California Department of Housing and Community Development
Neighborhood Stabilization Program (NSP)

# Environmental Assessment
## for HUD-funded Proposals

*Recommended format per 24 CFR 58.36, revised March 2005*
*[Previously recommended EA formats are obsolete].*

Project Identification: Folsom Boulevard Affordable Housing Project

Preparer: PMC

Responsible Entity: City of Rancho Cordova

Month/Year: December 2009

# Environmental Assessment

**Responsible Entity:** City of Rancho Cordova
[24 CFR 58.2(a)(7)]

**Certifying Officer:** Ted Gaebler
[24 CFR 58.2(a)(2)]

**Project Name:** Folsom Boulevard Affordable Housing

**Project Location:** Along the north side of Folsom Boulevard between Investment Circle and Mills Park Drive in the City of Rancho Cordova within the County of Sacramento

**Estimated Total Project Cost:** $1,000,000.00

**Grant Recipient:** City of Rancho Cordova
[24 CFR 58.2(a)(5)]

**Recipient Address:** 2729 Prospect Park Drive, Rancho Cordova, CA 95670

**Project Representative:** Reed Flory

**Telephone Number:** (916) 851-8700

**Conditions for Approval:** (List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)]

**AIR QUALITY**

**MM AQ-1** Water all active construction areas at least twice daily.

**MM AQ-2** All construction equipment shall be equipped with CARB-verified diesel oxidation catalysts for all diesel-fuel construction equipment. The applicant shall provide verification of CARB-verified diesel oxidation catalysts to the City. If these are not deemed viable, the City shall ensure that the applicant utilizes other methods to reduce NOx emissions from construction equipment.

**MM AQ-3** Whenever technologically feasible, architectural coating for interiors and exteriors in both residential and non-residential applications shall use low-ROG coatings that, on a weighted average, are 100 grams per liter of ROG or less.

**NOISE**

**MM N-1** The applicant shall use the most recent equipment where feasible and all equipment shall be maintained in good mechanical condition.

**MM N-2** The applicant shall limit demolition and construction operations to the daytime hours of 7:00 a.m. to 10:00 p.m. Monday through Friday.

**MM N-3** During demolition and construction activities, all diesel-powered equipment shall be located more than 200 feet from any residence if the equipment is to be operated for more than three hours per day.

**FINDING:** [58.40(g)]

☒ **Finding of No Significant Impact**
(The project will not result in a significant impact on the quality of the human environment)

☐ **Finding of Significant Impact**
(The project may significantly affect the quality of the human environment)

**Preparer Signature:** _____ **Date:** 12/1/09

**Name/Title/Agency:** Patrick Angell, Environmental Division Manager, City of Rancho Cordova

**RE Approving Official Signature:** Ted A. Gaebler **Date:** 12/1/09

**Name/Title/Agency:** Ted Gaebler, City Manager, City of Rancho Cordova

**Statement of Purpose and Need for the Proposal:** [40 CFR 1508.9(b)]

The purpose of the project is to redevelop existing multi-family housing complexes and an existing commercial building in order to provide affordable housing units and to improve the quality of housing and the quality of life for residents and neighbors. The project is needed because the existing complexes and existing commercial building are deteriorating and because affordable housing units are needed in the area.

**Description of the Proposal:** Include all contemplated actions which logically are either geographically or functionally a composite part of the project, regardless of the source of funding. [24 CFR 58.32, 40 CFR 1508.25]

The proposed project consists of the demolition of three single-family 4-plex units, a multi-family apartment complex, and a vacant commercial building. Each of the 4-plex units includes four two-bedroom/1-bathroom units (926 sq. ft. each). Each 4-plex building is approximately 3,704 sq. ft. The total area for the three 4-plex buildings is 11,112 sq. ft. The apartment complex is approximately 9,750 sq. ft. The commercial structure faces Folsom Boulevard and encompasses 7,700 sq. ft. of building area. All of these buildings will be demolished in order to best re-configure the site. Ten of the apartment units are currently occupied and the residents will need to be temporarily relocated during demolition and construction.

The proposed project consists of redevelopment of the entire site as an affordable housing community with 64 units on 1.88 acres. These units would consist of one and two bedroom units for seniors and two and three bedroom units for families. The project would include a community garden area, a community center, a tot lot, and open areas for common use. The senior units would face Folsom Boulevard, with the remaining units behind, adjacent to Woodberry Way and Croetto Way. Vehicular access to the project would be directly from Woodberry Way and Croetto Way. The conceptual site layout is shown on **Figure 1**.

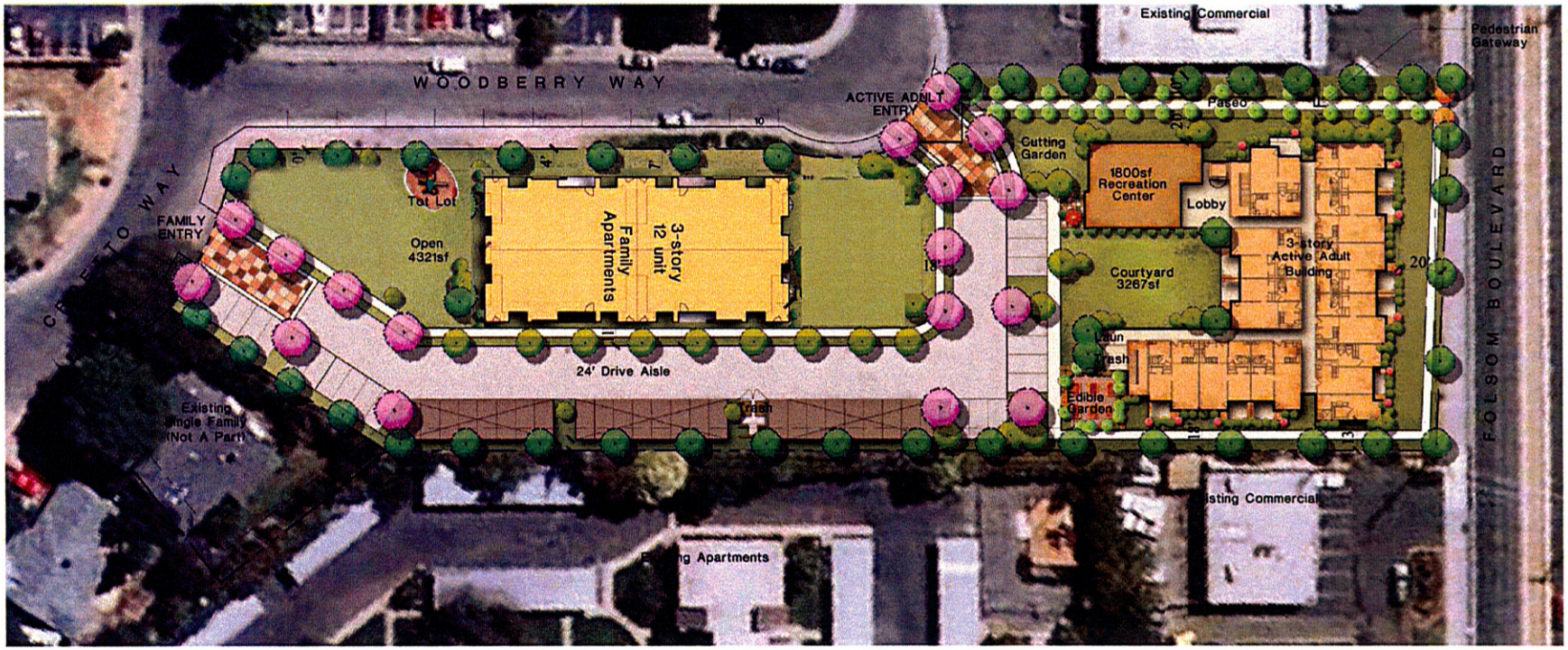


**Figure 1**
Conceptual Site Plan

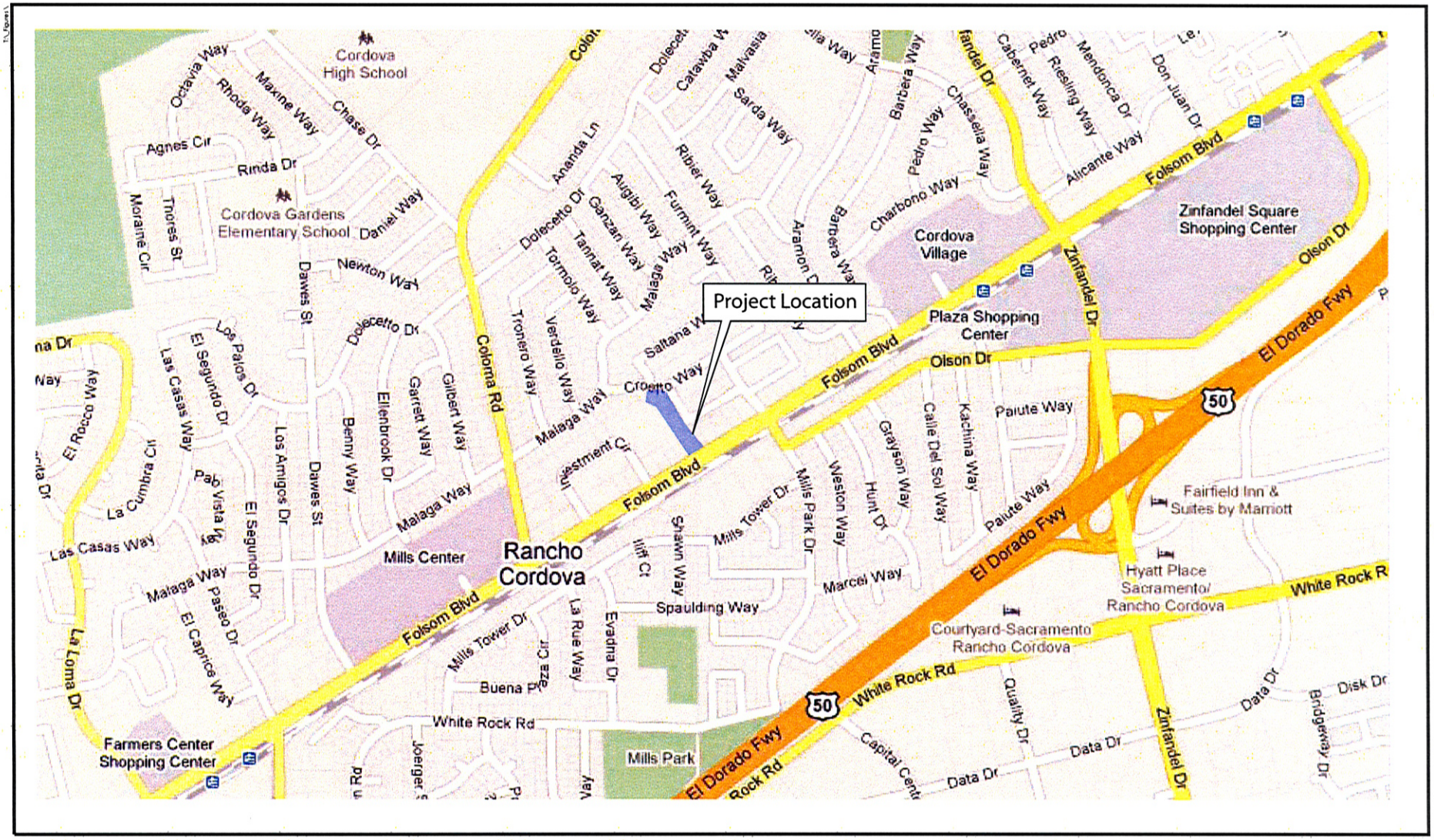


**Figure 2**
Project Location Map

**Affected Environment**

Aesthetics

The project site is located in an urban area characterized by residential and commercial development. The project area is fully urbanized and developed with no identified scenic views visible from any portion of the area or any local roadways designated scenic corridors. While the American River and the associated American River Parkway are located within two miles of the project area, ground features and existing development prevent those aesthetic features from being visible from the project area. The project site contains 4-plex units and an apartment complex that are in a deteriorated condition. Additionally, the Folsom Boulevard frontage portion of the project site contains the Stagger Inn, which is in an extremely deteriorated condition and has been abandoned.

Given that the proposed project would not alter a scenic corridor or obstruct any scenic views, no significant aesthetic impacts would occur.

Air Quality

The project site is within the boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for bringing air quality in Sacramento County into compliance with federal and State air quality standards. Specifically, the SMAQMD has the responsibility to monitor ambient air pollution levels throughout the County and to develop and implement attainment strategies to ensure that future emissions will be within federal and State standards. The Sacramento area is currently out of compliance (non-attainment) with federal requirements for 8-hour ozone air quality standards and 1-hour ozone air quality standards (SMAQMD, 2009). The region is in compliance with all other emissions standards (SMAQMD, 2009). If an air basin is in non-attainment for any criteria pollutants, the project must be found to conform to State Implementation Plan (SIP) guidelines to be eligible for federal funding. In addition, a proposed project would be in conflict with or obstruct implementation of the regional air quality plan if it is inconsistent with the growth assumptions in terms of population, employment, or regional growth and total vehicle miles traveled.

The proposed project could result in both short-term construction-related air quality impacts and long-term operational air quality impacts. Short-term air emissions could include fugitive dust emissions generated during demolition activities, as well as emissions generated by the use of heavy duty construction equipment and the off-site generation of mobile source emissions during the construction phase of the proposed project (e.g. worker commute trips to and from the project site). Construction-related emissions would consist primarily of ROG, NOx, CO, and PM10. Expected short-term emissions resulting from the proposed project are shown in **Table 1** below, along with the SMAQMD threshold for each pollutant. As shown with and without mitigation, construction emissions associated with the proposed project would not exceed SMAQMD thresholds for NOx. Mitigation measures **AQ-1** through **AQ-3** provide measures to minimize temporary construction air pollutant emissions.

**Table 1**
**Short-Term Construction Emissions**

| Emission Source | Pollutant (pounds/day) | | | | | | |
|---|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | PM10 | PM2.5 | CO2 |
| Unmitigated Construction Emissions | 59.45 | 37.71 | 22.65 | 0.01 | 23.74 | 6.35 | 3,642.64 |
| Mitigated Construction Emissions | 53.65 | 35.92 | 22.65 | 0.01 | 15.75 | 4.68 | 3,642.64 |
| SMAQMD Threshold (lbs/day) | N/A | 85 | N/A | N/A | N/A | N/A | N/A |
| Is Threshold Exceeded Before Mitigation? | N/A | no | N/A | N/A | N/A | N/A | N/A |

*Source: URBEMIS 2007 v. 9.2.4 outputs*

The proposed project could also result in long-term operational air quality impacts resulting from area sources (gas stoves, heating, landscaping activities such as lawnmowers, etc) and the generation of additional vehicle trips to and from the project site. Expected winter and summer operational emissions resulting from the proposed project are shown in **Tables 2** and **3** below, along with the SMAQMD threshold for each pollutant. As shown, operational emissions associated with the proposed project would not exceed SMAQMD thresholds for any pollutants in the summer months or winter months.

**Table 2**
**Winter Operational Unmitigated Emissions**

| Emissions Source | Pollutant (pounds/day) | | | | | | |
|---|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | PM10 | PM2.5 | CO2 |
| Long-Term Emissions | | | | | | | |
| Area Source Emissions | 8.46 | 1.72 | 48.90 | 0.16 | 7.94 | 7.64 | 2,337.14 |
| Vehicle Emissions | 6.40 | 5.56 | 37.87 | 0.03 | 6.00 | 1.16 | 3,059.39 |
| SMAQMD Threshold (lbs/day) | 65 | 65 | N/A | N/A | N/A | N/A | N/A |
| Is Threshold Exceeded Before Mitigation? | No | No | N/A | N/A | N/A | N/A | N/A |

*Source: Urbemis 2007 v. 9.2.4 outputs*

**Table 3**
**Summer Operational Unmitigated Emissions**

| Emissions Source | Pollutant (pounds/day) | | | | | | |
|---|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | PM10 | PM2.5 | CO2 |
| Long-Term Emissions | | | | | | | |
| Area Source Emissions | 3.22 | 0.58 | 1.79 | 0.00 | 0.01 | 0.01 | 722.31 |
| Vehicle Emissions | 4.03 | 3.73 | 44.59 | 0.04 | 6.00 | 1.16 | 3,788.30 |
| SMAQMD Threshold (lbs/day) | 65 | 65 | N/A | N/A | N/A | N/A | N/A |
| Is Threshold Exceeded Before Mitigation? | No | No | N/A | N/A | N/A | N/A | N/A |

*Source: Urbemis 2007 v. 9.2.4 outputs*

The detailed Urbemis outputs for the project are included as **Appendix A** to this Environmental Assessment.

Biological Resources/Vegetation and Wildlife

The project site and surrounding area consists of urban and ruderal (disturbed) habitats. Although Woodberry Gardens an apartment complex in the center of the project site is still occupied, the commercial building off Folsom Boulevard and the apartment complex at Croetto Way and Woodberry Way are abandoned and have been boarded up. Woodberry Gardens apartment complex contains ornamental species like juniper (*Juniperus* sp.), saigo palm (*Cycas revoluta*), and boxwood (*Buxus* spp.) as well as a manicured lawn. Behind the commercial building, there is an empty 12,000-square-foot lot. It consists of numerous mimosa silk trees (*Albizia julibrissin*) and an understory of weedy vegetation including Fitch's tarweed (*Hemizonia fitchii*), storksbill (*Erodium* sp.), Mediterranean mustard (*Hirschfeldia incana*), wild radish (*Raphanus raphanistrum*), turkey mullein (*Croton setigerus*), and common dandelion (*Taraxacum officinale*). Wildlife species observed include those adapted to an urban environment such as rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), and western scrub jay (*Aphelocoma californica*) (see **Appendix B** to this Environmental Assessment).

Cultural Resources

*Regional History*

The Central Valley of California has long held the attention of California archaeologists dating to the 1920s. Indeed, archaeological work in the area during the 1920s and 1930s led to the development of the first cultural chronology for Central California. The chronology identified three archaeological cultures, which were named Early, Transitional, and Late. Subsequently the three cultural groups were subsumed into three time periods, designated the Early, Middle, and Late Horizons.

The Windmiller Pattern is representative of the Early Horizon in the Rancho Cordova area. The Early Horizon is highlighted by: large, heavy, stemmed and leaf-shaped projectile points made of a variety of materials; charmstones; shell beads and ornaments; trident fish spears; flat slab millingstones; small numbers of mortars; and ventrally extended burials oriented toward the west. The Windmiller Pattern probably emphasized hunting and fishing, with seed collecting as a supplement to the diet. The Windmiller Pattern dates from 4,500-2,500 Before Present (B.P.).

The Cosumnes Culture is representative of the Middle Horizon in the Rancho Cordova area. The Middle Horizon is highlighted by: large, heavy, lanceolate concave base projectile points made of a variety of materials; charmstones; shell beads and ornaments; cobble mortars and evidence of wooden mortars; numerous bone tools and bone ornaments; and tightly flexed burials with variable orientation and red ochre staining. Middle Horizon cultures are generally quite different from the Windmiller Pattern, but do continue to exhibit some of the characteristics of Windmiller such as similar projectile point forms. The similarities in projectile point forms may be indicative of cultural continuity and/or functional and adaptational success of particular forms. The Middle Horizon dates from 2,500 B.P.-A.D. 500.

The Hotchkiss Culture is representative of the Late Horizon in the Rancho Cordova area. The Late Horizon primarily represents both local innovation and the blending of new cultural traits introduced into the Central Valley primarily from the north. It is distinguished by intensive fishing, extensive use of acorns, elaborate ceremonialism, social stratification, and cremation of the dead. The Hotchkiss Culture dates from A.D. 500-to Euroamerican contact (Rancho Cordova General Plan EIR, 2006, Section 4.11).

*Project Site History*

The Maple Park Housing Project was constructed in 1953 and was the first of four public housing projects constructed in Sutter County. No permits or construction information could be found concerning the design or construction of the project. The architect was Joseph P. Milano of Berkeley, California (see **Appendix C** to this Environmental Assessment).

*Historic Buildings / Architecture*

A survey of the project site and immediately surrounding area was performed by Architectural Historian Richard Brandi, who holds an M.A. in Historic Preservation. He is currently listed as an architectural historian with the California Historic Resources Information System and has over five years of professional experience in architectural history and historic preservation. Therefore, Mr. Brandi meets the requirements of a Qualified Professional as set forth by the Secretary of the Interior.

Mr. Brandi conducted the site survey visit on July 20, 2009. During the site visit, Mr. Brandi took digital photographs for evaluation of historic significance and integrity and noted the existing conditions, historic features, and architectural significance of the resources within the area of potential effect (APE), which includes the five project site parcels and the adjacent parcels (**Figure 3**). In addition, historical research was conducted at the City of Rancho Cordova Planning Department, Rancho Cordova Public Library, and at the Northeast Center of the California Historic Resources Information at California State University, Sacramento.

Mr. Brandi's site survey visit and subsequent research as described above determined that none of the identified buildings within the APE meet any of the criteria for listing in the National Register of Historic Places (NRHP). None of the buildings appear to be more than 50 years old and none of the houses appear to embody the distinctive characteristics of the mid-century or post World War II modern architecture or method of construction, represent the work of a master, possesses high artistic values, or represent a significant and distinguishable entity whose components lack individual distinction as required by the National Register. Mr. Brandi prepared a report documenting these findings, which is included as **Appendix C** to this Environmental Assessment.

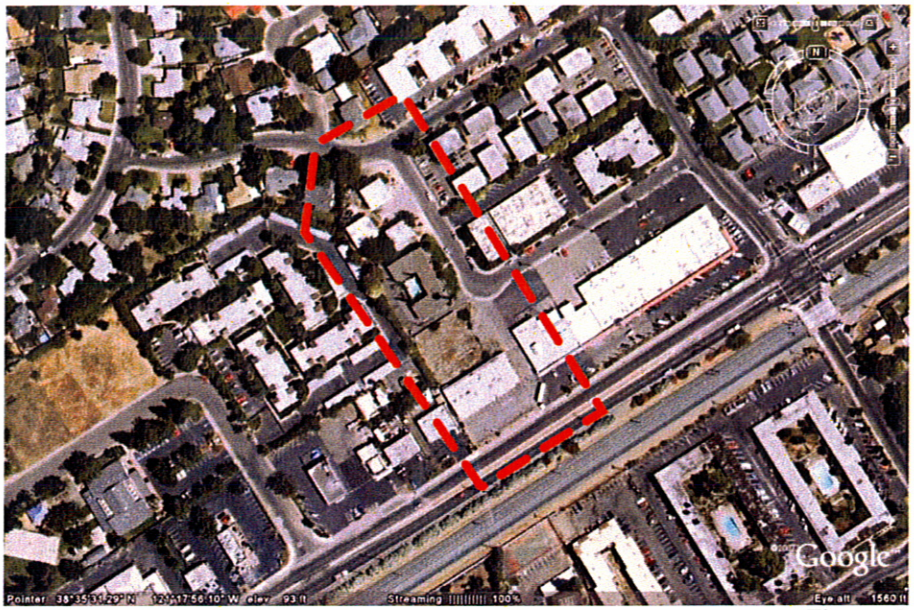


**Figure 3**
**APE Boundaries**

*Cultural Resources*

Cultural resources staff of PMC requested a sacred lands search and a list of Native American contacts from the Native American Heritage Commission. The results of sacred lands search were received on September 2, 2009, and to date has not identified any Native American cultural resources either within or near the APE for the project. PMC contacted all groups and/or individuals on the list provided by the Native American Heritage Commission regarding the proposed project cultural resources staff, to date, has not received any comments regarding the proposed project.

Geology and Soils

*Topography and Soils*

The majority of soils in the City are the result of alluvial deposits, or river and lake deposits on various geomorphic surfaces. The topography within the project vicinity is flat with slopes of less than 5%. The project site is flat and is almost completely covered in asphalt and concrete.

*Seismic Conditions*

There are no active faults with Sacramento County and because the City is not located within an Alquist-Priolo earthquake hazard zone (City of Rancho Cordova General Plan Draft EIR, p. 4.8-19). The potential for seismic-related ground failure, including liquefaction, is considered minimal due to the infrequency of seismic activity in the project area as well as the seismic building standards provided in the Uniform Building Code and California Building Code that have been adopted by the City of Rancho Cordova. The depth of groundwater in the City is generally greater than 50 feet, rendering the potential for liquefaction low (City of Rancho Cordova General Plan Draft EIR, p 4.8-9).

Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in August 2009 (see **Appendix D**). The ESA included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps, and physical setting sources as well as a reconnaissance of the site and interviews with persons knowledgeable about current and past uses of the site.

According to the Phase I ESA, the site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the project site. The environmental record sources review found no documentation of hazardous materials violations or discharges on the project site and did not identify any contaminated facilities within the appropriate American Society for Testing and Materials (ASTM) search distances that would reasonably be expected to impact the project site. Based on the findings of the Phase I ESA, no Recognized Environmental Conditions (RECs) and no historical RECs were identified for the project site and no further environmental studies were recommended.

However, the Phase I did identify that based on the age of the buildings, that lead and or asbestos could be present in building materials.

Subsequently, A Pre-Demolition Asbestos and Lead Inspection Report was prepared for the property in October, 2009 (See **Appendix E**). The report determined that lead and asbestos containing materials were present on-site and that prior to demolition, a qualified professional be retained to dispose of the materials.

Flood Hazards

According to FEMA's Flood Insurance Rate (Firm) Map, the project site is in Zone C, areas of minimal flooding, and is not within the 100-year floodplain or any special flood hazard area. The 100-year floodplain is approximately 1 mile north of the project site (City of Rancho Cordova General Plan Draft EIR, p 4.9-10).

Land Use and Planning

The project site has a General Plan land use designation of Medium Density Residential (MDR) and Office Industrial Mixed Use (OIMU). These designations allow for duplexes and apartment buildings at a density of 6 to 18 units per gross acre (City of Rancho Cordova General Plan Land Use Element Table LU-1 p. 25). An affodable housing complex would be consistent with these designations.

Noise

On November 30, 2009, j.c. brennan & associates, Inc. conducted simultaneous noise level measurements and concurrent counts of Folsom Boulevard traffic on the project site. The measurements were conducted to represent first floor (5 feet above the ground) receiver locations. These noise measurements identified noise levels of 62.9 dB, Leq. Year 2030 traffic noise levels from Folsom Boulevard at the project site are estimated to be approximately 66 dB, Ldn within 100 feet of the roadway centerline. Regional Transit Light rail noise impact to the project site (located south of the site adjacent to Folsom Boulevard) is estimated to be 49 dB, Ldn. **Appendix F** contains the noise analysis for the project site.

Public Services and Utilities

*Fire and Police Protection Services*

The Sacramento Metropolitan Fire District (SMFD) provides fire protection services, fire suppression, inspection, plan checking, emergency transportation and medical services, public education, advanced life support, and rescue services to the City of Rancho Cordova as well as the unincorporated portions of the Planning Area and southern Sacramento County. SMFD encompasses approximately 417 square miles in the southern portion of Sacramento County and includes both urban and rural areas. SMFD is the largest district in the County of Sacramento and the seventh largest local fire agency in the State of California. SMFD has 42 fire stations with approximately 673 paid personnel on its staff. The District includes 39 engine companies, 5 truck companies, 12 medic transportation units, 8 historical fire apparatus, 5 crash/rescue units, and various watercraft response units (City of Rancho Cordova General Plan Draft EIR, P. 4.12-1 through -5). Law enforcement for the project area is provided by the City of Rancho Cordova Police Department.

The proposed project would result in a population increase of approximately 99 persons on the project site (37 additional units x 2.68 persons per household), which would minimally increase demand for fire and police protection services. However, the project would pay development impact fees associated with fire and law enforcement, would be subject to SMFD fire protection requirements and standards for new development (e.g., fire flow and hydrant placement), and would have its site plan reviewed by SMFD and the Police Department. Thus, no service impacts are expected.

*Schools*

The Folsom Cordova Unified School District provides public school services to the project area. The District currently has 32 schools including 20 elementary schools, 4 middle schools and 2 high schools.

The proposed project would result in a population increase of approximately 99 persons on the project site (37 additional units x 2.68 persons per household), which would minimally increase demand for public school services. The project would pay school facility mitigation fees as provided for under California Government Code Section 65995(h) and 65996(b) that provide for school facility mitigation.

*Parks and Recreation*

The Cordova Recreation and Park District (CRPD) has the primary responsibility for providing and maintaining recreation facilities and services within the General Plan Planning Area. CRPD owns and maintains 18 neighborhood parks, 6 community parks, 4 community swimming pools, the Cordova Community Center at Hagan Community Park on Chase Drive, the Cordova Senior Center on Routier Road, Mather Sports Complex, the Cordova Public Shooting Center on Douglas Road, and the Cordova Golf Course on Jackson Road (GP EIR, P.4.12.7-1).

The proposed project would result in a population increase of approximately 99 persons on the project site (37 additional units x 2.68 persons per household), which would minimally increase demand for recreational facilities. The project would pay park dedication fees to mitigate its impact to increased park demands.

*Wastewater*

The Sacramento Regional County Sanitation District (SRCSD) provides public wastewater conveyance, treatment, and disposal in the urbanized portions of Sacramento County (including the City and the project site). SRCSD is a publicly owned wastewater agency serving over one million people in the major Sacramento Metropolitan Area through its three contributing agencies: the City of Folsom; the City of Sacramento; and the Sacramento County Sanitation District 1 (CSD-1) which serves the project site. Under the Master Interagency Agreement (MIA) that defines the operational, financial, and administrative responsibilities of the SRCSD, the County of Sacramento and the Contributing Agencies SRCSD is responsible for the planning and financing of any new sewer facilities. Existing wastewater facilities in the project area include an interceptor wastewater pipeline along Folsom Boulevard.

The proposed project would result in a population increase of approximately 99 persons on the project site (37 additional units x 2.68 persons per household), which would minimally increase demand for wastewater facilities. Existing infrastructure exists at the project site to serve the project and the project would be subject to wastewater hook up fees that would address its increased service demand.

*Water*

The project site is located within the Golden State Water Company service boundaries. Golden State Water Company (GSWC) water sources include surface and groundwater, with current water demands of approximately 16,400 acre-feet annually. Current water infrastructure in the project area includes an 18-inch diameter water supply pipeline along Folsom Boulevard. GSWC's water supply is expected to be 100% reliable through the year 2030, with a projected build out (including the project site) demand of approximately 20,800 acre-feet annually. Thus, adequate water supply is available to serve the project. (City of Rancho Cordova General Plan Draft EIR, P. 4.9-21 through -23)

*Solid Waste*

The Sacramento County Department of Waste Management & Recycling (DWMR) is responsible for maintaining a waste management system for residents and businesses in the unincorporated areas of the County. The DWMR also oversees the Sacramento Regional Solid Waste Authority (SWA), which is a joint powers authority including the unincorporated Sacramento County, and the cities of Sacramento and Citrus Heights. The SWA is under the direction of the DWMR and regulates commercial solid waste collection by franchised haulers through SWA ordinances. The SWA oversees the waste management collection and disposal services for approximately 155,500 residences in the unincorporated area of the County. The largest commercial, residential, and industrial haulers in the County are Waste Management and BFI. Both Waste Management and BFI own and operate private transfer and disposal facilities, but also use public facilities for some of the non-recyclable materials collected. The majority of the solid waste, recyclable materials, and greenwaste collected in the County are processed at these facilities; however, some of the remaining un-recyclable waste is disposed of at Kiefer Landfill and other landfills outside the Sacramento area.

Waste Management has contracted with the County to provide commercial solid waste/recyclable/greenwaste collection and disposal in the unincorporated portions of the Planning Area. Waste Management processes the majority of what it

collects at its own transfer facilities; however, uses the Keifer Landfill and the regional landfill at Lockwood Nevada for the remaining un-recyclable materials. BFI contracted with the City of Rancho Cordova and the County of Sacramento to provide collection and disposal services. BFI processes all of the residential materials it collects within the city limits and most of the commercial waste it collects at its Elder Creek Recycling and Transfer station. Waste and the remaining un-recyclable materials not processed at this facility are sent to the Forward Landfill in Manteca. BFI also uses the Kiefer Landfill for a limited amount of commercial waste disposal (City of Rancho Cordova General Plan Draft EIR p.4.12-56).

Solid waste generated is ultimately disposed of at three facilities: the Kiefer Road Landfill, the Forward Landfill, and the Lockwood Regional Landfill in Nevada. The Kiefer Road Landfill is located at 12701 Kiefer Boulevard, near the intersection of Kiefer Boulevard and Grant Line Road. The Kiefer Road Landfill boundary coincides with the Planning Area's southeastern boundary and the eastern side of Grant Line Road. The Kiefer Landfill is also bordered by the Grant Line South and East Planning Areas, which are proposed to the north and south of the landfill.

The Kiefer Road Landfill comprises approximately 1,084 acres and is the only landfill within Sacramento County that is permitted to accept non-hazardous solid waste and treated medical waste for disposal. The Kiefer Road Landfill is classified as a major landfill, which is defined as a facility that receives more than 50,000 tons of solid waste per year and is the only facility in Sacramento County that accepts solid waste from the public. The maximum tons per day (tpd) allowed at the Kiefer Road Landfill is 10,815 tpd, with an average intake of 6,362 tpd. The landfill has a total capacity of 117 million cubic yards (58 million tons). 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.

The Forward Landfill is a Class I, II, and III landfill, which accepts hazardous wastes, variance wastes, designated wastes, in addition to non-hazardous solid waste and treated medical waste. The Forward Landfill encompasses 567 acres in San Joaquin County and is located at 9999 S. Austin in City of Manteca, which is approximately 60 miles south of the Planning Area. The maximum permitted capacity of this landfill is 8,668 tons per day, with an average intake of 791 tpd, with an ultimate permitted capacity of 50 million cubic yards. This landfill is permitted through 2020 and has approximately 40 million cubic yards of remaining capacity.

The Lockwood Regional Landfill is a Class I landfill on approximately 1,535 acres, located approximately 10 miles east of Reno-Sparks in Storey County Nevada, and is made up entirely of imported wastes. Lockwood, which is owned and operated by Refuse Inc., provides disposal capacity for much of western Nevada, including Washoe, Storey, Lyon, Douglas and part of Churchill County. In addition, Lockwood receives waste from several areas in California, including the Lake Tahoe Basin, the Sierra foothills and portions of Sacramento County. The landfill receives approximately 4,000 tons per day (TPD) of solid waste with nearly 1,200 TPD (30%) coming from California. This facility has an existing maximum permitted capacity of 200 million tons; however, there are proposals that would triple the existing size of the landfill. This facility has a current permitted capacity for the next 40 years or through 2045 (GP EIR, P.4.12-57).

With this capacity available for the buildout of the City's General Plan, no impacts on solid waste service are expected for the project.

*Energy Use*

All electric service within the City's Planning Area boundaries is provided by the Sacramento Municipal Utilities District (SMUD). SMUD generates approximately 1,196.8 Megawatts (MW) of electricity and delivers it to an approximately 900 square mile area within Sacramento County. Approximately half of the electricity is generated by SMUD is via hydroelectric means and approximately 40 percent of SMUD's electricity is generated through thermal means. The remaining electricity is generated by either wind or solar power. Throughout the year, SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. SMUD also has entered into long-term contracts with other various suppliers to provide an additional 1,186 MW of electricity. SMUD is currently in the process of constructing the Cosumnes Power Plant (CPP), which will provide the utility with 1,000 megawatts (MW) of power to ensure SMUD's long range plans to meet the growing power needs of Sacramento County. Existing SMUD facilities in the Planning Area include 230 kilovolt (Kv) transmission lines that run diagonally through the eastern portion of the Planning Area and various 69 kV and 12 kV lines that distribute the electricity to individual residential development and commercial and industrial customers (GP EIR, P. 4.12-106).

The proposed project would result in a population increase of approximately 99 persons on the project site (37 additional units x 2.68 persons per household), which would minimally increase demand for energy. There are existing natural gas and electric infrastructure facilities at the project site that would be improved to serve the project..

Socioeconomic

The proposed project will provide a socioeconomic benefit to the community by creating 64 new affordable housing units which will be available to low-income families.

Social Services

The Sacramento County Department of Health and Human Services serves Rancho Cordova and all of Sacramento County. This department provides programs intended to prevent or contain infectious disease; improve public health; evaluate and treat psychiatric disorders, problems resulting from substance abuse, and general medical problems; determine eligibility for public assistance programs; and, secure and maintain employment for county residents. Divisions of the department include Mental Health, Public Health, Welfare & Social Services, and the Children & Families Commission.

The proposed project is not anticipated to substantially increase the need for these services.

Traffic and Circulation

Folsom Boulevard parallels U.S. 50 from Business 80 in Downtown Sacramento to Folsom, where it becomes Folsom-Auburn Road and continues north to Auburn. Paralleling the south side of Folsom Boulevard is the Regional Transit (RT) light rail transit (LRT). Folsom Boulevard is generally a four-lane major road within the City. The County of Sacramento recently completed widening of Folsom Boulevard between Hazel Avenue and Sunrise Boulevard from two- to four-lanes. The City of Rancho Cordova General Plan EIR determined that traffic impacts to Folsom Boulevard (Coloma Road to Sunrise Boulevard) in the project area under City buildout would not result in significant level of service impacts (City of Rancho Cordova General Plan Draft EIR, p 4.5-30). Given the nature of the proposed project, and the sites close proximity to regional transit facilities located at Mills Station, it is anticipated that vehicle trips generated by the project would be minimal and would fall within the traffic volumes anticipated under the General Plan EIR and would not result in any conflict with City level of service standards.

Farmland Protection

There is no designated farmland within the vicinity of the project site. The entire Folsom Boulevard Specific Plan Area is highly urbanized and the project would not convert farmland of any kind.

## Statutory Checklist

[24CFR §58.5]

Record the determinations made regarding each listed statute, executive order or regulation. Provide appropriate source documentation. Note reviews or consultations completed as well as any applicable permits or approvals obtained or required. Note dates of contact or page references. Provide compliance or consistency documentation. Attach additional material as appropriate. Note conditions, attenuation or mitigation measures required.

| Factors | Determination and Compliance Documentation |
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| **Historic Preservation**<br>[36 CFR 800] | In compliance. As discussed above, a site survey visit and subsequent research conducted by Richard Brandi determined that none of the identified buildings within the APE meet any of the criteria for listing in the National Register of Historic Places (NRHP). Therefore, the project does not have the potential to cause effects on historic properties per 36 CFR 800.3 (a)(1). .<br><br>In addition, a report was submitted to the State Historic Preservation Office (SHPO) on September 14, 2009. SHPO indicated on October 8, 2009 that the City may assume concurrence pursuant to 36 CFR 800.3(c)(4) (concurrence letter included in **Appendix C** to this Environmental Assessment). Therefore the project by its scope and nature |

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| | will not affect historic resources as it consists of demolishing an existing building that is not eligible to be a historic resource.<br><br>References: Brandi, Richard. *Community Development Agency, City of Rancho Cordova, Affordable Housing at Folsom Boulevard and Woodberry Way, Section 106 Documentation Report*. July 20, 2009.<br><br>Woodward, Lucinda. Supervisor, Local Government Unit, California Office of Historic Preservation. SHPO Concurrence Letter dated October 8, 2009. |
| **Floodplain Management**<br>[24 CFR 55, Executive Order 11988] | In Compliance. The project site is in Zone C, areas of minimal flooding, and is not within the 100-year floodplain or any special flood hazard area.<br><br>References:<br>FEMA FIRM Panel 0602620210E, dated 7/6/1998 |
| **Wetlands Protection**<br>[Executive Order 11990] | In Compliance. A reconnaissance-level biological survey was conducted on November 30, 2009 by PMC biologist, Angela Calderaro, in order to assess the potential of special-status species to occur on the project site, as well as other protected biological resources such as oak (*Quercus* spp.) trees and potential wetlands and other waters of the U.S (**Appendix B** to this Environmental Assessment). The project site was surveyed for the presence of potential features that may be considered jurisdictional by the U.S. Army Corps of Engineers (USACE). There are no wetlands or other waters of the U.S. identified within the project site. Drainage of the project site occurs via underground storm drains. Therefore, the project does not involve new construction, draining, dredging, channelizing, filling, diking, or impounding within or immediately adjacent to wetlands, marshes, wet meadows, mud flats or natural ponds.<br><br>References:<br>Calderaro, Angela. November 30, 2009. *Results of Reconnaissance-level Biological Survey for Folsom Boulevard Affordable Housing Project (#29-0093-001).* |
| **Coastal Zone Management Act**<br>[Sections 307(c), (d)] | In Compliance. The project site is located in the central valley of California and is not near the coastal zones protected under the Coastal Zone Management Act. The project does not involve the placement, erection or removal of materials, or an increase in the intensity of use, in the designated Coastal Zone (CZ) according to the California Coastal Commission.<br><br>References:<br>California Coastal Commission website http://www.coastal.ca.gov/perresp.html, accessed on November 30, 2009. |
| **Sole Source Aquifers**<br>[40 CFR 149] | In Compliance. The project site is not located within a U.S. EPA-designated sole source aquifer watershed area per the EPA Region 9 Ground Water Office.<br>References:<br>U.S. EPA, *Designated Sole Source Aquifers in EPA Region IX,* reviewed on November 30, 2009 on the EPA website at http://www.epa.gov/safewater/sourcewater/pubs/qrg_ssamap_reg9.pdf |

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| **Endangered Species Act**<br>[50 CFR 402] | In Compliance A reconnaissance-level biological survey was conducted on November 30, 2009 by PMC biologist, Angela Calderaro, in order to assess the potential of special-status species to occur on the project site, as well as other protected biological resources such as oak (*Quercus* spp.) trees and potential wetlands and other waters of the U.S (**Appendix B** to this Environmental Assessment). The survey found that the project will have no affect to any federally protected (listed or proposed) Threatened or Endangered Species (plants, animals, fish, or invertebrates), and will not adversely modify their critical habitats.<br><br>References:<br>Calderaro, Angela. November 30, 2009. *Results of Reconnaissance-level Biological Survey for Folsom Boulevard Affordable Housing Project (#29-0093-001).* |
| **Wild and Scenic Rivers Act**<br>[Sections 7(b), (c)] | In Compliance. The project site is not within one mile of any listed Wild and Scenic Rivers.<br><br>References:<br>National Wild and Scenic Rivers website http://www.rivers.gov/wildriverslist.html#ca, accessed November 30, 2009. |
| **Air Quality**<br>[Clean Air Act, Sections 176(c) and (d), and 40 CFR 6, 51, 93] | In Compliance. According to the Sacramento Metropolitan Air Quality Management District (SMAQMD), the proposed project would not have a significant adverse impact on air quality and the project conforms to the EPA approved State Implementation Plan (SIP). However, mitigation measures **AQ-1** through **AQ-3** will further reduce construction emissions and air quality impacts.<br><br>As discussed above, the proposed project could result in both short-term construction-related air quality impacts and long-term operational air quality impacts. Short-term construction-related emissions would consist primarily of ROG, NOx, CO, and PM10. As shown in **Table 1** above, construction emissions associated with the proposed project would not exceed SMAQMD thresholds for NOx. Long-term operational air quality impacts would result primarily from area sources and the generation of additional vehicle trips to and from the project site. As shown in **Tables 2** and **3** above, operational emissions resulting from the proposed project are not expected to exceed SMAQMD thresholds for any pollutants in the summer months or winter months. The detailed Urbemis outputs for the project are included as **Appendix A** to this Environmental Assessment.<br><br>On October 7, 2009, KELLCO_MACS undertook a pre-demolition asbestos survey of the buildings on the project site. A copy of the survey is included as **Appendix E** to this Environmental Assessment. During the course of this survey, multiple samples from each of the buildings were collected and analyzed by Polarized Light Microscopy, the method recommended by the EPA. Many of the samples tested positive for chrysotile asbestos. Implementation of mitigation measures HM-1 and HM-2 as identified in this Environmental Assessment will ensure that a licensed asbestos abatement contractor will remove and dispose of all asbestos containing building material (ACBM) in accordance with all Federal, State, and local regulations and that the project complies with permit |

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| | and notification requirements under the EPA National Emission Standards for Hazardous Air Pollutants (NESHAP).<br><br>References:<br>Philley, Paul. SMAQMD, November 30, 2009. Email Communication with Melanie Ware.<br><br>URBEMIS 2007 v. 9.2.4 outputs for the Folsom Boulevard Affordable Housing Project.<br>KELLCO-MACS. October 7, 2009. *Pre-Demolition Asbestos and Lead Inspection Report.* |
| **Farmland Protection Policy Act**<br>[7 CFR 658] | In Compliance. The project site is currently developed and is located within an urbanized area in the City of Rancho Cordova surrounded by residential and commercial development. The project site does not include prime or unique farmland, or other farmland of statewide or local importance as identified by the U.S. Department of Agriculture, Natural Resources Conservation Service.<br><br>References:<br>California Department of Conservation, *Sacramento County Important Farmland,* 2006. |
| **Environmental Justice**<br>[Executive Order 12898] | In compliance. The proposed project will provide a socioeconomic benefit to the community by creating 64 new affordable housing units which will be available to low-income families. In addition, the proposed project will improve the visual character of the site as the existing buildings are deteriorated and of low visual quality and the proposed project will replace these buildings with newly constructed buildings that have undergone design review by the City of Rancho Cordova to ensure that the architectural design, building materials and colors meet the City's design standards. Therefore, the proposed project will be beneficial to the community and to those on and in the vicinity of the project site. Furthermore, the proposed residential uses and community center proposed for the project site are similar to the existing residential uses and the single commercial use currently occupying the site. Therefore, the project location is suitable for the proposed improvements and will not be adversely impacted by adverse health or environmental conditions. |

## HUD Environmental Standards Determination and Compliance Documentation

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| **Noise Abatement and Control**<br>[24 CFR 51 B] | In Compliance. The proposed project would develop noise sensitive land uses (residential uses) on the project site that would be exposed to noise levels in excess of 65 dB, Ldn. Implementation of mitigation measure N-4 identified in the Environmental Assessment would require the construction of 6-foot barrier along its frontage with Folsom Boulevard would reduce noise levels to 60 dB, Ldn (see **Appendix F** to this Environmental Assessment).<br><br>References:<br>j.c. brennan & associates, Inc, Acoustical Analysis for the Proposed Folsom Boulevard Affordable |

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| | Housing Project, 2009 |
| **Toxic/Hazardous/Radioactive Materials, Contamination, Chemicals or Gases** [24 CFR 58.5(i)(2)] | In Compliance. As discussed above and documented in the Phase I ESA (included as **Appendix D** to this Environmental Assessment) there is no documentation or physical evidence of soil or groundwater impairments associated with the current or past use of the project site. There is also no documentation of hazardous materials violations or discharges on the site or within close proximity to the site including Superfund or CERCLA sites, toxic or solid waste landfill sites, and underground storage tanks.<br><br>However, as previously discussed under Air Quality, a pre-demolition asbestos survey of the buildings on the project site (**Appendix E** to this Environmental Assessment) identified ACBM in multiple buildings on the project site. Implementation of mitigation measures **HM-1** and **HM-2** as identified in this Environmental Assessment will ensure that a licensed asbestos abatement contractor will remove and dispose of all asbestos containing building material (ACBM) in accordance with all Federal, State, and local regulations and that the project complies with permit and notification requirements under the EPA National Emission Standards for Hazardous Air Pollutants (NESHAP). The KELLCO-MACS survey also identified the presence of lead within the project site buildings. Mitigation measure MM **HM-3** will ensure that all lead is removed by a licensed contractor in accordance with all applicable Federal, State, and local regulations. These measures will ensure that the project site and adjacent properties will be free of hazardous materials, contamination, toxic chemicals, gasses and radioactive substances which could affect the health or safety of occupants or conflict with the intended use of the project site.<br><br>References:<br>ENGEO, Inc. August 24, 2009. *Phase One Environmental Site Assessment Report: Crossings at Folsom, Rancho Cordova, California.*<br><br>KELLCO-MACS. October 7, 2009. *Pre-Demolition Asbestos and Lead Inspection Report.* |
| **Siting of HUD-Assisted Projects near Hazardous Operations** [24 CFR 51 C] | In Compliance. As discussed above, the environmental record sources review conducted as part of the Phase I ESA (included as **Appendix D** to this Environmental Assessment) found no documentation of hazardous materials violations or discharges on the project site and did not identify any contaminated facilities within the appropriate American Society for Testing and Materials (ASTM) search distances that would reasonably be expected to impact the project site. Therefore, the project site is not in the vicinity of any above-ground explosives or flammable fuels or chemicals containers.<br><br>References:<br>ENGEO, Inc. August 24, 2009. *Phase One Environmental Site Assessment Report: Crossings at Folsom, Rancho Cordova, California.* |
| **Airport Clear Zones and Accident Potential Zones** [24 CFR 51 D] | In Compliance. The closest airport to the project site is Mather Field, approximately 3 miles to the southeast of the project site. The project site is not within any safety zone for Mather Airport and is not located within an FAA-designated civilian |

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| | airport Runway Clear Zone (RCZ) -or Runway Protection Zone, or within a military airfield Clear Zone (CZ) or Accident Potential Zone (APZ) -Approach Protection Zone.<br><br>References:<br>County of Sacramento. February, 2004. *Mather Airport Master Plan Revised Draft.* Available at http://www.sacairports.org/mather/planning/matherchronology.htm. . |

# Environmental Assessment Checklist

[Environmental Review Guide HUD CPD 782, 24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]

Evaluate the significance of the effects of the proposal on the character, features and resources of the project area. Enter relevant base data and verifiable source documentation to support the finding. Then enter the appropriate impact code from the following list to make a determination of impact. **Impact Codes**: **(1)** - No impact anticipated; **(2)** - Potentially beneficial; **(3)** - Potentially adverse; **(4)** - Requires mitigation; **(5)** - Requires project modification. Note names, dates of contact, telephone numbers and page references. Attach additional material as appropriate. Note conditions or mitigation measures required.

| Land Development | Code | Source or Documentation |
|---|---|---|
| Conformance with Comprehensive Plans and Zoning | 1 | The project site is subject to the City of Rancho Cordova General Plan. The project site has a General Plan land use designation of Medium Density Residential (MDR) and Office Industrial Mixed Use (OIMU). These designations allow for duplexes and apartment buildings at a density of 6 to 18 units per gross acre. The proposed project would be consistent with the MDR designation.<br><br>References:<br>City of Rancho Cordova, June 2006, *City of Rancho Cordova General Plan*, Land Use Element, Table LU-1 . |
| Compatibility and Urban Impact | 1 | The project site is located in a residential/commercial area with land use designations and existing uses similar to those proposed on the project site. Therefore, the project site would not be adversely impacted by, and would not be expected to adversely impact, surrounding land uses. |
| Slope | 1 | The project site is flat and has been previously graded to accommodate buildings. No impact is anticipated related to slope. |
| Erosion | 1 | The project site is relatively flat. However, project activities could result in an increased potential for erosion at the project site, especially during the winter months of October to March.<br><br>In accordance with the Clean Water Act, the proposed project will be required to comply with the statewide General Permit (Water Quality Order 99-08-DWQ) for construction activities within California issued by the State Water Resources Control Board (SWRCB). As such, the project proponent will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMPs) to minimize pollutants, including sediment, from discharging from the construction site to the maximum extent practicable (MEP). BMPs may include practices to stabilize onsite soils such as preserving existing vegetation, mulching and hydroseeding as well as practices to control sediment such as street sweeping, sediment traps, fiber rolls and silt |

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| | | fencing, and detention basins among others. No impact would be anticipated related to erosion with implementation of erosion and sediment control BMPs at the project site during demolition and construction activities. |
| Soil Suitability | 1 | The project site is currently developed. Therefore, project site soils are generally considered satisfactory for urban usage. Although some soils in the project area have some septic tank limitations, the proposed project will be served by public sewer infrastructure and no septic tanks will be used. Therefore, no impact is anticipated with regards to soil suitability. |
| Hazards and Nuisances including Site Safety | 1 | As previously discussed under the Air Quality and Hazardous Materials portions of this Environmental Assessment, implementation of mitigation measures **HM-1** through **HM-3** will ensure that licensed contractors will remove and properly dispose of all asbestos and lead on the project site in accordance with all Federal, State, and local regulations.<br><br>While portions of the City are within the floodplain for a complete failure of Folsom Dam, the project site is outside of this area, as documented by FEMA floodplain maps for the City. Therefore, hazardous dams would not impact the project site.<br><br>References:<br>ENGEO, Inc. August 24, 2009. *Phase One Environmental Site Assessment Report: Crossings at Folsom, Rancho Cordova, California.*<br><br>KELLCO-MACS. October 7, 2009. *Pre-Demolition Asbestos and Lead Inspection Report.*<br><br>FEMA FIRM Panel 0602620210E, dated 7/6/1998.<br><br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report.* |
| Energy Consumption | 1 | The proposed project would result in 64 housing units on the site, which would increase energy usage and increase demand for electricity and natural gas services. PG&E would provide natural gas service and SMUD would provide electrical service to the site and current gas and electric infrastructure on the project site would adequately serve the proposed housing units. Therefore, no significant impact would occur relative to energy consumption.<br><br>References:<br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report pages 4.12-103 through -109.* |

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| **Noise -** Contribution to Community Noise Levels | 1 | The project would result in minor and temporary noise associated with construction demolition activities. No permanent increase in noise would result from the project and the project would not contribute significantly to community noise levels given that the land uses would |

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| | | match existing land uses in the project area. Mitigation measures **N-1** through **N-3** would ensure that temporary construction noise is minimized. |
| **Air Quality**<br>Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels | 1 | As previously discussed, the project is consistent with the local Air Quality Management Plan. Furthermore, the project would result in minor construction emissions that fall below established SMAQMD guidelines for significance criteria. |
| **Environmental Design**<br>Visual Quality - Coherence, Diversity, Compatible Use and Scale | 2 | The proposed project will substantially alter the visual character of the project site from relatively low density residential development to higher density residential development. However, the visual character of the site will be improved as the existing buildings are deteriorated and of low visual quality. The proposed project will replace these buildings with newly constructed buildings that have undergone design review by the City of Rancho Cordova to ensure that the architectural design, building materials and colors meet the City's design standards. The proposed project will also reconfigure the layout of buildings and private outdoor spaces to create a more traditional residential neighborhood that is more consistent with the surrounding neighborhoods. As such, implementation of the proposed project is anticipated to have beneficial impacts related to visual quality. |

| **Socioeconomic** | **Code** | **Source or Documentation** |
|---|---|---|
| Demographic Character Changes | 1 | The proposed project will retain the demographic character of the neighborhood as would replace an existing housing community with new affordable housing. The proposed project is intended to provide additional affordable housing and a community of a higher quality that improves the quality of life for residents and neighbors. It does not involve new land uses or changes in land uses and would not impact the demographic characther of the project site or the surrounding area. |
| Displacement | 1 | The proposed project would increase the number of units on the project site. Current residents would be temporarily relocated during construction activities. However, no homes would be permanantly displaced as a result of implementation of the proposed project. |
| Employment and Income Patterns | 1 | The proposed project consists of the construction of residential units and would not result in new employment opportunities or significant effects to employment and income patterns. |

| **Community Facilities and Services** | **Code** | **Source or Documentation** |
|---|---|---|
| Educational Facilities | 1 | The proposed project would generate approximately 25 students to be absorbed by the Folsom Cordova Unified School District. This minimal increase is not anticipated to adversely affect educational facilities in the community. Furthermore, the project would pay school facility mitigation fees as provided for under California Government Code Section 65995(h) and 65996(b) that provide for school facility mitigation. No impact to school facilities are anticipated. |

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| Commercial Facilities | 1 | The project site is situated within walking distance of the core area of the Folsom Boulevard Specific Plan, which contains commercial buildings that front Folsom Boulevard. These facilities would adequately serve the proposed project. Therefore, the propsed project will not significantly impact commercial facilities.<br><br>References:<br>City of Rancho Cordova, 2006, *City of Rancho Cordova General Plan Land Use Element.* |
| Health Care | 1 | The closest hospital to the project site is Kaiser Permanente, located at 10725 International Drive, approximately 2 miles south of the project site. This facility would provide adequate health care services to the proposed project. |
| Social Services | 1 | The proposed project would result in a minimal population increase, which would increase demand for social services in the city. However, the Sacramento County Human Services Department currently provides social services to the city, as well as all of Sacramento County. Therefore, adequate social services would be provided to the project site. |
| Solid Waste | 1 | Current capacity exists at all landfills that serve the City's General Plan Planning Area and expansion in capacity is not expected to be required. The proposed project is consistent with the land use development identified in the City's General Plan EIR. Therefore, it is expected that the landfills have remaining capacity to serve the project site and no significant impact to solid waste services would occur.<br><br>References:<br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report pages 4.12-60 through -66.* |
| Waste Water | 1 | Existing infrastructure exists at the project site to serve the project and the project would be subject to wastewater hook up fees that would address its increased service demand. No new wastewater facilities would be needed to serve the project site. No impact to wastewater services is anticipated.<br><br>References:<br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report pages 4.12-45 through -55.* |
| Storm Water | 1 | The proposed project is currently developed with impervious surfaces. The proposed project will replace existing buildings with newly constructed buildings. The proposed project site would include an open space area |

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| | | that will also serve a practical function of managing storm water runoff from the entire site. The open space will allow water to drain into slightly depressed turf areas that will absorb and filter storm water before it is taken by underground pipes to the existing storm drainage system. |
| Water Supply | 1 | Current water infrastructure in the project area includes an 18-inch diameter water supply pipeline along Folsom Boulevard. GSWC's water supply is expected to be 100% reliable through the year 2030, with a projected build out (including the project site) demand of approximately 20,800 acre-feet annually. Thus, adequate water supply is available to serve the project.<br><br>References:<br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report page 4.9-21 through -23* |
| Public Safety<br>- Police | 1 | The project would pay development impact fees associated with law enforcement and would have its site plan reviewed by the Police Department. As a result, no impacts are expected. |
| - Fire | 1 | The project would pay development impact fees associated with fire protection, would be subject to SMFD fire protection requirements and standards for new development (e.g., fire flow and hydrant placement), and would have its site plan reviewed by SMFD. As a result, no impacts are expected. |
| - Emergency Medical | 1 | The project would pay development impact fees associated with fire protection and emergency services, would be subject to SMFD fire protection requirements and standards for new development (e.g., fire flow, hydrant placement and emergency access), and would have its site plan reviewed by SMFD. As a result, no impacts are expected. |
| Open Space and Recreation<br>- Open Space | 1 | The proposed project is consistent with the land use densities anticipated in the City's General Plan No new recreational facilities or open space would be needed to serve the project site off of the site and the project would be required to pay park dedication/impact fees. No impact to recreational facilities and or open space is anticipated. |
| - Recreation | 1 | See above. |
| - Cultural Facilities | 1 | The results of sacred lands search were received on September 2, 2009, and did not identify any Native American cultural resources either within or near the APE for the proposed project. In addition, all groups and/or |

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| | | individuals on the list provided by the Native American Heritage Commission were contacted and to date no comments have been received. Therefore, the proposed project would not result in impacts to cultural facilities or resources.<br><br>References:<br>Brandi, Richard. *Community Development Agency, City of Rancho Cordova, Affordable Housing at Folsom Boulevard and Woodberry Way, Section 106 Documentation Report.* July 20, 2009. |
| Transportation | 1 | The City of Rancho Cordova General Plan EIR determined that traffic impacts to Folsom Boulevard (Coloma Road to Sunrise Boulevard) in the project area under City buildout would not result in significant level of service impacts. Given the nature of the proposed project, and the sites close proximity to regional transit facilities located at Mills Station, it is anticipated that vehicle trips generated by the project would be minimal and would fall within the traffic volumes anticipated under the General Plan EIR and would not result in any conflict with City level of service standards.<br><br>References:<br>City of Rancho Cordova, March 2006, *City of Rancho Cordova General Plan Draft Environmental Impact Report page 4.5-30.* |

| **Natural Features** | | **Source or Documentation** |
|---|---|---|
| Water Resources | 1 | As discussed under Water Supply above, there is currently adequate water to serve the project site, and the project is not expected to significantly increase demand for groundwater resources. |
| Surface Water | 1 | There are no surface water features on or in the immediate vicinity of the project site. The project would not impact surface water features. |
| Unique Natural Features and Agricultural Lands | 1 | There are no unique natural features on the site, which has been disturbed for many years and has been completely developed in the past. The project site is not designated for agricultural use or designated agriculturally sensitive by any federal, state, or local agencies. Therefore, the proposed project would not affect any unique natural features or agricultural lands. |
| Vegetation and Wildlife | 1 | The proposed project site is largely developed and located in an urbanized area. As such, the project site is not expect to provide habitat for federally-listed or threatened and endangered species, nor is it expected to contain or impact critical habitat give the site's developed condition. Therefore, the proposed project would not significantly affect any vegetation or wildlife.<br><br>References: |

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| | | Calderaro, Angela. November 30, 2009. *Results of Reconnaissance-level Biological Survey for Folsom Boulevard Affordable Housing Project (#29-0093-001)..* |

| **Other Factors** | | **Source or Documentation** |
|---|---|---|
| Flood Disaster Protection Act [Flood Insurance] [§58.6(a)] | 1 | The project site is in Zone C, areas of minimal flooding, and is not within the 100-year floodplain or any special flood hazard area.<br><br>References:<br>FEMA FIRM Panel 0602620210E, dated 7/6/1998 |
| Coastal Barrier Resources Act/ Coastal Barrier Improvement Act [§58.6(c)] | 1 | The project is located in the central valley of California and is not near any coastal zones.<br><br>References:<br>California Coastal Commission website http://www.coastal.ca.gov/perresp.html, accessed on November 30, 2009. |
| Airport Runway Clear Zone or Clear Zone Disclosure [§58.6(d)] | 1 | The project site is not located within an FAA-designated civilian airport Runway Clear Zone (RCZ), or within a military airfield Clear Zone, or Accident Potential Zone (APZ).<br><br>References:<br>County of Sacramento. February, 2004. *Mather Airport Master Plan Revised Draft*. Available at http://www.sacairports.org/mather/planning/matherchronology.htm |
| Other Factors | | No other factors were identified. |

## Summary of Findings and Conclusions:

## ALTERNATIVES TO THE PROPOSED ACTION

### Alternatives and Project Modifications Considered [24 CFR 58.40(e), Ref. 40 CFR 1508.9]

(Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)

**Alternative 1 – Reduced Density**

This alternative assumes that the applicant constructs only 30 affordable housing units on the site, in comparison to the 64 units. The intent of this scenario is to reduce service demand effects of the proposed project.

In most cases, service demand effects are reduced in comparison to the proposed project because the intensity of use is lessened. Although reduced, the potentially significant impacts associated with this Alternative are similar to those associated with the Proposed Project. The mitigation measures identified for the proposed project would also be used to mitigate potential impacts associated with this Alternative.

Although this Alternative would have slightly reduced environmental effects than the proposed project, fewer affordable housing units would be built, resulting in a more adverse impact in regards to socio-economics, as fewer units affordable to the workforce and low-income households would be developed.

**Alternative 2 – Alternate Sites**

Because the applicant is a non-profit affordable housing development organization it has limited financial resources for land acquisition, and is rarely in a position of choosing among multiple sites. The applicant's financial limitation also makes it critical for the selected site to be near existing utilities and require minimum infrastructure improvements. The proposed project site is situated within walking distance of regional transit, retail, and other services. This project site is an appropriate site for sensitive infill development. Located as it is within the city core and not on the periphery of town, the proposed project site benefits from networks of infrastructure that are already in place, while also not disturbing valuable agricultural land surrounding the city. Therefore, the proposed project site was the only feasible location for the project.

### No Action Alternative [24 CFR 58.40(e)]

(Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).

Under this alternative the proposed project would not be constructed. By not implementing the proposed project, no new affordable housing would be constructed in the City Rancho Cordova and the existing housing complex would remain in a deteriorated condition. Therefore, under the no action alternative, there would be no environmental impacts, but the beneficial socioeconomic effects of the proposed project would not be realized as no additional units affordable to the workforce and low-income households would be developed.

### Mitigation Measures Recommended [24 CFR 58.40(d), 40 CFR 1508.20]

(Recommend feasible ways in which the proposal or its external factors should be modified in order to minimize adverse environmental impacts and restore or enhance environmental quality.)

**AIR QUALITY**

**MM AQ-1** Water all active construction areas at least twice daily.

**MM AQ-2** All construction equipment shall be equipped with CARB-verified diesel oxidation catalysts for all diesel-fuel construction equipment. The applicant shall provide verification of CARB-verified diesel oxidation catalysts to

the City. If these are not deemed viable, the City shall ensure that the applicant utilizes other methods to reduce NOx emissions from construction equipment.

**MM AQ-3** Whenever technologically feasible, architectural coating for interiors and exteriors in both residential and non-residential applications shall use low-ROG coatings that, on a weighted average, are 100 grams per liter of ROG or less.

**NOISE**

**MM N-1** The applicant shall use the most recent equipment where feasible and all equipment shall be maintained in good mechanical condition.

**MM N-2** The applicant shall limit demolition and construction operations to the daytime hours of 7:00 a.m. to 10:00 p.m. Monday through Friday.

**MM N-3** During demolition and construction activities, all diesel-powered equipment shall be located more than 200 feet from any residence if the equipment is to be operated for more than three hours per day.

**MM N-4** As part of project construction activities, construct a 6-foot barrier the project site's frontage of Folsom Boulevard.

**HAZARDOUS MATERIALS**

**MM HM-1** All asbestos-containing materials on the site shall be removed and disposed of by a Cal-OSHA certified ACBM contractor in accordance with all Federal, State, and local regulations prior to demolition.

**MM HM-2** The project shall comply with all applicable regulations under the Asbestos National Emission Standards for Hazardous Air Pollutants, 40 CFR sections 61.140 through 61.157.

**MM HM-3** All materials on the project site containing lead shall be removed and disposed of by a certified contractor in accordance with all Federal, State, and local regulations prior to demolition.

## Additional Studies Performed:

(Attach studies or summaries)


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Philley, Paul. SMAQMD, November 30, 2009. Email Communication with Melanie Ware.

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