potential for odor impacts could be disclosed to property buyers by requiring an odor easement, but such easement would not result in any reduction in odor impacts, nor would it provide the rendering plant with any protection against potential future nuisance complaints, to the extent allowed by law (please see Response 23-1 in the Comments and Responses section of this EIR for additional information related to odor easements and disclosure).* Full mitigation may be achieved through the implementation of any odor control measures which may be required by the SMAQMD to correct nuisance conditions, or through the	SU	AI-4 The applicant shall grant an odor easement over all residential properties, in favor of the Sacramento Rendering Plant. ~~Additionally, a recorded disclosure shall appear in perpetuity (or until a future closure or relocation of the plant) on all residential property deeds properly notifying~~ *which will serve to notify residential* property owners of the potential *for* odor impacts, and ~~restricting~~ *will restrict* to the extent ~~possible~~ *allowed by law* the liability/exposure of the Sacramento Rendering Plant, and the County of Sacramento, for nuisance or other resulting effect.	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~Vehicle Incentive Program provides assistance with the cost of replacing older engines with newer engines.~~ ~~The measures listed above would not reduce emissions of ROG or NO_x to levels below the SMAQMD threshold levels. Consequently, increases in ROG and NO_x construction emissions remain as a significant and unavoidable impact.~~ *AI-2 Prior to approval of the project, provide a Construction-Related Emissions Reduction Air Quality Plan which demonstrates to the satisfaction of the Sacramento Metropolitan Air Quality Management District how development within the planning area will achieve minimum reductions of 20% in NOx and 30% in PM10 construction-related equipment emissions. The Construction-Related Emissions Reduction Air Quality Plan shall describe the implementation method(s) to be used [i.e., incorporating Plan provisions into the Specific Plan, and/or incorporating Plan provisions as conditions of project approval, and/or through some other methods(s)] to ensure that future developments within the planning area will implement the emission reduction measures set forth in the Construction-Related Emissions Reduction Air Quality Plan. This mitigation measure would not reduce emissions of ROG or NO_x to levels below the SMAQMD threshold levels. Consequently, increases in ROG and NO_x construction emissions remain as a significant and unavoidable impact.*	*SU*
Increase in construction-related emissions associated with the Community Plan. The Community Plan would generate construction-related emissions	**SU**	No additional measures are proposed. Implementation of the	**SU**

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		The above measures can be expected to result in approximately a 222 ppd reduction of fugitive PM10 emissions. Fugitive PM10 emissions with the above mitigation measures would equal 101 ppd.	
	~~SU~~	~~AI-2 All internal combustion engine equipment shall be properly maintained and well tuned according to manufacturer's specifications. According to the SMAQMD this would result in about a 5% reduction of ROG, NO_x, and PM10 emissions from equipment exhaust. This mitigation measure would result in a combined reduction of stationary and mobile equipment emissions by 1 ppd of ROG, 18 ppd of NO_x, and 1 ppd of PM10.~~	~~SU~~
	~~SU~~	~~AI-3 The following measures would result in an indeterminable reduction of ROG, NO_x, and PM10 depending on the baseline conditions and amount of implementation. The following measures should be implemented to the extent feasible.~~ ~~a) Require injection timing retard of 2° on diesel vehicles.~~ ~~b) Install high pressure injectors on diesel vehicles.~~ ~~c) Encourage the use of reformulated diesel fuel.~~ ~~d) Use alternative fuel or electric powered equipment.~~ ~~e) Use diesel engines that meet the most recent emission standards. Depending on the age and condition of an older diesel engine, a new engine can produce about half the emissions of NO_x as well as lower emissions of ROG and PM10. The SMAQMD's Off Road Low Emission Heavy Duty~~	~~SU~~

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
conditions.			
Consistency with the Sacramento City/County 2010 Bikeway Master Plan.	LS	None required.	LS
Adequacy of proposed parking.	LS	None required.	LS
AIR QUALITY			
Increase in construction-related emissions associated with the Specific Plan. The Specific Plan would generate construction-related emissions of 276 ppd of PM10 during Phase I (grading and earthmoving) and 385 ppd of ROG and 501 ppd of NO_x during Phase II (structural construction), which would exceed the SMAQMD threshold levels of 275 ppd for PM10 and 85 ppd for NO_x and ROG.	S	AI-1 Implementation of the following measures would reduce emissions of fugitive dust to a less than significant level. a) Exposed surfaces, graded areas, storage piles, and haul roads should be watered and kept moist at all times. b) Minimize the amount of disturbed area, the amount of material actively worked, and the amount of material stockpiled. c) Limit onsite construction vehicle speeds to 15 miles per hour. d) Sweep or wash paved streets adjacent to project construction sites at least once a day to remove accumulated dust. e) Maintain at least 2 feet of freeboard when transporting soil or other materials by truck. f) Limit the amount of actively disturbed construction area to 25 acres or less.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
under near-term and future conditions. Portions of Sunrise Boulevard are already built to ultimate widths and, therefore, feasible improvements such as road widening are not available to mitigate LOS F conditions with or without the project. Analysis was performed to test various circulation alternatives to reduce traffic volume and improve traffic operations on Sunrise Boulevard. All of the alternatives were analyzed under future conditions with buildout of the Specific Plan and Community Plan. Provision of a direct 6-lane connection from Jaeger Road at Douglas Road to the proposed Gold River interchange on US 50 between Sunrise and Hazel was identified as the preferred alternative. Although this new roadway would provide some relief to Sunrise Boulevard, traffic impacts along the Sunrise corridor would remain significantly adverse and unavoidable.		shall contribute fair-share funding toward the future construction of a 6-lane extension of Jaeger Road from Douglas Road to US 50, *or a functionally equivalent roadway.* The connection at US 50 would provide southerly access only. Impacts on this corridor cannot be fully mitigated, and therefore remain significant and unavoidable.	
Transit Availability and Usage.			
Implementation of the Specific Plan would not disrupt or interfere with planned public transit facilities. However, the project's overall low proposed densities will likely preclude the extension of high quality public transit service into the planning area, which will exacerbate the traffic and air quality impacts resulting from development of the planning area. Increasing the project's residential densities and non-residential intensities in proximity to potential future transit routes to encourage the delivery of high quality public transit service, and successful operation of the private shuttle system, will reduce the project's impacts on transit availability and usage to a less than significant level.	S	TC-29 Implement Mitigation Measure LA-7 relating to increasing the transit-orientation of the proposed development.	LS
	S	TC-30 Implement Mitigation Measure PS-10 relating to funding the private shuttle system's long-term operating and maintenance costs.	LS
Bicycle and pedestrian circulation.	LS	None required.	LS
Consistency with General Plan.			
The project's proposed Transportation Diagram amendments include designating Americanos Road as a pre-2010 (4 lane) arterial. However, the traffic analysis indicates that 6 lanes will be needed on Americanos north of Douglas Road under Community Plan buildout	S	TC-31 Amend the General Plan Transportation Diagram to show Americanos Road north of Douglas Road as a post-2010 thoroughfare.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		operate at LOS F during the AM and PM peak hours. Since this intersection is currently built to its ultimate configuration, there are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	
	S	TC-26 At the intersection of White Rock Road and Grant Line Road, construct a traffic signal. This improvement would also include localized widening on the White Rock Road approaches to provide exclusive left-turn lanes. This would improve PM peak hour operations from LOS F to LOS C. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-27 The addition of project traffic would exacerbate operations at the intersection of Folsom Boulevard and Sunrise Boulevard, which is expected to operate at LOS F during the AM and PM peak hours. Since this intersection is currently built to its ultimate configuration, there are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	SU
Effects on Sunrise Boulevard corridor.			
Severe congestion is projected for the Sunrise Boulevard corridor	SU	TC-28 Development in the Specific Plan and Community Plan	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
impacts to a less than significant level.	S	TC-22 At the intersection of Zinfandel Drive and Douglas Road, construct an additional through lane on the northbound and southbound approaches for a total of three through lanes on each of these approaches. This improvement would improve operations at this intersection from LOS F to LOS E during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-23 At the intersection of Sunrise Boulevard and Douglas Road, construct a free right turn for the westbound to northbound movement. This would not improve operations during the PM peak hour from LOS F to LOS E, but would reduce the V/C ratio from 1.46 to 1.21. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	SU
	SU	TC-24 The addition of project traffic would exacerbate unacceptable operations at the intersection of White Rock Road and Sunrise Boulevard, which is expected to operate at LOS F during the AM and PM peak hours. This intersection would be built to its maximum configuration with the widening of Sunrise Boulevard and White Rock Road. There are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	SU
	SU	TC-25 The addition of project traffic would exacerbate unacceptable operations at the intersection of Zinfandel Drive and Sunrise Boulevard, which is expected to	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
F) projected for US 50 freeway segments and ramps. These include US 50 west of Mather Field Road to Sunrise Boulevard, and ramps at Mather Field Road, Zinfandel Drive and Sunrise Boulevard. The *July 1996 Preliminary Draft US 50 Corridor Major Investment Study* identifies transportation facility and transit improvements to help reduce vehicle demand on US 50. However, even with implementation of these mitigating measures, not all impacts can be reduced to a less than significant level.			
Effects of Specific Plan traffic on roadway segments under cumulative conditions.			
Under cumulative conditions, the Specific Plan does not cause any roadway segment to deteriorate to LOS F. However, Specific Plan traffic will exacerbate unacceptable (LOS F) conditions which are projected for segments of Sunrise Boulevard and Zinfandel Drive. Feasible mitigation measures are not available to reduce identified impacts to a less than significant level.	SU	TC-20 Minor improvements to signal timing, striping, and left turn restriction along Sunrise Boulevard may be useful in helping some locations operate more efficiently. These shall be examined and implemented where feasible.	SU
Effects of Specific Plan traffic on intersections under cumulative conditions.			
Specific Plan traffic will either exacerbate unacceptable (LOS F) operating conditions, or will cause acceptable operating conditions to deteriorate to LOS F, under future conditions at the following intersections: * Mather Field/International * Zinfandel/Douglas * Douglas/Sunrise * White Rock/Sunrise * Coloma/Sunrise * Zinfandel/Sunrise * White Rock/Grant Line * Folsom/Sunrise	S	TC-21 The intersection of Mather Field Road and International Drive is currently built to its ultimate configuration. However under future conditions, the following mitigation should be considered if feasible: construct dual left-turn lanes on the westbound approach, and a free right-turn lane on the northbound approach. This improvement would improve operations at this intersection from LOS F to LOS B during the AM and PM peak hours. If feasible, this improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
Feasible mitigation measures are not available to reduce all identified			

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	
	S	TC-18 All-way stop control was recently installed at the Sunrise Boulevard/Grant Line Road intersection. Construction of a traffic signal with protected left turns on Sunrise Boulevard and on Grant Line Road would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS B during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-19 At the intersection of Sunrise Boulevard/Folsom Boulevard, construct a free right-turn on the eastbound approach. Although this improvement would not improve operations at this intersection to acceptable levels, it would improve the V/C from 1.71 to 1.20 during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	SU
Trips generated by the Specific Plan under cumulative conditions.			
Development of the Specific Plan will generate 152,400 daily vehicle trips, 10,155 AM peak hour trips, and 15,830 PM peak hour trips, adding to future traffic in the study area. Internalization would be greater under future conditions (approximately 40%) due to increased jobs/housing balance for the Plan area. A total of 7% of all person trip ends were assumed to use transit.	SU	Implementation of Mitigation Measures TC-1 through TC-31 will mitigate this impact to the extent feasible. Due to residual unmitigated effect, however, this impact remains significant and unavoidable even after implementation of mitigation measures.	SU
Effects of Specific Plan traffic on freeway segments and ramps under cumulative conditions.			
Project traffic will exacerbate future unacceptable conditions (LOS	SU	Implement Mitigation Measure TC-1.	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		operations at the Coloma Road/Sunrise Boulevard intersection, which currently operates at LOS F during the AM and PM peak hours. This intersection was recently improved by the County to include two left-turn lanes, a shared left/through lane, and exclusive through and right-turn lanes on the Coloma Road approaches. These improvements have resulted in better lane usage and more efficient operations at the intersection. However, no additional widening on Sunrise Boulevard is feasible. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	
	SU	TC-16 The addition of project traffic would exacerbate operations at the Zinfandel Drive/Sunrise Boulevard intersection, which currently operates at LOS F during the AM and PM peak hour. This intersection is currently built to its maximum configuration. There are no feasible mitigation measures to effectively increase capacity. Congestion levels without or with the Sunrise Douglas project will be high. However, some optional improvements could include modifying signal timing to improve operations (if feasible). The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	**SU**
	S	TC-17 At the intersection of Florin Road and Sunrise Boulevard, construct a traffic signal with protected left turns on Sunrise Boulevard. This improvement would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS D during the PM peak hour. This improvement	**LS**

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	
	S	TC-12 At the intersection of Jackson Highway/Sunrise Boulevard, construct an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on all approaches. In the eastbound approach, construct two exclusive left-turn lanes. This improvement would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS C during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	S	TC-13 At the intersection of Mather Field Road and Folsom Boulevard, construct an additional through lane on the eastbound approach for a total of two through lanes and a shared through and right-turn lane. This improvement would improve operations at this intersection from LOS F to LOS E during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-14 The intersection of Sunrise Boulevard and White Rock Road is currently constructed to its ultimate configuration. Thus, no feasible mitigation measures are available to increase peak hour capacity on this facility. The project should work with Sacramento County to implement programs, such as carpooling or transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard and White Rock Road in Sacramento County.	SU
	SU	TC-15 The addition of project traffic would exacerbate	SU

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APPENDIX A-2
ANATOLIA SUBDIVISIONS AND DEVELOPMENT AGREEMENT MMRP

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:

NAME:

COUNTY MAIL CODE:

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

AGREEMENT TO MITIGATION MONITORING AND REPORTING PROGRAM FOR ANATOLIA I and II TENTATIVE SUBDIVISION MAPS

CONTROL NUMBER: 01-SDP-0385, 01-SDP-0386

NAME: ANATOLIA I and II TENTATIVE SUBDIVISION MAPS and LARGE LOT MAPS

LOCATION: The project site is located at the southeast corner of Sunrise Boulevard and Douglas Road in the Cosumnes planning area.

ASSESSOR'S PARCEL NUMBERS: 067-0030-009, 006; 067-0090-011, 014, 016, 022, 023, 024, 025

OWNER/APPLICANT:

AKT Development
7700 College Town Drive #101
Sacramento, CA 95826

PROJECT DESCRIPTION:

1. A **Tentative Subdivision Map (Anatolia I)** to divide 229.8± acres into 949 single-family lots, 3 drainage corridor and 11 landscape lots, in addition to 4 lots for RD-10, commercial, park, and elementary school sites. The single-family lots are on property zoned RD-5. A Tentative Subdivision Map to create 8 large lots (residential villages) on the subject property.
2. A separate **Tentative Subdivision Map (Anatolia II)** to divide 298± acres into 886 single family lots, 3 drainage corridor lots, and 16 landscape lots, in addition to 8 lots for RD-10, RD-20, commercial, private recreation center, park, and elementary school development. The single-family development is zoned RD-4, RD-5, and RD-7. A Tentative Subdivision Map to create 8 large lots (residential villages) on the subject property.

Type of Environmental Document:

X	Mitigated Negative Declaration	___	Prior Negative Declaration
___	Environmental Impact Report	___	Prior Environmental Impact Report
___	Supplemental Environmental Impact Report		

Prepared by: Sacramento County Department of
Environmental Review and Assessment
827 7th Street, Room 220
Sacramento, CA 95814

Phone: 874-7914 **Date:** May 12, 2003

Mitigation Monitoring and Reporting Program **Date:** May 12, 2003
Adopted by: Project Planning Commission

Attest:_____
Secretary/Clerk

ALL PURPOSE ACKNOWLEDGEMENT

State of California

County of Sacramento

On _____ before me, _____ (name, title of officer), personally appeared _____,

personally known to me -or- proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signatures(s) on the instrument the person(s), or entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

_____
Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S) _____ TITLE(S)

_____ COMPANY

PARTNER(S) _____ PARTNERSHIP

ATTORNEY-IN-FACT _____ PRINCIPAL(S)

TRUSTEE(S) _____ TRUST

OTHER _____ TITLE(S)

_____ TITLE(S)

_____ ENTITY(IES) REPRESENTED

_____ ENTITY(IES) REPRESENTED

DECLARATION OF AGREEMENT

This Mitigation Monitoring and Reporting Program applies to certain real property, a Legal Description of which is attached as Exhibit A. I (We) the undersigned agree that this Mitigation Monitoring and Reporting Program applies to the real property described in Exhibit A. I (We) the undersigned am (are) the legal owner(s) of that property, and agree to comply with the requirements of this Mitigation Monitoring and Reporting Program (Summary and Mitigation Measures attached).

IN WITNESS WHEREOF, this declaration is hereby executed by the undersigned named legal owner(s) of the subject property on this ____ day of _____, 20____.

OWNER(S):

_____ _____

(Type name and/or title above) (Signature above)

ALL PURPOSE ACKNOWLEDGEMENT

State of California

County of Sacramento

On _____ before me, _____ (name, title of officer), personally appeared _____,

personally known to me -or- proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signatures(s) on the instrument the person(s), or entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

_____
Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S) _____ TITLE(S)

_____ COMPANY

PARTNER(S) _____ PARTNERSHIP

ATTORNEY-IN-FACT _____ PRINCIPAL(S)

TRUSTEE(S) _____ TRUST

OTHER _____ TITLE(S)

_____ TITLE(S)

_____ ENTITY(IES) REPRESENTED

_____ ENTITY(IES) REPRESENTED

PURPOSE AND PROCEDURES

Pursuant to Section 21081.6 of the Public Resources Code and Chapter 20.02 of the Sacramento County Code, a Mitigation Monitoring and Reporting Program has been established for the project entitled **"ANATOLIA I and II TENTATIVE SUBDIVISION MAPS, and ANATOLIA I and II LARGE LOT MAPS" (Control Numbers: 01-SDP-0385, 01-SDP-0386).**

Purpose

The purpose of this program is to assure diligent and good faith compliance with the Mitigation Measures which have been recommended in the environmental document, and adopted as part of the project or made conditions of project approval, in order to avoid or mitigate potentially significant effects on the environment.

Notification and Compliance

It shall be the responsibility of the project applicant to provide written notification to the Environmental Coordinator, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The Department of Environmental Review and Assessment (DERA) will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program (MMRP). Any non-compliance will be reported to the project applicant, and it shall be the project applicant's responsibility to rectify the situation by bringing the project into compliance and re-notifying the Environmental Coordinator. Any indication that the project is proceeding without good-faith compliance could result in the imposition of administrative, civil and/or criminal penalties upon the project applicant in accordance with Chapter 20.02 of the Sacramento County Code.

Payment

It shall be the responsibility of the project applicant to reimburse the County for all expenses incurred in the implementation of the Mitigation Monitoring and Reporting Program (MMRP), including any necessary enforcement actions. The initial estimate of County monitoring costs for this project is **$10,000.00,** which must be paid to the Department of Environmental Review and Assessment **prior to recordation of the MMRP or review of any plans by the DERA**. If actual County monitoring costs are less than the initial estimate, the difference will be refunded to the applicant; and if the actual County monitoring costs exceed the initial estimate, a supplemental bill will be submitted to the applicant.

Recordation

In order to record the adopted Mitigation Monitoring and Reporting Program with the County Recorder as required by Section 20.02.050(b)(2) of the Sacramento County Code, the project applicant shall provide to the Department of Environmental Review and Assessment a Legal Description for the real property that is the subject of the project.

Completion

Pursuant to Section 20.02.060 of the Sacramento County Code, upon the determination of the Environmental Coordinator that compliance with the terms of the approved Mitigation Monitoring and Reporting Program has been achieved, and that there has been full payment of all fees for the project, the Environmental Coordinator shall record and issue a Program Completion Certificate for the project.

Property Transfer

The requirements of this adopted Program run with the real property that is the subject of the project, as described in Exhibit Successive owners, heirs and assigns of this real property are bound to comply with all of the requirements of the adopted Program.

Prior to any lease, sale, transfer or conveyance of any portion of the real property that is the subject of the project, the record owner(s) at the time of the application for the project, or his or her successor's in interest, shall provide a copy of the adopted Program to the prospective lessee, buyer, transferee, or one to whom the conveyance is made.

Penalties

Chapter 20.02 of the Sacramento County Code permits civil remedies and criminal penalties to be imposed in the event of non-compliance with an adopted Mitigation Monitoring and Reporting Program. The civil remedies, which are found in Section 20.02.090 of the Sacramento County Code, include injunctive relief, stop work orders, revocation of any special permit granted concurrently with the approval of a Program, and the abatement of any resulting nuisance. The criminal penalties, which are found in Section 20.02.080 of the Sacramento County Code, include a fine not to exceed five hundred dollars or imprisonment in the County jail not to exceed six months, or both.

Plans that are inconsistent with the adopted Mitigation Measures will not be approved.

In the event of an ongoing, serious non-compliance issue, the Department of Environmental Review and Assessment may call for a "stop work order" on the project.

STANDARD PROVISIONS

All Project Plans, and any revisions to those Plans shall be in full compliance with the adopted Mitigation Monitoring and Reporting Program (MMRP). The project applicant shall submit one copy of all such Plans and any revisions to the Department of Environmental Review and Assessment prior to final approval by the Sacramento County Building Inspection Division (BID). If the Department of Environmental Review and Assessment determines that the Plans are not in full compliance with the adopted MMRP, the Plans shall be returned to the project applicant with a letter specifying the items of non-compliance, and instructing the applicant to revise the Plans, and then resubmit one copy of the revised Plans to the Department of Environmental Review and Assessment, for determination of compliance, prior to final approval by BID.

Additionally, the project applicant shall notify the Department of Environmental Review and Assessment **no later than 48 hours** prior to the start of construction and no later than 24 hours after its completion. The applicant shall notify the Department of Environmental Review and Assessment no later than 48 hours prior to any/all Final Inspection(s) by the County of Sacramento.

Mitigation Measure:

A. Prior to approval of any building permits, the Excelsior Groundwater Treatment Plant shall be constructed, including the water extraction, treatment, delivery, and storage facilities. These facilities include those for the well field and delivery pipelines. The Excelsior Groundwater Treatment Plant is formerly known as the North Vineyard Well Field.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Confirm the existence of the water supply facilities prior to approval of any building permits.

3. Monitor compliance during periodic site inspections of the construction work.

4. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

C.* All development that includes work outside of the area regulated under Army Corps of Engineers Permit 190110021, which covers the Anatolia I, II, and III site (i.e. not adjacent off-site parcels and rights-of-way), shall not be conducted until the applicant obtains all necessary US Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits.

***Note: Mitigation Measures are lettered consistent with the IS/MND document.**

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

3. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

1. Prior to the approval of any grading permits or improvement plans for any work outside of the area regulated under Army Corps of Engineers Permit 190110021, submit to the Department of Environmental Review and Assessment the following information from the CDFG, Corps, and USFWS:

   Either:

   (a) a copy of any/all applicable permits for the proposed modifications to wetlands; or

   Or:

   (b) written evidence that no permits are required for proposed modifications to wetlands.

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Ensure that 404 Permits, and if applicable ESA Permits, have been issued for any off-site work prior to approving project plans that are determined to be in compliance with all required mitigation.
   NOTE: The CDFG, Corps and USFWS shall be responsible for monitoring the conditions of any permits which they may approve for this project.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

D. Prior to the approval of any grading permits or improvement plans for offsite improvements to Sunrise Boulevard or Douglas Road, the project applicant or property owner shall obtain all applicable permits from the U. S. Army Corps of Engineers and shall comply with General Plan Conservation Element Policy No. CO-96 as it pertains to no net loss of wetlands. A copy of any required Corps permits and verification of compliance with General Plan Conservation Element Policy No. CO-96 regarding no net loss of wetlands shall be submitted to the Department of Environmental Review and Assessment.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

3. Prior to the approval of any grading permits or improvement plans for offsite improvements to Sunrise Boulevard or Douglas Road, submit to the Department of Environmental Review and Assessment the following information:

   Either:

   (a) a copy of any/all applicable Corps permits for the proposed modifications to wetlands; or

   Or:

   (c) written evidence from the U.S. Army Corps of Engineers indicating that no permits are required for the proposed modifications to wetlands.

   AND:

   Provide to the Department of Environmental Review and Assessment a copy of the receipt from the Planning and Community Development Department for payment of the Wetland Mitigation Fee for any wetland loss not mitigated through the federal permitting process.

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Ensure that 404 Permits have been issued for any off-site work prior to approving project plans that are determined to be in compliance with all required mitigation.

   NOTE: The Corps shall be responsible for monitoring the conditions of any permits which they may approve for this project.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

E. The applicant shall consult with the USFWS either through the US Army Corps of Engineers' 404 Permit process, or independently through the USFWS Section 10 process prior to breaking ground on road widening of Sunrise Boulevard and Douglas Road. The applicant shall mitigate for vernal pool species impacts to the satisfaction of USFWS, and provide evidence of such mitigation to the Department of Environmental Review and Assessment.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

3. Prior to breaking ground on road widening of Sunrise Boulevard or Douglas Road, submit to the Department of Environmental Review and Assessment written evidence that vernal pool species impacts have been mitigated to the satisfaction of the USFWS.

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Review evidence of special-status species mitigation conducted to the satisfaction of USFWS.

3. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

G. 1) The applicant shall change the project design so that the drainage facilities that provide outlet for the detention basin/water quality basin and drainage channel at the north edge of the wetland preserve are entirely outside the preserve boundaries. Detention outlet facilities shall be designed and constructed to prevent discharge into the wetland preserve for all storm events below the 50-year storm event. The weir at the south edge of the detention basin may be designed to discharge peak storm flows in excess of the 50-year event into the wetland preserve.

2) Flap gates shall be installed on the downstream side of culverts under Sunrise Boulevard that drain the wetland preserve to prevent urban drainage from backing into the wetland preserve.

3) The weir(s) that allows discharge of peak storm flows greater than the 50-year event from the southern detention basin shall be designed to the satisfaction of DERA and the Department of Water Resources Drainage Division (DWR). The applicant shall demonstrate to DERA and DWR that the weir designs, including riprap armor or comparable flow dissipating device, are adequate to expend the erosive force of the water prior to the water entering the wetland preserve.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

I. Anatolia I Noise Mitigation

1) Prior to the issuance of any building permits, construct a minimum 10-foot high sound barrier (a 6-foot masonry wall and a 4-foot earthen berm) along the western property line of all residential lots bordering Sunrise Boulevard (Village 5-Lots 27-36, Village 6-Lots 28-35, Village 7-Lots 21-34, Village 8, Lots 5-14). Where the noise barrier approaches intersecting streets (Street 1), the barrier shall be wrapped around the corner towards the east. The wall shall wrap around the northerly boundary of Village 8, Lots 1-5 to the northeast corner of Lot 5. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance.

   At the intersection with Pyramid Road, wrapping walls shall join with sound walls required along Pyramid Road, and the higher wall shall gradually taper to the height of the lower wall. The barriers shall be designed with adequate setback to allow for clear sight distance for motorists approaching the intersection.

2) Prior to the issuance of any building permits, construct a minimum 9-foot high sound barrier (a 6-foot masonry wall and a 3-foot earthen berm) along the southern property line of all lots bordering Pyramid Road (Village 5-Lot1 and Lots 37-50). Note: Where the wall wraps around the drainage corridor lot in Village 5, the wall shall be continuous along the boundaries of Lots 1 and 50. Where the noise barrier approaches the entrance drives to the neighborhood (Street 25), the barrier shall be wrapped around the corner towards the north. The wall shall wrap around the easterly boundary of Lot 43 and the westerly boundary of Lot 44.

   Prior to the issuance of any building permits, construct a minimum 6-foot high sound barrier along the southern property line of all Village 4 lots bordering the drainage corridor parallel to Pyramid Road (Village 4-Lots 1-19).

   At intersections, wrapping walls shall extend a distance equivalent to the rear yard setback or side yard setback whichever is greater as appropriate for lot configuration. However, the barrier height shall taper down at the corner, as needed, to allow for clear sight distance for motorists approaching the intersection.

3) Prior to the issuance of any building permits, construct a minimum 10-foot high sound barrier (a 6-foot masonry wall and a 4-foot earthen berm) along the northern property line of all lots bordering Douglas Road (Village 1-Lots 29-44). Where the noise barrier approaches the entrance drives to the neighborhood (Street 4), the barrier shall be wrapped around the corner towards the south. The wall shall wrap around the easterly boundary of Lot 36 and the westerly boundary of Lot 37.

At intersections, wrapping walls shall extend a distance equivalent to the rear yard setback. However, the barrier height shall taper down at the corner, as needed, to allow for clear sight distance for motorists approaching the intersection.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

J. Anatolia II Noise Mitigation

1) Prior to the issuance of any building permits, construct a minimum 10-foot high sound barrier (a 6-foot masonry wall and a 4-foot earthen berm) along the western property line of all Village 8 residential lots bordering Sunrise Boulevard (Village 8-Lots 1-16). Where the noise barrier approaches intersecting streets (Street 6), the barrier shall be wrapped around the corner towards the east. The wall shall wrap around the southerly boundary of Village 8, Lot 1 to the southeast corner of Lot 1. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance.

   Where the noise barrier approaches the RD-20 zoned parcel to the north of Village 8, the barrier shall be wrapped around the corner towards the east. The wall shall wrap around the northerly boundary of Village 8, Lots 16-21 to the northeast corner of Lot 21. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance. Note: This requirement for a wrapping wall can be waived if the RD-20 property is developed prior to the Village 8 Lots 16-21.

2) Prior to the issuance of any building permits, construct a minimum 9-foot high sound barrier (a 6-foot masonry wall and a 3-foot earthen berm) along the western property line of all Village 7 residential lots bordering the drainage corridor parallel to Sunrise Boulevard (Village 7-Lots 18-29). Where the noise barrier approaches intersecting streets (Street 7), the barrier shall be wrapped around the corner towards the east. The wall shall wrap around the southerly boundary of Village 7, Lot 29 to the beginning of the curve at the southeast corner of Lot 29. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance.

   Where the noise barrier approaches the detention basin to the north of Village 7, the barrier shall be wrapped around the corner towards the east. The wall shall wrap around the northerly boundary of Village 7, Lots 15-18 to the northeast corner of Lot 151. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance.

3) Prior to the issuance of any building permits, construct a minimum 9-foot high sound barrier (a 6-foot masonry wall and a 3-foot earthen berm) along the southern property line of all lots bordering Pyramid Road (Village 1-Lots 114-121 and Lots 123 & 124). Note: Where the wall wraps around the cul-de-sac between Lots 123/124, the wall shall be continuous. Where the noise barrier approaches the entrance drives to the neighborhood (Street 8), the barrier shall be wrapped around the corner towards the south. The wall shall wrap around the westerly boundary of Lot 114.

   At intersections, wrapping walls shall extend a distance equivalent to the rear yard setback or side yard setback whichever is greater as appropriate

for lot configuration. However, the barrier height shall taper down at the corner, as needed, to allow for clear sight distance for motorists approaching the intersection.

4) Prior to the issuance of any building permits, construct a minimum 8-foot high sound barrier (a 6-foot masonry wall and a 2-foot earthen berm) along the eastern property line of all lots bordering Jaeger Road (Village 3-Lots 20-28 and Village 4-Lots 1-4). Where the noise barrier approaches the entrance drives to the neighborhood (Street 5), the barrier shall be wrapped around the corner towards the west. The wall shall wrap around the southerly boundary of Lot 28, and the northerly property line of Lot 1.

   At intersections, wrapping walls shall extend a distance equivalent to the rear yard setback or side yard setback whichever is greater as appropriate for lot configuration. However, the barrier height shall taper down at the corner, as needed, to allow for clear sight distance for motorists approaching the intersection.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

L. The removal of native oak trees and California sycamores for off-site road projects shall be compensated for by planting 15-gallon native oak trees (either valley oak/*Quercus lobata,* and/or interior live oak/*Quercus wislizenii*) on an inch-to-inch basis for oaks removed, and 15-gallon California sycamores (*Platanus racemosa*) on an inch-to-inch basis for California sycamores removed as street trees along Sunrise Boulevard and/or Douglas Road. If all replacement trees cannot be accommodated along the roadway, they may be planted elsewhere, at locations that are authorized by the Department of Environmental Review and Assessment.

Prior to the approval of Improvement Plans or building permits, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for review. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements:

1. Species, size and locations of all replacement plantings

2. Method of irrigation

3. The Sacramento County Standard Tree Planting Detail L-1, including the 10-foot depth boring hole to provide for adequate drainage

4. Planting, irrigation, and maintenance schedules

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.

If the developer chooses to plant other than 15-gallon size trees, equivalent compensation based on the following ratio is required:

one 15-gallon tree = 1 inch dbh

one 24-inch box tree = 2 inches dbh

one 36-inch box tree = 3 inches dbh

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

3. Prior to the approval of Improvement Plans or building permits, submit the required Replacement Tree Planting Plan to the Department of Environmental Review and Assessment for review and approval.

4. Incorporate the street tree portion of the approved Replacement Tree Planting Plan into all Plans and Specifications for the Sunrise Boulevard and/or Douglas Road improvements, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the submitted Replacement Tree Planting Plan, and approve the Plan if it is determined to be in compliance with all required mitigation.

2. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.

3. Monitor compliance during periodic site inspections of the construction work.

4. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

M. The Stormwater Pollution Prevention Plan in place for the site shall be revised to include, and any future Stormwater Pollution Prevention Plans for the site shall include, implementation of a process to remove fine clay sediments prior to discharge to Sacramento County's storm drain system and/or Waters of the State (e.g., creeks, rivers) to the satisfaction of the Stormwater Quality Division of the County Department of Water Resources. A polymer treatment system or comparable process shall be designed and implemented by qualified professionals with training and proven experience in this field. Such treatment shall be accomplished in a manner that does not pose a toxic threat to fish and other aquatic organisms in receiving waters.

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Verify revision of the project SWPPP or other action to the satisfaction of DWR–Water Quality Division has occurred. Approve Project Plans that are determined to be in compliance with all required mitigation.

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

Signature: _____

Date: _____

Mitigation Measure:

N. In addition to the mitigation measures herein, the applicant shall comply with the applicable mitigation measures in the Mitigation Monitoring and Reporting Program adopted for the Sunrise Douglas/Sunridge Final Environmental Impact Report (County Control No. 93-SFB-GPB-CZB-0243 & 97-SDB-0037).

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.

2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Department of Environmental Review and Assessment for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Department of Environmental Review and Assessment):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation contained within the Mitigation Monitoring and Reporting Program adopted for the Sunrise Douglas/Sunridge Final Environmental Impact Report (County Control No. 93-SFB-GPB-CZB-0243 & 97-SDB-0037).

2. Monitor compliance during periodic site inspections of the construction work.

3. Participate in any Final Inspection(s) necessary.

Comments:

Completion of Mitigation Verified:

Department of Environmental Review and Assessment

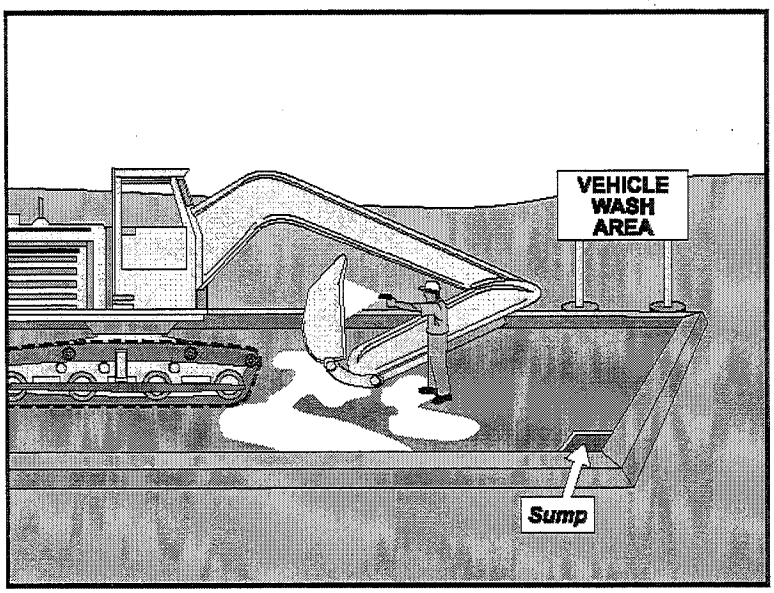
Signature: _____

Date: _____

NOTE: Mitigation herein lettered consistent with the Mitigation Measures included in the "ANATOLIA I, II, and III TENTATIVE SUBDIVISION MAPS, and ANATOLIA I, II, and III LARGE LOT MAP, and DEVELOPMENT AGREEMENT" Initial Study/Mitigated Negative Declaration.

Appendix B
CASQA Construction BMP Info Sheets

Vehicle and Equipment Cleaning NS-8



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Vehicle and equipment cleaning procedures and practices eliminate or reduce the discharge of pollutants to stormwater from vehicle and equipment cleaning operations. Procedures and practices include but are not limited to: using offsite facilities; washing in designated, contained areas only; eliminating discharges to the storm drain by infiltrating the wash water; and training employees and subcontractors in proper cleaning procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment cleaning is performed.

Limitations

Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Implementation

Other options to washing equipment onsite include contracting with either an offsite or mobile commercial washing business. These businesses may be better equipped to handle and dispose of the wash waters properly. Performing this work offsite can also be economical by eliminating the need for a separate washing operation onsite.

If washing operations are to take place onsite, then:

- Use phosphate-free, biodegradable soaps.
- Educate employees and subcontractors on pollution prevention measures.
- Do not permit steam cleaning onsite. Steam cleaning can generate significant pollutant concentrates.
- Cleaning of vehicles and equipment with soap, solvents or steam should not occur on the project site unless resulting wastes are fully contained and disposed of. Resulting wastes should not be discharged or buried, and must be captured and recycled or disposed according to the requirements of WM-10, Liquid Waste Management or WM-6, Hazardous Waste Management, depending on the waste characteristics. Minimize use of solvents. Use of diesel for vehicle and equipment cleaning is prohibited.
- All vehicles and equipment that regularly enter and leave the construction site must be cleaned offsite.
- When vehicle and equipment washing and cleaning must occur onsite, and the operation cannot be located within a structure or building equipped with appropriate disposal facilities, the outside cleaning area should have the following characteristics:
  - Located away from storm drain inlets, drainage facilities, or watercourses
  - Paved with concrete or asphalt and bermed to contain wash waters and to prevent runon and runoff
  - Configured with a sump to allow collection and disposal of wash water
  - No discharge of wash waters to storm drains or watercourses
  - Used only when necessary
- When cleaning vehicles and equipment with water:
  - Use as little water as possible. High-pressure sprayers may use less water than a hose and should be considered
  - Use positive shutoff valve to minimize water usage
  - Facility wash racks should discharge to a sanitary sewer, recycle system or other approved discharge system and must not discharge to the storm drainage system, watercourses, or to groundwater

Costs

Cleaning vehicles and equipment at an offsite facility may reduce overall costs for vehicle and equipment cleaning by eliminating the need to provide similar services onsite. When onsite cleaning is needed, the cost to establish appropriate facilities is relatively low on larger, long-duration projects, and moderate to high on small, short-duration projects.

Inspection and Maintenance

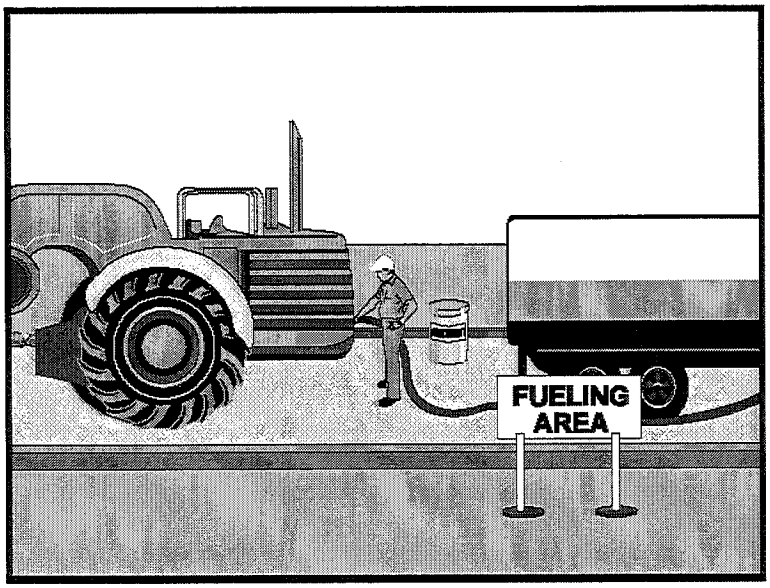
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Inspection and maintenance is minimal, although some berm repair may be necessary.
- Monitor employees and subcontractors throughout the duration of the construction project to ensure appropriate practices are being implemented.
- Inspect sump regularly and remove liquids and sediment as needed.
- Prohibit employees and subcontractors from washing personal vehicles and equipment on the construction site.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Swisher, R.D. Surfactant Biodegradation, Marcel Decker Corporation, 1987.

Vehicle and Equipment Fueling NS-9



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

Description and Purpose

Vehicle equipment fueling procedures and practices are designed to prevent fuel spills and leaks, and reduce or eliminate contamination of stormwater. This can be accomplished by using offsite facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors in proper fueling procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment fueling takes place.

Limitations

Onsite vehicle and equipment fueling should only be used where it is impractical to send vehicles and equipment offsite for fueling. Sending vehicles and equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/ Exit.

Implementation

- Use offsite fueling stations as much as possible. These businesses are better equipped to handle fuel and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate fueling area at a site.
- Discourage "topping-off" of fuel tanks.

- Absorbent spill cleanup materials and spill kits should be available in fueling areas and on fueling trucks, and should be disposed of properly after use.
- Drip pans or absorbent pads should be used during vehicle and equipment fueling, unless the fueling is performed over an impermeable surface in a dedicated fueling area.
- Use absorbent materials on small spills. Do not hose down or bury the spill. Remove the adsorbent materials promptly and dispose of properly.
- Avoid mobile fueling of mobile construction equipment around the site; rather, transport the equipment to designated fueling areas. With the exception of tracked equipment such as bulldozers and large excavators, most vehicles should be able to travel to a designated area with little lost time.
- Train employees and subcontractors in proper fueling and cleanup procedures.
- When fueling must take place onsite, designate an area away from drainage courses to be used. Fueling areas should be identified in the SWPPP.
- Dedicated fueling areas should be protected from stormwater runon and runoff, and should be located at least 50 ft away from downstream drainage facilities and watercourses. Fueling must be performed on level-grade areas.
- Protect fueling areas with berms and dikes to prevent runon, runoff, and to contain spills.
- Nozzles used in vehicle and equipment fueling should be equipped with an automatic shutoff to control drips. Fueling operations should not be left unattended.
- Use vapor recovery nozzles to help control drips as well as air pollution where required by Air Quality Management Districts (AQMD).
- Federal, state, and local requirements should be observed for any stationary above ground storage tanks.

Costs

- All of the above measures are low cost except for the capital costs of above ground tanks that meet all local environmental, zoning, and fire codes.

Inspection and Maintenance

- Vehicles and equipment should be inspected each day of use for leaks. Leaks should be repaired immediately or problem vehicles or equipment should be removed from the project site.
- Keep ample supplies of spill cleanup materials onsite.
- Immediately clean up spills and properly dispose of contaminated soil and cleanup materials.

References

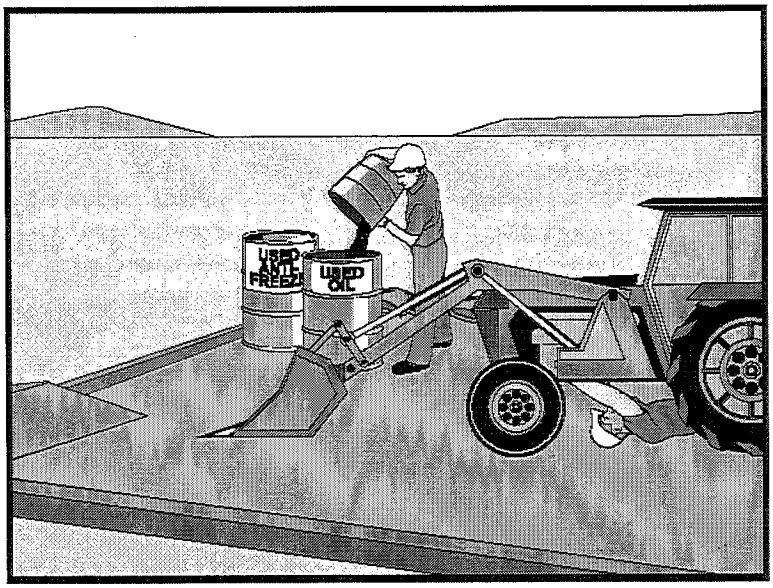
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

Vehicle & Equipment Maintenance NS-10



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the contamination of stormwater resulting from vehicle and equipment maintenance by running a "dry and clean site". The best option would be to perform maintenance activities at an offsite facility. If this option is not available then work should be performed in designated areas only, while providing cover for materials stored outside, checking for leaks and spills, and containing and cleaning up spills immediately. Employees and subcontractors must be trained in proper procedures.

Suitable Applications

These procedures are suitable on all construction projects where an onsite yard area is necessary for storage and maintenance of heavy equipment and vehicles.

Limitations

Onsite vehicle and equipment maintenance should only be used where it is impractical to send vehicles and equipment offsite for maintenance and repair. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Outdoor vehicle or equipment maintenance is a potentially significant source of stormwater pollution. Activities that can contaminate stormwater include engine repair and service, changing or replacement of fluids, and outdoor equipment storage and parking (engine fluid leaks). For further information on vehicle or equipment servicing, see NS-8, Vehicle and Equipment Cleaning, and NS-9, Vehicle and Equipment Fueling.

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NS-10 Vehicle & Equipment Maintenance

Implementation

- Use offsite repair shops as much as possible. These businesses are better equipped to handle vehicle fluids and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate maintenance area.
- If maintenance must occur onsite, use designated areas, located away from drainage courses. Dedicated maintenance areas should be protected from stormwater runon and runoff, and should be located at least 50 ft from downstream drainage facilities and watercourses.
- Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids, unless the maintenance work is performed over an impermeable surface in a dedicated maintenance area.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- All fueling trucks and fueling areas are required to have spill kits and/or use other spill protection devices.
- Use adsorbent materials on small spills. Remove the absorbent materials promptly and dispose of properly.
- Inspect onsite vehicles and equipment daily at startup for leaks, and repair immediately.
- Keep vehicles and equipment clean; do not allow excessive build-up of oil and grease.
- Segregate and recycle wastes, such as greases, used oil or oil filters, antifreeze, cleaning solutions, automotive batteries, hydraulic and transmission fluids. Provide secondary containment and covers for these materials if stored onsite.
- Train employees and subcontractors in proper maintenance and spill cleanup procedures.
- Drip pans or plastic sheeting should be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is planned to be idle for more than 1 hour.
- For long-term projects, consider using portable tents or covers over maintenance areas if maintenance cannot be performed offsite.
- Consider use of new, alternative greases and lubricants, such as adhesive greases, for chassis lubrication and fifth-wheel lubrication.
- Properly dispose of used oils, fluids, lubricants, and spill cleanup materials.
- Do not place used oil in a dumpster or pour into a storm drain or watercourse.
- Properly dispose of or recycle used batteries.
- Do not bury used tires.
- Repair leaks of fluids and oil immediately.

Vehicle & Equipment Maintenance NS-10

Listed below is further information if you must perform vehicle or equipment maintenance onsite.

Safer Alternative Products

- Consider products that are less toxic or hazardous than regular products. These products are often sold under an "environmentally friendly" label.
- Consider use of grease substitutes for lubrication of truck fifth-wheels. Follow manufacturers label for details on specific uses.
- Consider use of plastic friction plates on truck fifth-wheels in lieu of grease. Follow manufacturers label for details on specific uses.

Waste Reduction

Parts are often cleaned using solvents such as trichloroethylene, trichloroethane, or methylene chloride. Many of these cleaners are listed in California Toxic Rule as priority pollutants. These materials are harmful and must not contaminate stormwater. They must be disposed of as a hazardous waste. Reducing the number of solvents makes recycling easier and reduces hazardous waste management costs. Often, one solvent can perform a job as well as two different solvents. Also, if possible, eliminate or reduce the amount of hazardous materials and waste by substituting non-hazardous or less hazardous materials. For example, replace chlorinated organic solvents with non-chlorinated solvents. Non-chlorinated solvents like kerosene or mineral spirits are less toxic and less expensive to dispose of properly. Check the list of active ingredients to see whether it contains chlorinated solvents. The "chlor" term indicates that the solvent is chlorinated. Also, try substituting a wire brush for solvents to clean parts.

Recycling and Disposal

Separating wastes allows for easier recycling and may reduce disposal costs. Keep hazardous wastes separate, do not mix used oil solvents, and keep chlorinated solvents (like,-trichloroethane) separate from non-chlorinated solvents (like kerosene and mineral spirits). Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around. Provide cover and secondary containment until these materials can be removed from the site.

Oil filters can be recycled. Ask your oil supplier or recycler about recycling oil filters.

Do not dispose of extra paints and coatings by dumping liquid onto the ground or throwing it into dumpsters. Allow coatings to dry or harden before disposal into covered dumpsters.

Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries, even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put it into the containment area until you are sure it is not leaking.

Costs

All of the above are low cost measures. Higher costs are incurred to setup and maintain onsite maintenance areas.

NS-10 Vehicle & Equipment Maintenance

Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Keep ample supplies of spill cleanup materials onsite.
- Maintain waste fluid containers in leak proof condition.
- Vehicles and equipment should be inspected on each day of use. Leaks should be repaired immediately or the problem vehicle(s) or equipment should be removed from the project site.
- Inspect equipment for damaged hoses and leaky gaskets routinely. Repair or replace as needed.

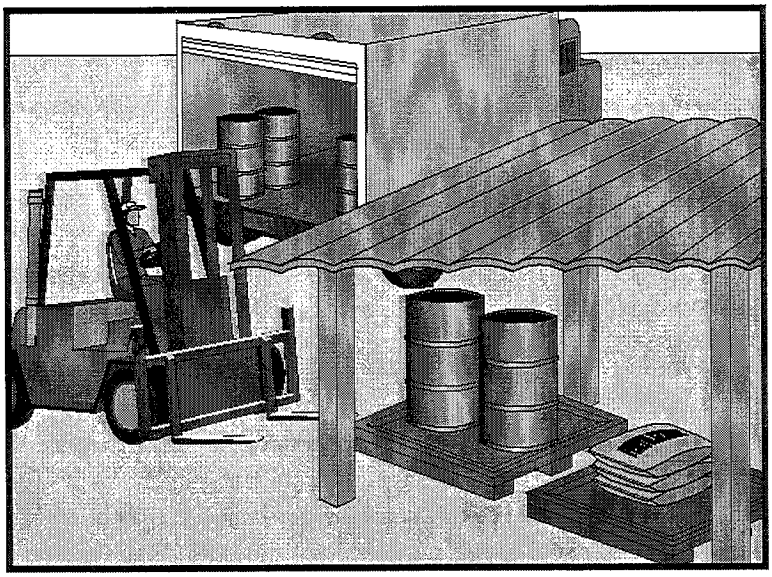
References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program; Program Development and Approval Guidance, Working Group, Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Material Delivery and Storage WM-1



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent, reduce, or eliminate the discharge of pollutants from material delivery and storage to the stormwater system or watercourses by minimizing the storage of hazardous materials onsite, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.

This best management practice covers only material delivery and storage. For other information on materials, see WM-2, Material Use, or WM-4, Spill Prevention and Control. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

These procedures are suitable for use at all construction sites with delivery and storage of the following materials:

- Soil stabilizers and binders
- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and concrete components

- Hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

Limitations

- Space limitation may preclude indoor storage.
- Storage sheds often must meet building and fire code requirements.

Implementation

The following steps should be taken to minimize risk:

- Temporary storage area should be located away from vehicular traffic.
- Material Safety Data Sheets (MSDS) should be supplied for all materials stored.
- Construction site areas should be designated for material delivery and storage.
- Material delivery and storage areas should be located near the construction entrances, away from waterways, if possible.
  - Avoid transport near drainage paths or waterways.
  - Surround with earth berms. See EC-9, Earth Dikes and Drainage Swales.
  - Place in an area which will be paved.
- Storage of reactive, ignitable, or flammable liquids must comply with the fire codes of your area. Contact the local Fire Marshal to review site materials, quantities, and proposed storage area to determine specific requirements. See the Flammable and Combustible Liquid Code, NFPA30.
- An up to date inventory of materials delivered and stored onsite should be kept.
- Hazardous materials storage onsite should be minimized.
- Hazardous materials should be handled as infrequently as possible.
- During the rainy season, consider storing materials in a covered area. Store materials in secondary containments such as earthen dike, horse trough, or even a children's wading pool for non-reactive materials such as detergents, oil, grease, and paints. Small amounts of material may be secondarily contained in "bus boy" trays or concrete mixing trays.
- Do not store chemicals, drums, or bagged materials directly on the ground. Place these items on a pallet and, when possible, in secondary containment.

- If drums must be kept uncovered, store them at a slight angle to reduce ponding of rainwater on the lids to reduce corrosion. Domed plastic covers are inexpensive and snap to the top of drums, preventing water from collecting.
- Chemicals should be kept in their original labeled containers.
- Employees and subcontractors should be trained on the proper material delivery and storage practices.
- Employees trained in emergency spill cleanup procedures must be present when dangerous materials or liquid chemicals are unloaded.
- If significant residual materials remain on the ground after construction is complete, properly remove materials and any contaminated soil. See WM-7, Contaminated Soil Management. If the area is to be paved, pave as soon as materials are removed to stabilize the soil.

Material Storage Areas and Practices

- Liquids, petroleum products, and substances listed in 40 CFR Parts 110, 117, or 302 should be stored in approved containers and drums and should not be overfilled. Containers and drums should be placed in temporary containment facilities for storage.
- A temporary containment facility should provide for a spill containment volume able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest container within its boundary, whichever is greater.
- A temporary containment facility should be impervious to the materials stored therein for a minimum contact time of 72 hours.
- A temporary containment facility should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be collected and placed into drums. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. All collected liquids or non-hazardous liquids should be sent to an approved disposal site.
- Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Throughout the rainy season, each temporary containment facility should be covered during non-working days, prior to, and during rain events.
- Materials should be stored in their original containers and the original product labels should be maintained in place in a legible condition. Damaged or otherwise illegible labels should be replaced immediately.

- Bagged and boxed materials should be stored on pallets and should not be allowed to accumulate on the ground. To provide protection from wind and rain throughout the rainy season, bagged and boxed materials should be covered during non-working days and prior to and during rain events.
- Stockpiles should be protected in accordance with WM-3, Stockpile Management.
- Materials should be stored indoors within existing structures or sheds when available.
- Proper storage instructions should be posted at all times in an open and conspicuous location.
- An ample supply of appropriate spill clean up material should be kept near storage areas.
- Also see WM-6, Hazardous Waste Management, for storing of hazardous materials.

Material Delivery Practices

- Keep an accurate, up-to-date inventory of material delivered and stored onsite.
- Arrange for employees trained in emergency spill cleanup procedures to be present when dangerous materials or liquid chemicals are unloaded.

Spill Cleanup

- Contain and clean up any spill immediately.
- Properly remove and dispose of any hazardous materials or contaminated soil if significant residual materials remain on the ground after construction is complete. See WM-7, Contaminated Soil Management.
- See WM-4, Spill Prevention and Control, for spills of chemicals and/or hazardous materials.

Cost

- The largest cost of implementation may be in the construction of a materials storage area that is covered and provides secondary containment.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Keep an ample supply of spill cleanup materials near the storage area.
- Keep storage areas clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored.
- Repair or replace perimeter controls, containment structures, covers, and liners as needed to maintain proper function.

References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

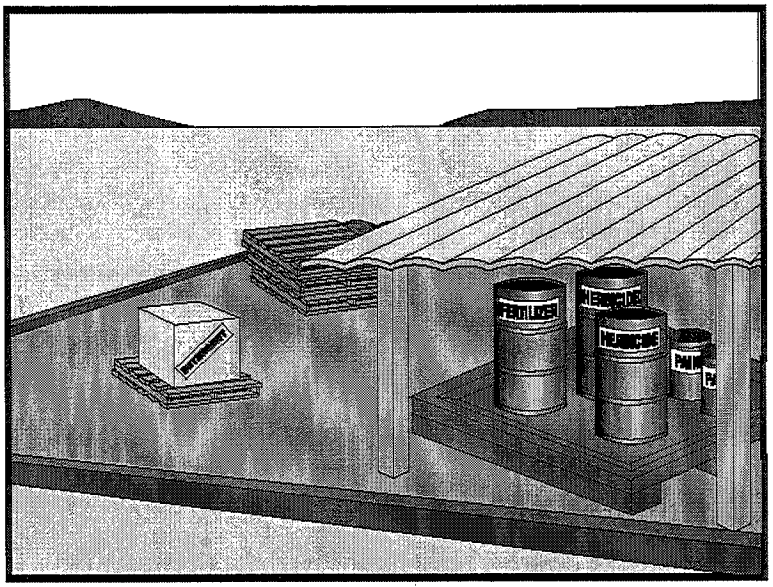
Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

Material Use

WM-2



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to the storm drain system or watercourses from material use by using alternative products, minimizing hazardous material use onsite, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for use at all construction projects. These procedures apply when the following materials are used or prepared onsite:

- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and other concrete components
- Other hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

Limitations

Safer alternative building and construction products may not be available or suitable in every instance.

Implementation

The following steps should be taken to minimize risk:

- Minimize use of hazardous materials onsite.
- Follow manufacturer instructions regarding uses, protective equipment, ventilation, flammability, and mixing of chemicals.
- Train personnel who use pesticides. The California Department of Pesticide Regulation and county agricultural commissioners license pesticide dealers, certify pesticide applicators, and conduct onsite inspections.
- Do not over-apply fertilizers, herbicides, and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over-application is expensive and environmentally harmful. Unless on steep slopes, till fertilizers into the soil rather than hydro seeding. Apply surface dressings in several smaller applications, as opposed to one large application, to allow time for infiltration and to avoid excess material being carried offsite by runoff. Do not apply these chemicals just before it rains.
- Train employees and subcontractors in proper material use.
- Supply Material Safety Data Sheets (MSDS) for all materials.
- Dispose of latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths, when thoroughly dry and are no longer hazardous, with other construction debris.
- Do not remove the original product label; it contains important safety and disposal information. Use the entire product before disposing of the container.
- Mix paint indoors or in a containment area. Never clean paintbrushes or rinse paint containers into a street, gutter, storm drain, or watercourse. Dispose of any paint thinners, residue, and sludge(s) that cannot be recycled, as hazardous waste.
- For water-based paint, clean brushes to the extent practicable, and rinse to a drain leading to a sanitary sewer where permitted, or into a concrete washout pit or temporary sediment trap. For oil-based paints, clean brushes to the extent practicable, and filter and reuse thinners and solvents.
- Use recycled and less hazardous products when practical. Recycle residual paints, solvents, non-treated lumber, and other materials.
- Use materials only where and when needed to complete the construction activity. Use safer alternative materials as much as possible. Reduce or eliminate use of hazardous materials onsite when practical.

- Require contractors to complete the "Report of Chemical Spray Forms" when spraying herbicides and pesticides.
- Keep an ample supply of spill clean up material near use areas. Train employees in spill clean up procedures.
- Avoid exposing applied materials to rainfall and runoff unless sufficient time has been allowed for them to dry.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two–week intervals in the non-rainy season to verify continued BMP implementation.
- Maintenance of this best management practice is minimal.
- Spot check employees and subcontractors throughout the job to ensure appropriate practices are being employed.

References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

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Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

Stockpile Management WM-3

Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Stockpile Management procedures and practices are designed to reduce or eliminate air and stormwater pollution from stockpiles of soil, paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub base or pre-mixed aggregate, asphalt minder (so called "cold mix" asphalt), and pressure treated wood.

Suitable Applications

Implement in all projects that stockpile soil and other materials.

Limitations

None identified.

Implementation

Protection of stockpiles is a year-round requirement. To properly manage stockpiles:

- Locate stockpiles a minimum of 50 ft away from concentrated flows of stormwater, drainage courses, and inlets.
- Protect all stockpiles from stormwater runon using a temporary perimeter sediment barrier such as berms, dikes, fiber rolls, silt fences, sandbag, gravel bags, or straw bale barriers.

- Implement wind erosion control practices as appropriate on all stockpiled material. For specific information, see WE-1, Wind Erosion Control.
- Manage stockpiles of contaminated soil in accordance with WM-7, Contaminated Soil Management.
- Place bagged materials on pallets and under cover.

Protection of Non-Active Stockpiles

Non-active stockpiles of the identified materials should be protected further as follows:

Soil stockpiles

- During the rainy season, soil stockpiles should be covered or protected with soil stabilization measures and a temporary perimeter sediment barrier at all times.
- During the non-rainy season, soil stockpiles should be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.

Stockpiles of Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate sub base

- During the rainy season, the stockpiles should be covered or protected with a temporary perimeter sediment barrier at all times.
- During the non-rainy season, the stockpiles should be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.

Stockpiles of "cold mix"

- During the rainy season, cold mix stockpiles should be placed on and covered with plastic or comparable material at all times.
- During the non-rainy season, cold mix stockpiles should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Stockpiles/Storage of pressure treated wood with copper, chromium, and arsenic or ammonical, copper, zinc, and arsenate

- During the rainy season, treated wood should be covered with plastic or comparable material at all times.
- During the non-rainy season, treated wood should be covered with plastic or comparable material at all times and cold mix stockpiles should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Protection of Active Stockpiles

Active stockpiles of the identified materials should be protected further as follows:

- All stockpiles should be protected with a temporary linear sediment barrier prior to the onset of precipitation.
- Stockpiles of "cold mix" should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Costs

All of the above are low cost measures.

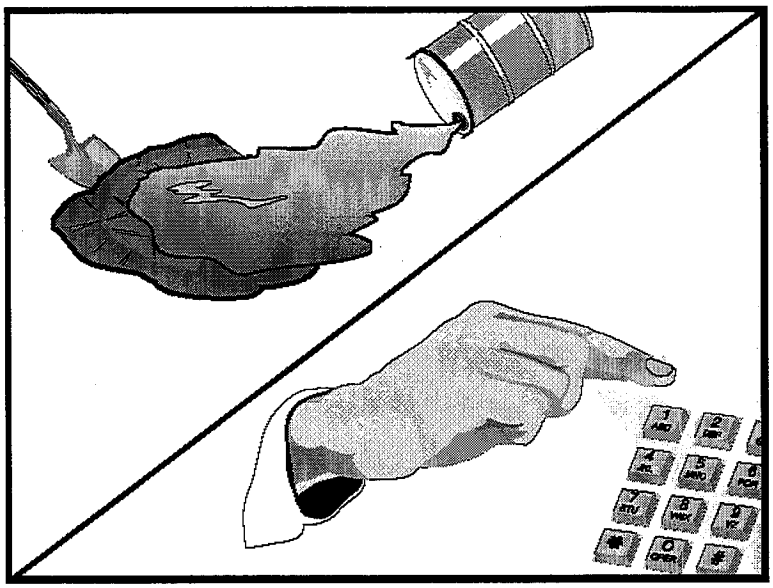
Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation
- Repair and/or replace perimeter controls and covers as needed to keep them functioning properly.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Spill Prevention and Control WM-4



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to drainage systems or watercourses from leaks and spills by reducing the chance for spills, stopping the source of spills, containing and cleaning up spills, properly disposing of spill materials, and training employees.

This best management practice covers only spill prevention and control. However, WM-1, Materials Delivery and Storage, and WM-2, Material Use, also contain useful information, particularly on spill prevention. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

This BMP is suitable for all construction projects. Spill control procedures are implemented anytime chemicals or hazardous substances are stored on the construction site, including the following materials:

- Soil stabilizers/binders
- Dust palliatives
- Herbicides
- Growth inhibitors
- Fertilizers
- Deicing/anti-icing chemicals

- Fuels
- Lubricants
- Other petroleum distillates

Limitations

- In some cases it may be necessary to use a private spill cleanup company.
- This BMP applies to spills caused by the contractor and subcontractors.
- Procedures and practices presented in this BMP are general. Contractor should identify appropriate practices for the specific materials used or stored onsite

Implementation

The following steps will help reduce the stormwater impacts of leaks and spills:

Education

- Be aware that different materials pollute in different amounts. Make sure that each employee knows what a "significant spill" is for each material they use, and what is the appropriate response for "significant" and "insignificant" spills.
- Educate employees and subcontractors on potential dangers to humans and the environment from spills and leaks.
- Hold regular meetings to discuss and reinforce appropriate disposal procedures (incorporate into regular safety meetings).
- Establish a continuing education program to indoctrinate new employees.
- Have contractor's superintendent or representative oversee and enforce proper spill prevention and control measures.

General Measures

- To the extent that the work can be accomplished safely, spills of oil, petroleum products, substances listed under 40 CFR parts 110,117, and 302, and sanitary and septic wastes should be contained and cleaned up immediately.
- Store hazardous materials and wastes in covered containers and protect from vandalism.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- Train employees in spill prevention and cleanup.
- Designate responsible individuals to oversee and enforce control measures.
- Spills should be covered and protected from stormwater runon during rainfall to the extent that it doesn't compromise clean up activities.
- Do not bury or wash spills with water.

- Store and dispose of used clean up materials, contaminated materials, and recovered spill material that is no longer suitable for the intended purpose in conformance with the provisions in applicable BMPs.
- Do not allow water used for cleaning and decontamination to enter storm drains or watercourses. Collect and dispose of contaminated water in accordance with WM-10, Liquid Waste Management.
- Contain water overflow or minor water spillage and do not allow it to discharge into drainage facilities or watercourses.
- Place proper storage, cleanup, and spill reporting instructions for hazardous materials stored or used on the project site in an open, conspicuous, and accessible location.
- Keep waste storage areas clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored. Perimeter controls, containment structures, covers, and liners should be repaired or replaced as needed to maintain proper function.

Cleanup

- Clean up leaks and spills immediately.
- Use a rag for small spills on paved surfaces, a damp mop for general cleanup, and absorbent material for larger spills. If the spilled material is hazardous, then the used cleanup materials are also hazardous and must be sent to either a certified laundry (rags) or disposed of as hazardous waste.
- Never hose down or bury dry material spills. Clean up as much of the material as possible and dispose of properly. See the waste management BMPs in this section for specific information.

Minor Spills

- Minor spills typically involve small quantities of oil, gasoline, paint, etc. which can be controlled by the first responder at the discovery of the spill.
- Use absorbent materials on small spills rather than hosing down or burying the spill.
- Absorbent materials should be promptly removed and disposed of properly.
- Follow the practice below for a minor spill:
  - Contain the spread of the spill.
  - Recover spilled materials.
  - Clean the contaminated area and properly dispose of contaminated materials.

Semi-Significant Spills

- Semi-significant spills still can be controlled by the first responder along with the aid of other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities.

- Spills should be cleaned up immediately:
  - Contain spread of the spill.
  - Notify the project foreman immediately.
  - If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely.
  - If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil.
  - If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.

Significant/Hazardous Spills

- For significant or hazardous spills that cannot be controlled by personnel in the immediate vicinity, the following steps should be taken:
  - Notify the local emergency response by dialing 911. In addition to 911, the contractor will notify the proper county officials. It is the contractor's responsibility to have all emergency phone numbers at the construction site.
  - Notify the Governor's Office of Emergency Services Warning Center, (916) 845-8911.
  - For spills of federal reportable quantities, in conformance with the requirements in 40 CFR parts 110,119, and 302, the contractor should notify the National Response Center at (800) 424-8802.
  - Notification should first be made by telephone and followed up with a written report.
  - The services of a spills contractor or a Haz-Mat team should be obtained immediately. Construction personnel should not attempt to clean up until the appropriate and qualified staffs have arrived at the job site.
  - Other agencies which may need to be consulted include, but are not limited to, the Fire Department, the Public Works Department, the Coast Guard, the Highway Patrol, the City/County Police Department, Department of Toxic Substances, California Division of Oil and Gas, Cal/OSHA, etc.

Reporting

- Report significant spills to local agencies, such as the Fire Department; they can assist in cleanup.
- Federal regulations require that any significant oil spill into a water body or onto an adjoining shoreline be reported to the National Response Center (NRC) at 800-424-8802 (24 hours).

Use the following measures related to specific activities:

Vehicle and Equipment Maintenance

- If maintenance must occur onsite, use a designated area and a secondary containment, located away from drainage courses, to prevent the runon of stormwater and the runoff of spills.
- Regularly inspect onsite vehicles and equipment for leaks and repair immediately
- Check incoming vehicles and equipment (including delivery trucks, and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment onsite.
- Always use secondary containment, such as a drain pan or drop cloth, to catch spills or leaks when removing or changing fluids.
- Place drip pans or absorbent materials under paving equipment when not in use.
- Use absorbent materials on small spills rather than hosing down or burying the spill. Remove the absorbent materials promptly and dispose of properly.
- Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around
- Oil filters disposed of in trashcans or dumpsters can leak oil and pollute stormwater. Place the oil filter in a funnel over a waste oil-recycling drum to drain excess oil before disposal. Oil filters can also be recycled. Ask the oil supplier or recycler about recycling oil filters.
- Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put it into the containment area until you are sure it is not leaking.

Vehicle and Equipment Fueling

- If fueling must occur onsite, use designate areas, located away from drainage courses, to prevent the runon of stormwater and the runoff of spills.
- Discourage "topping off" of fuel tanks.
- Always use secondary containment, such as a drain pan, when fueling to catch spills/ leaks.

Costs

Prevention of leaks and spills is inexpensive. Treatment and/ or disposal of contaminated soil or water can be quite expensive.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.

- Keep ample supplies of spill control and cleanup materials onsite, near storage, unloading, and maintenance areas.
- Update your spill prevention and control plan and stock cleanup materials as changes occur in the types of chemicals onsite.

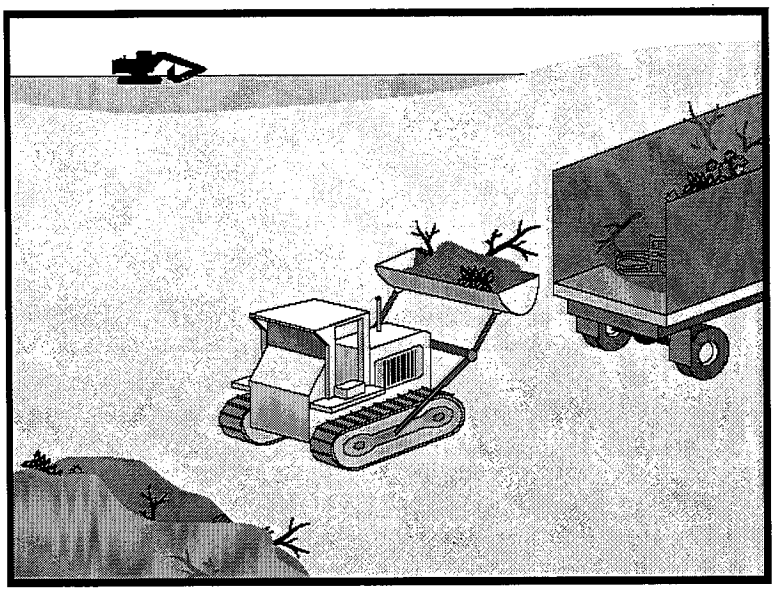
References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

Solid Waste Management WM-5



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Solid waste management procedures and practices are designed to prevent or reduce the discharge of pollutants to stormwater from solid or construction waste by providing designated waste collection areas and containers, arranging for regular disposal, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for construction sites where the following wastes are generated or stored:

- Solid waste generated from trees and shrubs removed during land clearing, demolition of existing structures (rubble), and building construction
- Packaging materials including wood, paper, and plastic
- Scrap or surplus building materials including scrap metals, rubber, plastic, glass pieces and masonry products
- Domestic wastes including food containers such as beverage cans, coffee cups, paper bags, plastic wrappers, and cigarettes
- Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials

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- Highway planting wastes, including vegetative material, plant containers, and packaging materials

Limitations

Temporary stockpiling of certain construction wastes may not necessitate stringent drainage related controls during the non-rainy season or in desert areas with low rainfall.

Implementation

The following steps will help keep a clean site and reduce stormwater pollution:

- Select designated waste collection areas onsite.
- Inform trash-hauling contractors that you will accept only watertight dumpsters for onsite use. Inspect dumpsters for leaks and repair any dumpster that is not watertight.
- Locate containers in a covered area or in a secondary containment.
- Provide an adequate number of containers with lids or covers that can be placed over the container to keep rain out or to prevent loss of wastes when it is windy.
- Plan for additional containers and more frequent pickup during the demolition phase of construction.
- Collect site trash daily, especially during rainy and windy conditions.
- Remove this solid waste promptly since erosion and sediment control devices tend to collect litter.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Do not hose out dumpsters on the construction site. Leave dumpster cleaning to the trash hauling contractor.
- Arrange for regular waste collection before containers overflow.
- Clean up immediately if a container does spill.
- Make sure that construction waste is collected, removed, and disposed of only at authorized disposal areas.

Education

- Have the contractor's superintendent or representative oversee and enforce proper solid waste management procedures and practices.
- Instruct employees and subcontractors on identification of solid waste and hazardous waste.
- Educate employees and subcontractors on solid waste storage and disposal procedures.

- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).
- Require that employees and subcontractors follow solid waste handling and storage procedures.
- Prohibit littering by employees, subcontractors, and visitors.
- Minimize production of solid waste materials wherever possible.

Collection, Storage, and Disposal

- Littering on the project site should be prohibited.
- To prevent clogging of the storm drainage system, litter and debris removal from drainage grates, trash racks, and ditch lines should be a priority.
- Trash receptacles should be provided in the contractor's yard, field trailer areas, and at locations where workers congregate for lunch and break periods.
- Litter from work areas within the construction limits of the project site should be collected and placed in watertight dumpsters at least weekly, regardless of whether the litter was generated by the contractor, the public, or others. Collected litter and debris should not be placed in or next to drain inlets, stormwater drainage systems, or watercourses.
- Dumpsters of sufficient size and number should be provided to contain the solid waste generated by the project.
- Full dumpsters should be removed from the project site and the contents should be disposed of by the trash hauling contractor.
- Construction debris and waste should be removed from the site biweekly or more frequently as needed.
- Construction material visible to the public should be stored or stacked in an orderly manner.
- Stormwater runon should be prevented from contacting stored solid waste through the use of berms, dikes, or other temporary diversion structures or through the use of measures to elevate waste from site surfaces.
- Solid waste storage areas should be located at least 50 ft from drainage facilities and watercourses and should not be located in areas prone to flooding or ponding.
- Except during fair weather, construction and highway planting waste not stored in watertight dumpsters should be securely covered from wind and rain by covering the waste with tarps or plastic.
- Segregate potentially hazardous waste from non-hazardous construction site waste.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.

- For disposal of hazardous waste, see WM-6, Hazardous Waste Management. Have hazardous waste hauled to an appropriate disposal and/or recycling facility.
- Salvage or recycle useful vegetation debris, packaging and surplus building materials when practical. For example, trees and shrubs from land clearing can be used as a brush barrier, or converted into wood chips, then used as mulch on graded areas. Wood pallets, cardboard boxes, and construction scraps can also be recycled.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur
- Inspect construction waste area regularly.
- Arrange for regular waste collection.

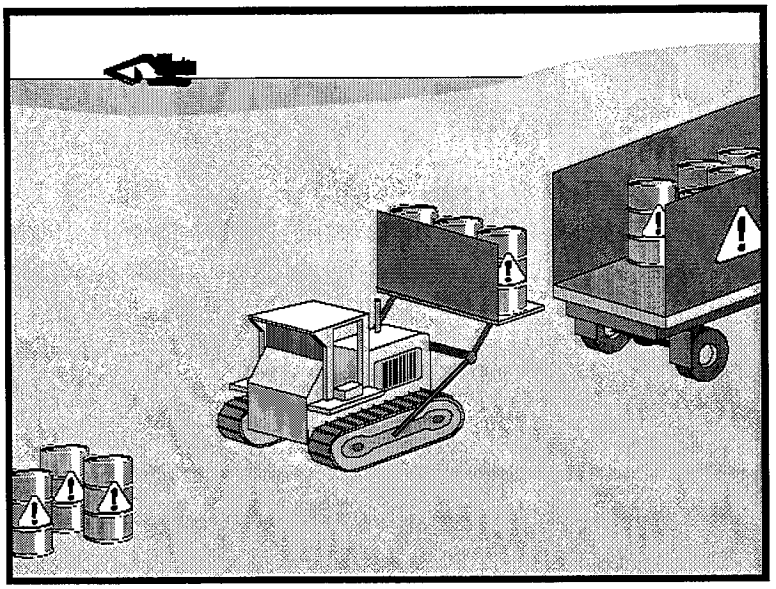
References

Processes, Procedures and Methods to Control Pollution Resulting from All Construction Activity, 430/9-73-007, USEPA, 1973.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

Hazardous Waste Management WM-6



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Legend:
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☒ Secondary Objective

Targeted Constituents	
Sediment	
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	☑
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to stormwater from hazardous waste through proper material use, waste disposal, and training of employees and subcontractors.

Suitable Applications

This best management practice (BMP) applies to all construction projects. Hazardous waste management practices are implemented on construction projects that generate waste from the use of:

- Petroleum Products
- Asphalt Products
- Concrete Curing Compounds
- Pesticides
- Palliatives
- Acids
- Septic Wastes
- Paints
- Stains
- Solvents
- Wood Preservatives
- Roofing Tar
- Any materials deemed a hazardous waste in California, Title 22 Division 4.5, or listed in 40 CFR Parts 110, 117, 261, or 302

In addition, sites with existing structures may contain wastes, which must be disposed of in accordance with federal, state, and local regulations. These wastes include:

- Sandblasting grit mixed with lead-, cadmium-, or chromium-based paints
- Asbestos
- PCBs (particularly in older transformers)

Limitations

- Hazardous waste that cannot be reused or recycled must be disposed of by a licensed hazardous waste hauler.
- Nothing in this BMP relieves the contractor from responsibility for compliance with federal, state, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes.
- This BMP does not cover aerially deposited lead (ADL) soils. For ADL soils refer to WM-7, Contaminated Soil Management.

Implementation

The following steps will help reduce stormwater pollution from hazardous wastes:

Material Use

- Wastes should be stored in sealed containers constructed of a suitable material and should be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172, 173, 178, and 179.
- All hazardous waste should be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263.
- Waste containers should be stored in temporary containment facilities that should comply with the following requirements:
  - Temporary containment facility should provide for a spill containment volume equal to 1.5 times the volume of all containers able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest tank within its boundary, whichever is greater.
  - Temporary containment facility should be impervious to the materials stored there for a minimum contact time of 72 hours.
  - Temporary containment facilities should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be placed into drums after each rainfall. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. Non-hazardous liquids should be sent to an approved disposal site.
  - Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.

- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Throughout the rainy season, temporary containment facilities should be covered during non-working days, and prior to rain events. Covered facilities may include use of plastic tarps for small facilities or constructed roofs with overhangs.

- Drums should not be overfilled and wastes should not be mixed.
- Unless watertight, containers of dry waste should be stored on pallets.
- Do not over-apply herbicides and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over application is expensive and environmentally harmful. Apply surface dressings in several smaller applications, as opposed to one large application. Allow time for infiltration and avoid excess material being carried offsite by runoff. Do not apply these chemicals just before it rains. People applying pesticides must be certified in accordance with federal and state regulations.
- Paint brushes and equipment for water and oil based paints should be cleaned within a contained area and should not be allowed to contaminate site soils, watercourses, or drainage systems. Waste paints, thinners, solvents, residues, and sludges that cannot be recycled or reused should be disposed of as hazardous waste. When thoroughly dry, latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths should be disposed of as solid waste.
- Do not clean out brushes or rinse paint containers into the dirt, street, gutter, storm drain, or stream. "Paint out" brushes as much as possible. Rinse water-based paints to the sanitary sewer. Filter and reuse thinners and solvents. Dispose of excess oil-based paints and sludge as hazardous waste.
- The following actions should be taken with respect to temporary contaminant:
  - Ensure that adequate hazardous waste storage volume is available.
  - Ensure that hazardous waste collection containers are conveniently located.
  - Designate hazardous waste storage areas onsite away from storm drains or watercourses and away from moving vehicles and equipment to prevent accidental spills.
  - Minimize production or generation of hazardous materials and hazardous waste on the job site.
  - Use containment berms in fueling and maintenance areas and where the potential for spills is high.
  - Segregate potentially hazardous waste from non-hazardous construction site debris.
  - Keep liquid or semi-liquid hazardous waste in appropriate containers (closed drums or similar) and under cover.

- Clearly label all hazardous waste containers with the waste being stored and the date of accumulation.
- Place hazardous waste containers in secondary containment.
- Do not allow potentially hazardous waste materials to accumulate on the ground.
- Do not mix wastes.
- Use all of the product before disposing of the container.
- Do not remove the original product label; it contains important safety and disposal information.

Waste Recycling Disposal

- Select designated hazardous waste collection areas onsite.
- Hazardous materials and wastes should be stored in covered containers and protected from vandalism.
- Place hazardous waste containers in secondary containment.
- Do not mix wastes, this can cause chemical reactions, making recycling impossible and complicating disposal.
- Recycle any useful materials such as used oil or water-based paint.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Arrange for regular waste collection before containers overflow.
- Make sure that hazardous waste (e.g., excess oil-based paint and sludge) is collected, removed, and disposed of only at authorized disposal areas.

Disposal Procedures

- Waste should be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms.
- A Department of Health Services certified laboratory should sample waste to determine the appropriate disposal facility.
- Properly dispose of rainwater in secondary containment that may have mixed with hazardous waste.
- Attention is directed to "Hazardous Material", "Contaminated Material", and "Aerially Deposited Lead" of the contract documents regarding the handling and disposal of hazardous materials.

Education

- Educate employees and subcontractors on hazardous waste storage and disposal procedures.
- Educate employees and subcontractors on potential dangers to humans and the environment from hazardous wastes.
- Instruct employees and subcontractors on safety procedures for common construction site hazardous wastes.
- Instruct employees and subcontractors in identification of hazardous and solid waste.
- Hold regular meetings to discuss and reinforce hazardous waste management procedures (incorporate into regular safety meetings).
- The contractor's superintendent or representative should oversee and enforce proper hazardous waste management procedures and practices.
- Make sure that hazardous waste is collected, removed, and disposed of only at authorized disposal areas.
- Warning signs should be placed in areas recently treated with chemicals.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- If a container does spill, clean up immediately.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur
- Hazardous waste should be regularly collected.
- A foreman or construction supervisor should monitor onsite hazardous waste storage and disposal procedures.
- Waste storage areas should be kept clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored.
- Perimeter controls, containment structures, covers, and liners should be repaired or replaced as needed to maintain proper function.
- Hazardous spills should be cleaned up and reported in conformance with the applicable Material Safety Data Sheet (MSDS) and the instructions posted at the project site.

- The National Response Center, at (800) 424-8802, should be notified of spills of federal reportable quantities in conformance with the requirements in 40 CFR parts 110, 117, and 302. Also notify the Governors Office of Emergency Services Warning Center at (916) 845-8911.
- A copy of the hazardous waste manifests should be provided.

References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Processes, Procedures and Methods to Control Pollution Resulting from All Construction Activity, 430/9-73-007, USEPA, 1973.

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