CITY OF RANCHO CORDOVA

FOLSOM BOULEVARD COMPLETE STREETS PHASE 4 PROJECT

DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared by:

CITY OF RANCHO CORDOVA
PLANNING DEPARTMENT
2729 PROSPECT PARK DRIVE
RANCHO CORDOVA, CA 95670

MARCH 2016

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study (IS) with supporting environmental studies, which provides justification for a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA) for the Folsom Boulevard Complete Streets Phase 4 Project (proposed project).

The IS/MND is a public document to be used by the City of Rancho Cordova (City), acting as the CEQA lead agency, to determine whether the proposed project may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence to support a fair argument that any aspect of the proposed project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the proposed project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the proposed project at hand (Public Resources Code Sections 21080(d) and 21082.2(d)).

If the agency finds no substantial evidence to support a fair argument that the proposed project or any of its aspects may cause a significant impact on the environment with mitigation, a MND is prepared with a written statement describing the reasons why the proposed project, which is not exempt from CEQA, would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

1) *The IS shows there is no substantial evidence that, in light of the whole record before the agency, the project may have a significant effect on the environment, or*

2) *The initial study identifies potentially significant effects, but:*

    a) *Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed MND and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*

    b) *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.*

This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, Title 14, California Code of Regulations (CCR) Section 15000 et seq.

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." The proposed project is located within the City of Rancho Cordova. The City of Rancho Cordova Public Works Department has initiated preliminary design of the proposed project and it requires

approval from the Rancho Cordova City Council due to the preparation of this IS/MND. Therefore, based on the criteria described above, the lead agency for the proposed project is the City.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed Folsom Boulevard Complete Streets Phase 4 Project. Mitigation measures have also been established that reduce or eliminate any identified significant and/or potentially significant impacts. This document is divided into the following sections:

1.0 INTRODUCTION

This section provides an introduction and describes the purpose and organization of this document.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed project and the process used for notifying and involving the public, and describes coordination with relevant agencies and organizations.

3.0 INITIAL STUDY CHECKLIST

This section describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," or "potentially significant" in response to the environmental checklist and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the project.

4.0 SUMMARY OF MITIGATION MEASURES

This section provides a summary of mitigation measures for the proposed project.

5.0 LIST OF PREPARERS

This section identified staff and consultants responsible for preparation of this document.

6.0 REFERENCES

This section identifies resources used in the preparation of this document.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project is located along Folsom Boulevard between Horn Road and approximately 430 feet west of Rod Beaudry Drive in Rancho Cordova. Folsom Boulevard is a major east–west arterial that runs from Folsom to the city of Sacramento and through Rancho Cordova. Refer to **Figure 2.0-1** and **Figure 2.0-2** for the regional vicinity and project location maps.

2.2 PROJECT DESCRIPTION

The City is committed to redeveloping the Folsom Boulevard corridor as a vibrant transportation thoroughfare, business center, and pedestrian destination using Complete Street Principles. The ongoing Folsom Boulevard and Mather Field Road Streetscape Enhancement Master Plan saw its first implementation with the construction of landscaped medians to various pedestrian Americans with Disabilities Act (ADA) improvements in 2007. The next phase is to construct pedestrian and bicycle facilities along Folsom Boulevard at the western end of Rancho Cordova. The proposed improvements are adjacent to the western limits of the Master Plan for the Mills Station design segment. The improvements will create standard bicycle facilities with traffic calming measures, including landscaped medians. The proposed project includes the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting.

SIDEWALKS

Within the limits of the project, sidewalk segments will be constructed to fill the gaps in the sidewalk along the north side of Folsom Boulevard, and the sidewalk on the south side of Folsom Boulevard will be extended from Horn Road past Tiffany Way. Wherever feasible, the sidewalks will be separated from the roadways by a landscape strip. Physical limitations of the site, including overhead clearance, will be considered when selecting appropriate trees for landscaped areas.

The south sidewalk will generally be separated from Folsom Boulevard and the light rail drainage swale by landscaped areas. Exceptions to the separated sidewalk requirement on the south side of Folsom Boulevard include areas where existing oak trees and Sacramento Regional Transit (RT) utility and signal control structures are located. An easement and a joint use agreement with RT will be necessary to construct the sidewalk and landscape improvements on the south side. Pedestrian safety fencing with gates will be constructed along the south edge of the landscaping improvements at all intersections. The fencing will be constructed of powder-coated tubular steel, colored vinyl-clad chain link, or similar material. Accommodations for RT maintenance access, including gates and access roads, will be provided as necessary.

Two driveway access points will be constructed on the north side of Folsom Boulevard within the project limits. The City will continue to work with private developers for the contribution of sidewalk and other frontage improvements between Tiffany Way and Paseo Rio Way.

BIKE LANES

Continuous on-street bike lanes will be constructed along both sides of Folsom Boulevard within the project limits. Bike lanes will be designed in accordance with American Association of State Highway and Transportation Officials (AASHTO) and California Department of Transportation (Caltrans) guidelines.

MEDIANS

The project design team will look for opportunities to reduce the number of potential conflicts between pedestrians, bicycles, and vehicles by providing roadway medians along Folsom Boulevard within the project limits. Medians already exist east of Don Juan Drive and were installed as a part of the previous streetscape improvements.

Median pedestrian safety fencing, similar in style to the safety fencing along the south side sidewalk, will be considered in order to discourage jaywalking and encourage use of marked and/or signalized crossings.

STREET AND PEDESTRIAN LIGHTING

Street and pedestrian lighting will be included as necessary to enhance pedestrian, bicycle, and motor vehicle safety.

UTILITIES

The City is studying the feasibility of undergrounding existing overhead utilities, including all telecommunication lines and power distribution lines less than 69 kilovolts (kV). The project may include utility undergrounding. The City will work with the Sacramento Municipal Utility District (SMUD) to relocate poles as necessary so that sidewalks are in compliance with the Americans with Disabilities Act. Where feasible, poles will be placed in landscaped areas.

DRAINAGE IMPROVEMENTS

Drainage improvements may be necessary to accommodate new curbs, gutters, and inlets where new sidewalks would be installed, although significant changes to the drainage system are not anticipated.

PAVEMENT

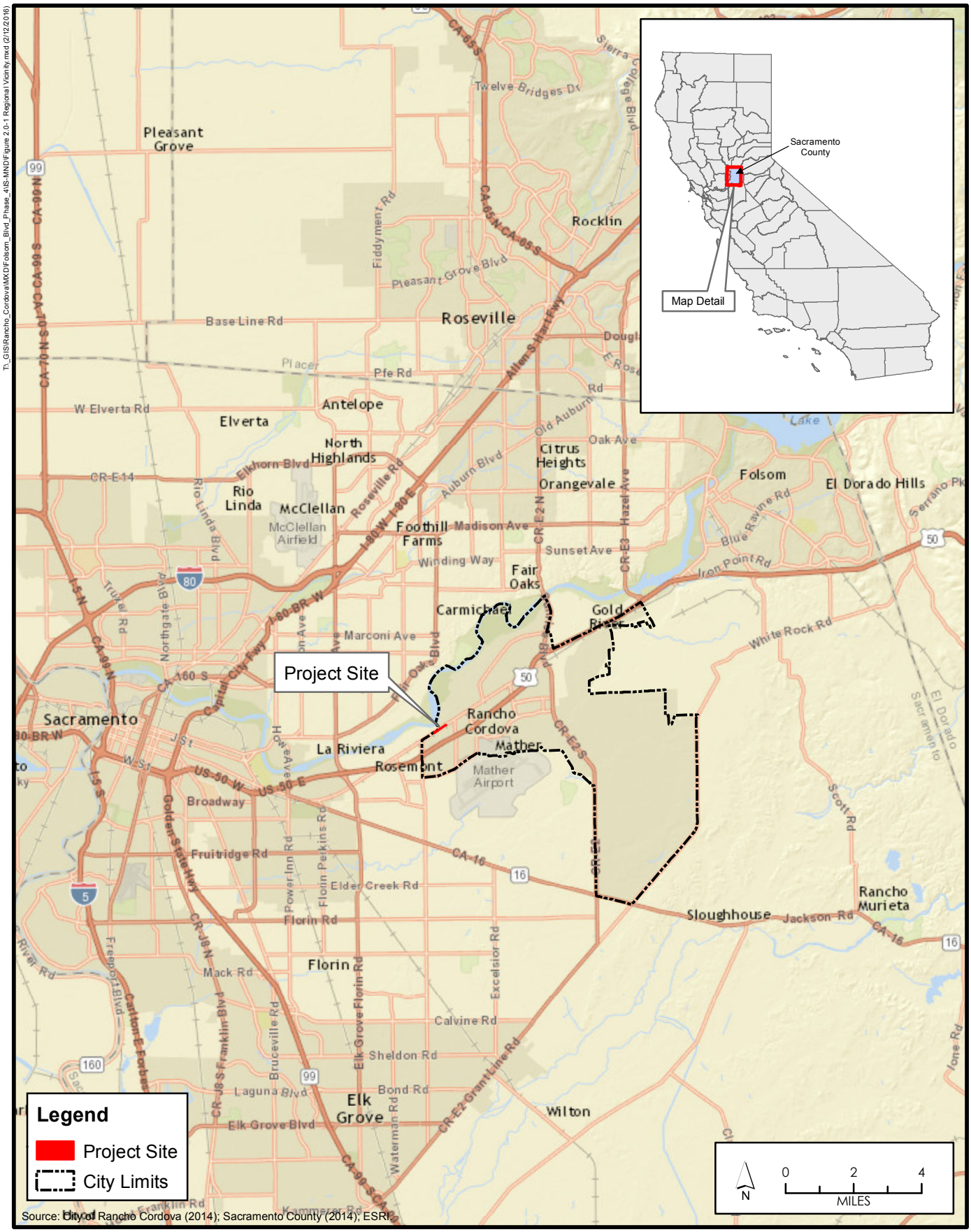
This project will not address roadway preventive maintenance needs. Only pavement construction and repairs as necessary to construct the above-described improvements are anticipated. A slurry seal will be applied as necessary to relocate traffic markings such as lane lines, crosswalks, and bike lane markings.

TREE REMOVAL

Existing oak trees and other species of trees on the south side of Folsom Boulevard within the project limits will be removed either because they are in poor health or they will conflict with the proposed design. However, the intent of the proposed design is to preserve as many existing oak trees as possible. Tree removal will be done consistent with the City's Tree Preservation and Protection Ordinance (Title 19, Chapter 19.12, of the Municipal Code).

RIGHT-OF-WAY

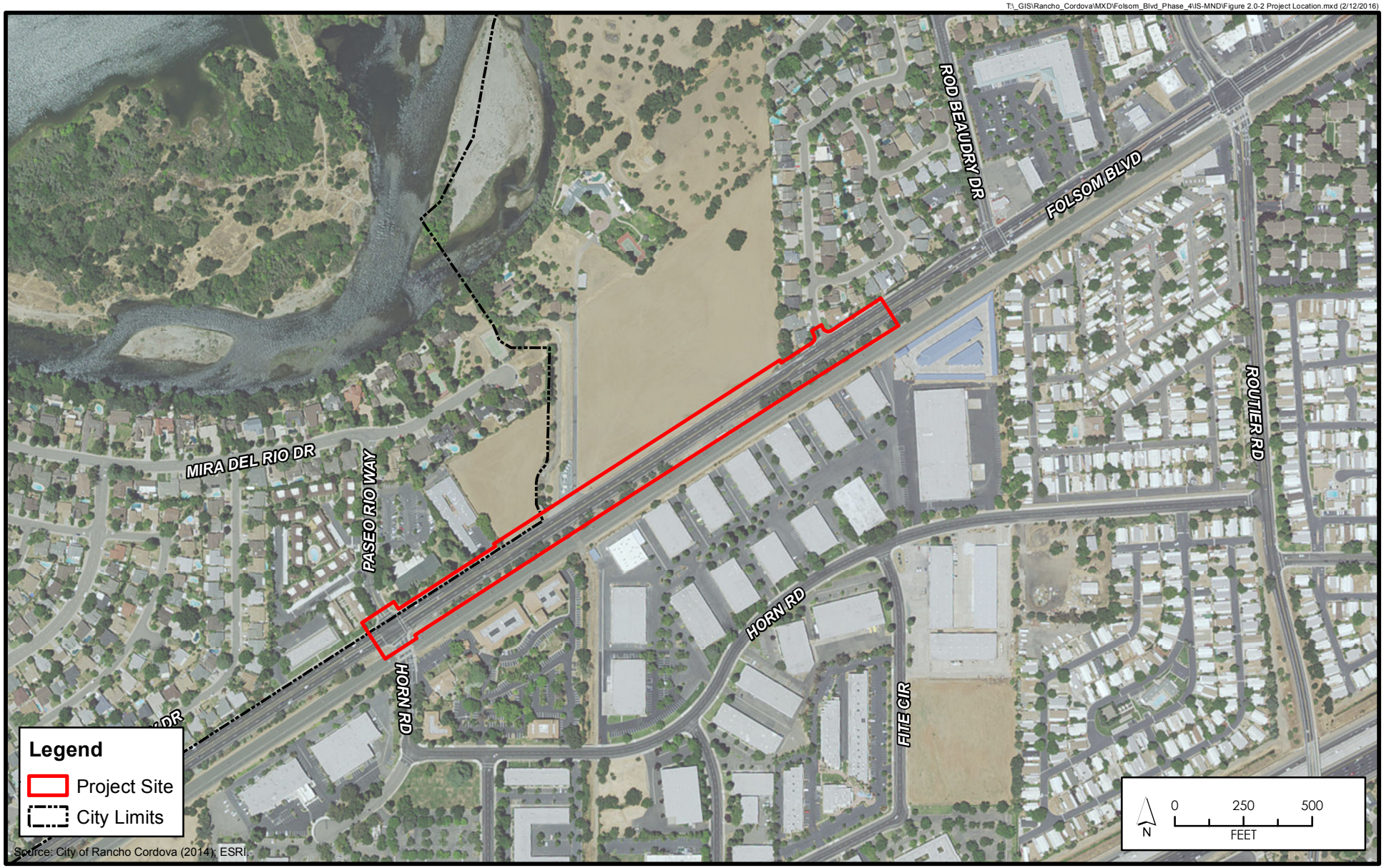
"Strip take" right-of-way acquisitions will be required in locations where additional width is required to accommodate pedestrian and bicycle facilities or the relocation of utility poles. Upon completion of the environmental review process, the City will request authorization to proceed with the right-of-way phase. All activities in the right-of-way will be carried out in accordance with the Caltrans Local Assistance Procedures Manual.



City of Rancho Cordova
Planning Department

Figure 2.0-1

Regional Vicinity Map



City of Rancho Cordova
Planning Department

Figure 2.0-2

Project Location

2.3 PROJECT CONSTRUCTION

The analysis contained in this IS/MND has taken into consideration activities within the entire project area. All mitigation measures included as part of the project would be implemented throughout this area.

2.4 REQUIRED PROJECT APPROVALS

In order for the project to be implemented, a series of actions and approvals would be required from agencies. Anticipated project approvals/actions would include, but are not limited to, the following:

- Adoption of the MND, Mitigation Monitoring and Reporting Program (MMRP).
- Acquisition of right-of-way for streetscape improvements.

2.5 OTHER PROJECT ASSUMPTIONS

This IS/MND assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, the City of Rancho Cordova Improvement Standards, the Sacramento County Water Agency Code, the Guidance Manual for On-Site Storm Water Quality Control Measures, the California Health and Safety Code, and the California Public Resources Code.

2.6 TECHNICAL STUDIES

The following technical studies were conducted for the proposed project and relied upon to support the conclusions in this IS/MND:

- Natural Environment Study (Minimal Impacts), Caltrans, July 2015
- Hazardous Waste Initial Site Assessment, Kleinfelder, February 2015
- Historic Property Survey Report/Extended Phase 1 Report/ Archaeological Survey Report, Cogstone Resource Management Inc., November 2015
- Extended Phase 1 Report, InContext and Michael Baker International, January 2016

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3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this project, involving at least one impact that could have a "significant effect" on the environment as indicated by the checklist on the following pages.

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

DETERMINATION

On behalf of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

March 18, 2016

Signature — Date

Bret Sampson,
Environmental Project Manager — City of Rancho Cordova Development Services-Planning

Printed Name — For

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.1. AESTHETICS. Would the project:				
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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project site is in the Folsom Boulevard Planning Area (Rancho Cordova 2006a). The visual character of the project site and surrounding area includes Folsom Boulevard as a four-lane major arterial road, railroad tracks to the south, overhead utility poles and power lines, trees along the roadway, and commercial, industrial, residential, and vacant/undeveloped lands. The project site does not provide any aesthetic resources that would be considered a scenic vista. There are no designated state scenic highways within or adjacent to the project site.

DISCUSSION OF IMPACTS

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The project area is urban and consists of commercial, office, industrial, and residential development. Views from the project site are of commercial, industrial, residential, and undeveloped land and Folsom Boulevard, a four-lane major arterial road. The City of Rancho Cordova General Plan (2006a) does not identify any scenic resources or scenic vistas within the project site or in the surrounding area. Therefore, there would be no impact 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?*

No Impact. There are no officially designated or eligible state scenic highways or locally designated scenic roadways in the vicinity of the project site (Caltrans 2015). The existing commercial, industrial, and residential development and the four-lane Folsom Boulevard are characteristic of a dense, urban environment, and there are no scenic resources present. Therefore, the project would not damage scenic resources within a state scenic highway. No impact would occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard in an urban area of Rancho Cordova. The proposed project will result in minor tree removal and "strip take" right-of-way acquisition along Folsom Boulevard to accommodate the proposed improvements. The proposed improvements will conform to the existing visual character of the project site and its surroundings. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant.

d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less Than Significant Impact. There is street lighting along Folsom Boulevard adjacent to residential development. The areas along Folsom Boulevard at the project site for which there is no adjacent street lighting are currently undeveloped to the north and industrial to the south. The proposed project includes installation of street and pedestrian lighting along Folsom Boulevard, which would introduce a new source of light and glare at the project site. The new street and pedestrian lighting will enhance pedestrian, bicycle, and motor vehicle safety along this portion of Folsom Boulevard. The addition of street and pedestrian lighting to the project site is not anticipated to substantially affect day or nighttime views in the area, and impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2. AGRICULTURE AND FOREST RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 45260), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The majority of land used for agriculture within the city limits is found adjacent to or near the northwestern and southern city limit boundaries. The City of Rancho Cordova General Plan Environmental Impact Report (EIR) (2006b) explains that the majority of agricultural land in the Planning Area, historically used for grazing, growing row and field crops, orchards, and small vineyards, is now considered fallow, meaning it is vacant or underutilized. The Sacramento County Important Farmland Map 2012 identifies the project area as Urban/Built-Up Land and Other Land (CDC 2014). No parcels adjacent to the project site are enrolled in a Williamson Act contract (CDC 2009). There is no designated farmland, forestland, or timberland in the project vicinity.

DISCUSSION OF IMPACTS

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?*

No Impact. According to the Sacramento County Important Farmland map (2012), the project area is designated as Urban/Built-Up Land and Other Land (CDC 2014). No conversion of farmland would result from the proposed project. Therefore, no impact would occur.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Land surrounding the project site is zoned as Commercial Mixed Use (CMU), Office Industrial Mixed Use (OIMU), and Residential Mixed Use (RMU) (Rancho Cordova 2014). There are no parcels enrolled in a Williamson Act contract in the project vicinity. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c) *Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 45260), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

No Impact. The project area does not include forestland, timberland, or timberland zoned Timberland Production as defined by the Public Resources Code or the Government Code. Therefore, no impact would occur.

d) *Result in the loss of forestland or conversion of forestland to non-forest use?*

No Impact. There is no designated forestland within the project site or in the surrounding area. As a result, the proposed project would not cause any loss of forestland or the conversion of forestland to non-forest use. No impact would occur.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?*

No Impact. The proposed project does not involve any changes or alterations to the existing environment that could result in the conversion of Farmland to nonagricultural use or forestland to non-forest use, as no farmland or forestland exists on or adjacent to the proposed project site. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3. AIR QUALITY. Would the project:				
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 nonattainment 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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project site is located in the Sacramento Valley and the Sacramento Valley Air Basin (SVAB). The Sacramento Valley is located between two mountain ranges to the east and the west and is bordered at its northern end by mountains. This topography is conducive to trapping air pollutants. The problem is exacerbated by a temperature inversion layer that traps air at lower levels below an overlying layer of warmer air. Prevailing winds in the area are from the south and southwest. Sea breezes flow over the San Francisco Bay Area and into the Sacramento Valley, transporting pollutants from the large urban areas.

Both the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards apply to certain "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone, carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Rancho Cordova portion of the Sacramento Valley has been designated a nonattainment area for federal ozone and fine particulate matter ($PM_{2.5}$) air quality standards as well as state ozone and coarse particulate matter (PM_{10}) standards (CARB 2013). It is designated an attainment or unclassified area for all other state ambient air quality standards (CARB 2013).

DISCUSSION OF IMPACTS

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

No Impact. The Sacramento Metropolitan Air Quality Management District (SMAQMD) coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality.

As previously stated, the Rancho Cordova portion of the Sacramento Valley has been designated a nonattainment area for federal ozone and $PM_{2.5}$ air quality standards (CARB 2013). Because of this classification, the SMAQMD is required to submit air quality plans and rate of progress milestone evaluations in accordance with the federal Clean Air Act. The SMAQMD air quality attainment plans and reports, which include the Sacramento Regional 8-hour Ozone 2011 Reasonable Further Progress Plan (2008), the $PM_{2.5}$ State Implementation Plan (SIP), and the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (2010), present comprehensive strategies to reduce the ozone precursor pollutants (reactive organic gases [ROG] and nitrous oxides [NO_x]) as well as particulate matter (PM) emissions from stationary, area, mobile, and indirect sources. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan includes the information and analyses to fulfill Clean Air Act requirements for demonstrating reasonable further progress toward attaining the 8-hour ozone national ambient air quality standards (NAAQS) for the Sacramento region. In addition, this plan establishes an updated emissions inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes. The $PM_{2.5}$ SIP attempts to fulfill the EPA requirements to redesignate Sacramento County from nonattainment to attainment of the $PM_{2.5}$ national ambient air quality standards, and the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County attempts to maintain PM_{10} attainment status.

According to the SMAQMD's (2011) Guide to Air Quality Assessment in Sacramento County, if a project results in a change in a designated land use and corresponding substantial increases in vehicle miles traveled (VMT), the resultant increase in VMT may be unaccounted for in regional emissions inventories contained in the regional air quality control plans described above, which are based on local planning documents and general plans. Substantial increases in VMT that are not accounted for in the air quality plans' emissions inventories may conflict with these air quality plans and therefore result in a contribution to the region's existing air quality nonattainment and/or maintenance status.

The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. These improvements would accommodate alternative modes of transportation. The proposed project would not result in a land use change that would result in vehicle trips which would affect VMT. Therefore, the proposed project would not result in an increase in VMT beyond levels assumed in the City of Rancho Cordova General Plan. No impact would occur.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact. The construction of sidewalks and infrastructure improvements, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom

Boulevard would generate air emissions from site grading, paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM_{10} and $PM_{2.5}$ (particulate matter smaller than 2.5 microns) emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities. Demolition and renovation of pavement can also generate PM_{10} and $PM_{2.5}$ emissions. Construction equipment is often diesel-powered and can be a substantial source of NO_x emissions, in addition to PM_{10} and $PM_{2.5}$ emissions. Worker commute trips and architectural coatings are dominant sources of ROG emissions.

The predicted maximum daily construction-generated emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$ associated with project construction are summarized in **Table 3.3-1**. The projected criteria pollutant emissions resulting from construction activities were estimated using the California Emissions Estimator Model (CalEEMod). Detailed results and assumptions are included in **Appendix A**. Construction-generated emissions would be short term and of temporary duration, lasting only as long as construction activities occur.

TABLE 3.3-1
PROJECT CONSTRUCTION EMISSIONS (MAXIMUM) POUNDS PER DAY

Construction Phase	ROG	NOx	PM_{10}	$PM_{2.5}$	CO
Pavement Removal	1.41	11.94	1.57	0.94	8.81
Site Preparation	1.42	14.29	1.41	0.87	7.41
Grading	1.41	11.94	1.63	1.25	8.81
Median Improvements, Fencing, Lighting	1.45	14.38	1.00	0.92	8.30
Sidewalks and Bike Lanes	1.21	11.54	0.72	0.67	7.36
SMAQMD Significance Threshold	—	85 pounds/day	—	—	—
Exceed SMAQMD Threshold?	—	**No**	—	—	—

*Source: Emissions modeled using the CalEEMod computer program. See **Appendix A** for modeling outputs.*

The proposed project has the potential to exceed the PM_{10} standard. While construction impacts are temporary and would cease once construction is completed, they nevertheless would have an effect on particulate matter emissions during construction activities. The SMAQMD provides screening criteria that can also be used for evaluation of construction-generated PM_{10}, based on the overall maximum daily area of disturbance associated with proposed projects. Areas of disturbance in excess of the SMAQMD screening criterion (15 acres) would be considered potentially significant. The proposed project would construct improvements on approximately 2 acres, which would not exceed the 15-acre screening criterion. Construction impacts would be less than significant.

Upon completion, the proposed improvements would not include any stationary sources of air emissions and would not directly generate vehicle trips that would be a source of mobile emissions. Instead, the proposed improvements would provide travel opportunities for

pedestrians and bicyclists along Folsom Boulevard. The proposed project does not propose any land use changes that would result in increased vehicle trips. Therefore, operational emissions would be less than significant.

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

Less Than Significant Impact. Because of the region's nonattainment status for ozone and PM, the SMAQMD considers projects that are consistent with all applicable air quality plans intended to bring the basin into attainment for all criteria pollutants, and below SMAQMD significance thresholds of ozone precursor pollutants (i.e., ROG and NO_x), to have less than significant cumulative impacts. As discussed in Issue a), the proposed project would not conflict with the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the $PM_{2.5}$ SIP, or the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County since the project would not result in an increase in VMT. As discussed in Issue b), predicted emissions attributable to the proposed project would not exceed SMAQMD significance thresholds. Therefore, cumulative impacts would be less than significant per the SMAQMD significance threshold because the project would not conflict with applicable air quality plans or exceed SMAQMD significance thresholds. The project's contribution would not be cumulatively considerable, and the impact would be considered less than significant.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. The proposed improvements would occur in an area surrounded by commercial, office, industrial, residential, and undeveloped land. Sidewalk, bike lane, median, safety fencing, and street and pedestrian lighting improvements, by nature, do not produce any long-term air quality impacts. Air quality impacts resulting from the proposed project are limited to the construction period. Particulate exhaust emissions from diesel-fueled engines (diesel-exhaust PM) have been identified as a toxic air contaminant (TAC) by CARB. Implementation of the proposed project would result in short-term generation of diesel PM emissions from the use of off-road diesel equipment for site grading, paving, and other construction-related activities.

Construction activities would be subject to SMAQMD Rule 403, which requires taking reasonable precautions, such as using water or chemicals for control of dust during construction operations to prevent the emissions of the air toxic fine particulate matter. Implementation of Rule 403 would ensure the project would result in less than significant dust-related impacts during construction. Health risks associated with diesel-exhaust emissions are primarily associated with long-term exposure. Since construction activities and the use of diesel-powered construction equipment would be temporary and intermittent, effects of diesel-exhaust PM generated by project construction would also be temporary and intermittent. Furthermore, in accordance with the current SMAQMD-recommended guidance for the analysis of air quality impacts, emissions of NOx associated with on-site construction equipment are determined to be less than significant.

Once the project is constructed, there would be no greater potential for substantial pollutant concentrations than currently exist. This is because the project would not result in new permanent stationary or mobile sources of emissions. The project does not propose any buildings and therefore would not add a permanent source of stationary source emissions to the area. In addition, roadway improvements do not directly generate vehicle trips. Rather, vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. Furthermore, the proposed project would provide travel opportunities for pedestrians and bicyclists, and the facilities would not be traveled by motor vehicles. The proposed project would not result in increases in the rate of trips or VMT, and thus would not result in increases in mobile-source air toxics. Impacts are considered less than significant.

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

Less Than Significant Impact. Numerous factors account for the occurrence and severity of odor impacts, such as the nature, frequency, and intensity of the odor source; wind speed and direction; and the sensitivity of the receptors. Objectionable odors rarely cause any physical harm, but rather, such odors can cause a nuisance or annoyance to the public. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard, generating short-term emissions of odors that may be considered objectionable.

Operation of the proposed improvements would not create any objectionable odors. Odors generated by the proposed project would be limited to dust and equipment emissions during the temporary construction period. Diesel-powered equipment would emit temporary odors, which may be considered objectionable by some. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, exposure of sensitive receptors to these emissions would be limited. Additionally, SMAQMD Rule 402 addresses the exposure of emissions that may cause a nuisance to any substantial number of people. The proposed project would be subject to Rule 402, and any objectionable odors resulting from the proposed project would be short term and limited to the times of construction. Therefore, this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒

This section describes the natural resources present within and immediately surrounding the project site and includes a discussion of the special-status species and sensitive habitats potentially occurring in the area. Also included is an analysis of impacts that could occur to biological resources due to project implementation, and appropriate mitigation measures to reduce or avoid those impacts. The analysis of biological resources presented in this section is based on a review of the current project description, the Natural Environment Study-Minimal Impacts (NES-MI) prepared for the project (PMC 2015), and maps and available literature, as well as a reconnaissance-level survey conducted on December 4, 2014.

ENVIRONMENTAL SETTING

A qualified biologist conducted an evaluation of the project site to characterize the environmental setting on and adjacent to the proposed project. The evaluation involved a query of available data and literature from local, state, federal, and nongovernmental

agencies, and a site survey to qualitatively evaluate habitat suitability for special-status species and identify any potentially jurisdictional waters.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Sacramento Office Species List (2014a)
- USFWS's Critical Habitat Portal (2014b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2014a)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2014)

A search of the USFWS's Sacramento office's Species List was performed for the Sloughhouse, Elk Grove, Florin, Folsom, Buffalo Creek, Citrus Heights, Rio Linda, Sacramento East, and Carmichael, California, US Geological Survey (USGS) 7.5-minute quadrangles to identify special-status species under USFWS jurisdiction that may be affected by the proposed project. In addition, a query of the USFWS's Critical Habitat Portal was conducted to identify any designated critical habitat on or in the vicinity of the Biological Study Area (BSA). The BSA consists of approximately 7.2 acres, including the project site, in Rancho Cordova, Sacramento County, California. Refer to **Figure 3.4-1** for a map of the BSA and project footprint. A query of the CNDDB was conducted to identify mapped and unprocessed occurrences for special-status species in the USGS quadrangles listed above. CNDDB occurrences within 1 mile of the BSA are shown in **Figure 3.4-2**. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur in the aforementioned quadrangles.

The project site is characterized by urban cover associated with existing roads and sidewalks. In addition, ruderal habitats occur on portions of the project site north of Folsom Boulevard and on the lands that abut the railroad tracks south of the project site (see **Figure 3.4-3**). The ruderal vegetation is dominated by nonnative annual plant species including Johnsongrass (*Sorghum halipense*), Italian ryegrass (*Festuca perennis*), Bermuda grass (*Cynodon dactylon*), and wild oats (*Avena* sp.). The project site has relatively flat topography and is approximately 70 feet above mean sea level. One elderberry plant (*Sambucus* sp.), which provides habitat for the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (VELB), was observed approximately 40 feet north of the project limits west of a driveway adjoining a vacant field (**Figure 3.4-4**). One potentially jurisdictional feature, a concrete-lined drainage channel, runs beneath Folsom Boulevard. However, no impacts are anticipated to occur to the feature as a result of project-related activities. Surrounding land uses include a ruderal field to the north and urban development.

DISCUSSION OF IMPACTS

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

Less Than Significant Impact With Mitigation Incorporated. Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their range. These species have been identified

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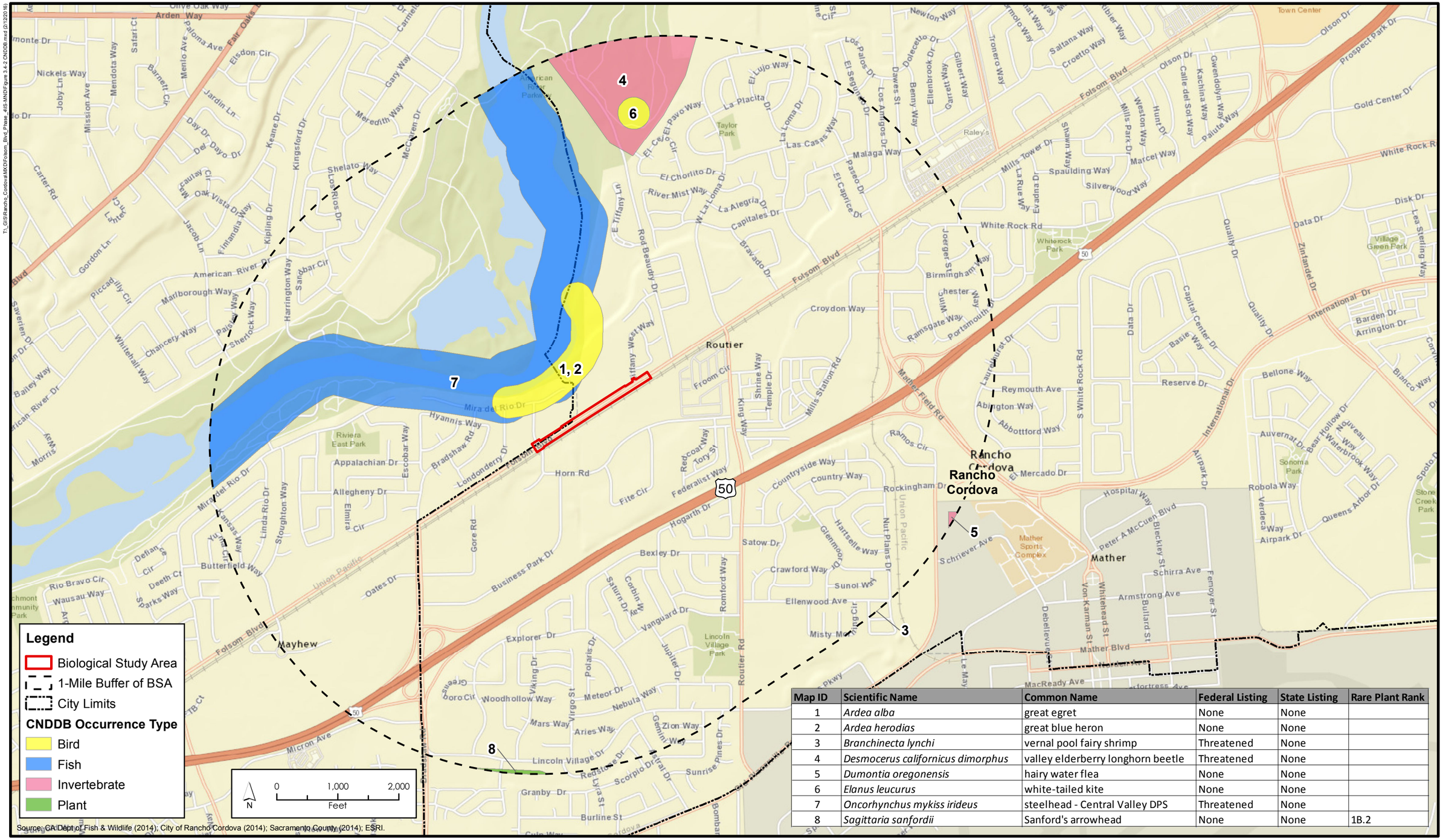
T:_GIS\Rancho_Cordova\MXD\Folsom_Blvd_Phase_4\IS-MND\Figure 3.4-1 Biological Study Area.mxd (2/12/2016)

City of Rancho Cordova
Planning Department

Figure 3.4-1

Biological Study Area



Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	*Ardea alba*	great egret	None	None	
2	*Ardea herodias*	great blue heron	None	None	
3	*Branchinecta lynchi*	vernal pool fairy shrimp	Threatened	None	
4	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle	Threatened	None	
5	*Dumontia oregonensis*	hairy water flea	None	None	
6	*Elanus leucurus*	white-tailed kite	None	None	
7	*Oncorhynchus mykiss irideus*	steelhead - Central Valley DPS	Threatened	None	
8	*Sagittaria sanfordii*	Sanford's arrowhead	None	None	1B.2

City of Rancho Cordova
Planning Department

Figure 3.4-2

CNDDB Occurrences Within 1 Mile of Biological Study Area

T:_GIS\Rancho_Cordova\MXD\Folsom_Blvd_Phase_4\IS-MND\Figure 3.4-3 Vegetation.mxd (9/17/2015)

Source: PMC (2014); City of Rancho Cordova (2014); Sacramento County (2014); ESRI.

City of Rancho Cordova
Planning Department

Figure 3.4-3

BSA Habitat

T:_GIS\Rancho_Cordova\MXD\Folsom_Blvd_Phase_4\IS-MND\Figure 3.4-4 Elderberry.mxd (2/12/2019)

City of Rancho Cordova
Planning Department

Figure 3.4-4

Elderberry Location Map

and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)

2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)

3. Designated as Species of Special Concern by the CDFW

4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)

5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases, combined with the reconnaissance-level survey, identified habitat for one special-status species with the potential to occur in the project area. Although the plant is located within 100 feet of the project limits (**Figure 3.4-4**), most of the work will occur either within the existing roadway or south of Folsom Boulevard and will not directly impact the VELB habitat. Due to its proximity to the heavily traveled roadway, it is not anticipated that indirect impacts to VELB habitat will increase as a result of the project. Furthermore, the shrub is fenced off from the road by a 6-foot chain-link fence. The fence will ensure construction activities do not occur outside of the project limits, and it will also continue to keep out pedestrian traffic along Folsom Boulevard. Although no direct or indirect impacts to VELB are anticipated, implementation of mitigation measures **MM 3.4.1** through **MM 3.4.5** would further reduce the potential for impacts, reducing them to less than significant.

Mitigation Measures

MM 3.4.1 During construction, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat area.

Timing/Implementation: *During construction*

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

MM 3.4.2 Pursuant to USFWS (1999) VELB conservation guidelines, a 100-foot buffer zone shall be established and maintained around elderberry shrubs measuring 1.0 inch or greater in diameter at ground level. Construction-related disturbance shall be minimized to the extent feasible. USFW shall be consulted prior to any disturbance within the buffer area. USFW shall also be provided with a map identifying the avoidance area and details describing these avoidance measures. Although disturbance will be

avoided to the extent feasible, any adverse effects within buffer area from construction activities shall be restored consistent with USFWS (1999) VELB conservation guidelines.

Timing/Implementation: *Prior to and during project construction*

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

MM 3.4.3 Water trucks shall be used to water areas of exposed dirt to control dust from the project site.

Timing/Implementation: *During construction*

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

MM 3.4.4 Pursuant to USFWS (1999) VELB conservation guidelines, signs shall be erected every 50 feet along the edge of the elderberry avoidance area providing notice to construction crews that the area is VELB habitat and must not be disturbed. Those signs shall remain for the duration of construction.

Timing/Implementation: *Prior to and during construction*

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

MM 3.4.5 A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of VELB habitat in and near the project area and to instruct them on proper avoidance.

Timing/Implementation: *Prior to and during construction*

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

Vegetation on and adjacent to the project site may provide suitable nesting habitat for raptors and migratory birds protected under the Migratory Bird Treaty Act (MBTA), as well as Sections 3503.5 and 3800–3806 of the FGC. Vegetation removal and clearing and grubbing activities during construction could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site.

The removal of habitat for raptors and migratory birds, as well as potential nest abandonment and mortality to eggs and chicks, would be considered a potentially significant impact to protected bird species. Implementation of mitigation measures **MM 3.4.6** through **MM 3.4.10** will reduce those impacts to a less than significant level.

Mitigation Measures

MM 3.4.6 To prevent impacts to MBTA-protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.

Timing/Implementation: *During construction*

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

MM 3.4.7 If trees are to be removed during the bird nesting season (January 15–August 15), preconstruction surveys to identify active bird nests shall be conducted by a qualified biologist within 14 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and within a 200-foot (500-foot for raptors) buffer (if feasible). Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days. No further action is necessary if no active nests are found or if construction will occur during the non-breeding season (generally August 16 through January 14).

Timing/Implementation: *Prior to construction*

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

MM 3.4.8 If active nest sites are identified within 200 feet (500 feet for raptors) of project activities, the City's construction contractor shall impose a 100-foot (250-foot for raptors) no activity buffer for all active nest sites prior to commencement of any construction activities. The no activity buffer constitutes an area within which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur until the nest is deemed inactive by a qualified biologist. Activities permitted within the size (i.e., 100 feet or 250 feet) of the no activity buffers may be adjusted through consultation with Caltrans.

No action is necessary if no active nests are found or if construction will occur during the non-breeding season (August 16 through January 14).

Timing/Implementation: *Prior to and during construction*

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

MM 3.4.9 A WEAP shall be implemented to educate construction workers about the presence of potential nests in and near the project area and to instruct them on proper avoidance.

Timing/Implementation: *Prior to construction*

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

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

No Impact. Sensitive habitats include: (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies. No riparian habitat or other sensitive natural communities are present within the project boundaries; therefore, no impact will occur as a result of the project.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal filling, hydrologic interruption, or other means?*

No Impact. One potentially jurisdictional feature, a concrete-lined drainage channel, flows under Folsom Boulevard within the project limits. However, the project has been designed to avoid this feature, and no impacts are anticipated as a result of the project.

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?*

Less Than Significant Impact With Mitigation Incorporated. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site was not identified as occurring within an Essential Connectivity Area designated by the CDFW Biogeographic Information & Observation System (CDFW 2014c).

Vegetation on and adjacent to the project site may provide suitable nesting habitat for birds protected under the MBTA as well as under Sections 3503.5 and 3800–3806 of the FGC. Vegetation removal and clearing and grubbing activities during construction could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Potential nest abandonment and mortality to eggs and chicks would be considered a potentially significant impact to protected bird species; however, implementation of mitigation measures **MM 3.4.6** through **MM 3.4.9,** above, will reduce those impacts to a less than significant level.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact With Mitigation Incorporated. Several native trees are located within the project limits. Existing oak trees and other species of trees on the south side of Folsom Boulevard within the project site will be removed either because they are in poor health or will conflict with the proposed design. However, the intent of the proposed design is to preserve as many existing native trees as possible. Potential impacts during construction and because of the removal of trees are potentially significant.

Mitigation Measures

MM 3.4.10 The following guidelines shall be followed for all native trees to be preserved within the project area.

- Include tree numbers, protection zones, and preservation guidelines on plans, including site, grading, utility, and landscape plans.
- Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout, or any other disturbance within tree protection zones.
- Conduct a meeting to discuss tree preservation guidelines with the consulting arborist and all contractors, subcontractors, and project managers prior to the initiation of demolition and construction.
- Prior to any demolition activity on-site, identify (tag) trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to the defined tree protection zone. Tree protection fences should be made of chain link with posts sunk into the ground. Fences should not be removed or moved until construction is complete. Avoid soil or aboveground disturbances within the fenced area.
- Any work that is to occur within the protection zones of the trees shall be monitored by the consulting arborist.
- If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact the consulting arborist as soon as possible to inspect and recommend remedial treatments.
- Any pruning required for construction shall be performed by an ISA-certified arborist or tree worker. Pruning for necessary clearance shall be the minimum required to build the project and performed prior to demolition by an ISA-certified arborist.
- All trees to be preserved should be irrigated once every two weeks non-winter months to wet the soil to a depth of at least 18 inches under and beyond their canopies.

Timing/Implementation: *Prior to and during construction*

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

Implementation of mitigation measure **MM 3.4.10** would ensure that construction activities would not impact native trees located within the project limits. Furthermore, for any trees scheduled for removal, the contractor must implement avoidance and minimization efforts as required by the City's Tree Preservation and Protection Ordinance (Title 19, Chapter 19.12, of the Municipal Code). Therefore, this impact would be reduced to a less than significant level.

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?*

No Impact. The project site is not located within an adopted conservation plan. As a result, no conflict with an adopted plan will occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.5. CULTURAL RESOURCES. Would the project:				
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?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

The City of Rancho Cordova General Plan (2006a) provides a summary of the cultural resources and historic resources settings in the city. Sites, buildings, and artifacts associated with Native Americans, historic gold mining and railroad operations, and other types of resources exist within the city limits. Eight structures of state and local importance are found in the city; however, none is on the project site.

Native American consultation was performed as required under Section 106 of the National Historic Preservation Act and State Assembly Bill 52 (AB 52) (Chapter 532, Statutes of 2014). In November 2014, a Sacred Lands records search was requested from the Native American Heritage Commission (NAHC), which responded that there are no known sacred lands within one-half mile of the area of potential effect (APE). Caltrans sent consultation letters to the tribes and individuals listed by the NAHC, and follow-up telephone calls were made in January 2015. Representatives of two tribes (Maidu/Washoe [Rose Enos] and Wilton Rancheria [Steven Hutchason]) responded in January and March 2015, respectively. Ms. Enos requested she be notified if any human remains are encountered. Mr. Hutchason indicated there may be resources of significance to the tribe within and in close proximity to the project area and requested that a Native American monitor be present during construction.

Section 106 and AB 52 consultation with the Wilton Rancheria continued between September 2015 and February 2016 involving Antonio Ruiz (Cultural Resources Officer for Wilton Rancheria) that consisted of the following:

- September 1, 2015 - e-mail requesting meetings to be set up on consultation was sent to the Wilton Rancheria.
- September 23, 2015 - e-mail response from Mr. Ruiz identifying that the Wilton Rancheria did not have the resources to meet and requested paid monitors on-site during construction.

- October 15, 2015 - e-mail was sent to Mr. Ruiz identifying that the City would be preparing an Extended Phase 1 for the project to determine if cultural resources are potentially present and request Wilton Rancheria monitor present during excavation and screening process. No response was received from Wilton Rancheria to this e-mail.

- November 12, 2015 - e-mail was sent to Mr. Ruiz to verify locations of excavations as part of the Extended Phase 1. No response was received from Wilton Rancheria to this e-mail.

- November 18, 2015 - e-mail was sent to Mr. Ruiz noting that the Wilton Rancheria did not respond to the November 12, 2015 information request and assumes that it is acceptable.

- December 16, 2015 - e-mail and letter was sent to Mr. Ruiz that includes the Extended Phase 1 Proposal of the work plan and identifying the dates of excavation for January 5 and 8, 2016. This correspondence includes an invitation to pay a Wilton Rancheria monitor to be present at the excavation. No response was received from Wilton Rancheria to this e-mail or letter.

- January 13, 2016 - Mr. Ruiz sends an e-mail inquiring on the dates of the excavation. A response is provided identifying that the excavation had already occurred on January 11 and 12, 2016 (delayed due to weather).

- January 19, 2016 - Mr. Ruiz sends an e-mail requesting a copy of the Extended Phase I Report.

- February 4, 2016 – Extended Phase 1 Report is sent to Mr. Ruiz. The Extended Phase 1 Report concludes that no buried archaeological deposits were identified and the likelihood of encountering such deposits in the APE is now considered to be low. Based on these findings, no further archaeological study, identification, or monitoring efforts are recommended.

- February 17, 2016 – e-mail sent to Mr. Ruiz to follow up on review of Extended Phase 1 Report. While the Extended Phase 1 Report determined no likely potential for resources, the e-mail included mitigation measures that the City is proposing for Wilton Rancheria input.

- March 3, 2016 - Mr. Ruiz sends an e-mail that the Extended Phase I did not meet their concerns. The e-mail requests that paid Tribal Monitor(s) be provided for the project as well as the provision of interpretive panels included with the project.

- March 7, 2016 – City consultant (Pat Angell) has a telephone conversation with Mr. Ruiz to set up a meeting to discuss the details of tribal monitoring now included in mitigation measure MM 3.5.1 for March 15, 2016.

- March 15, 2016 – The City and Mr. Ruiz met and went over mitigation measure MM 3.5.1. Mr. Ruiz identified that this final version of the mitigation measure would be consistent with their request for tribal monitoring and was acceptable.

DISCUSSION OF IMPACTS

a) *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

No Impact. A Historic Property Survey Report (HPSR) was prepared for the project, which concluded that no historic resources are present within or adjacent to the project site (Cogstone 2015a). The proposed project would have no impact on historic resources.

b, c) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less Than Significant Impact With Mitigation Incorporated. An Archaeological Survey Report (ASR) was prepared for the project (Cogstone 2015b). According to the ASR, the potential for discovery of archaeological resources is low within the maximum depth of ground-disturbing activities (approximately 11 feet), based on site-specific factors such as historic stream flow and human history in the project area and prehistoric and ethnographic settlement preferences on stable landforms and near reliable water sources. No prehistoric, historical archaeological or built environmental resources, or archaeological resources were observed within or adjacent to the project site during the ASR investigation.

An Extended Phase I (XPI) study was also performed. The XPI consisted of 11 trenches approximately 10 feet long and 3 feet wide excavated to depths ranging from 5 to 10 feet along the north side of Folsom Boulevard on the two vacant parcels. No cultural resources were found in the trenches, and no further study was recommended in the XPI report.

Although no resources were identified through the ASR or XPI, mitigation measure **MM 3.5.1** will be incorporated that describes actions that would be implemented to identify and protect resources, if any are found. This would ensure that the impact is less than significant.

Mitigation Measures

MM 3.5.1 In accordance with the California Public Resources Code Section 5097.5, which prohibits knowing and willful excavation of undiscovered cultural resources without permission from the appropriate public agency with jurisdiction over the lands, and in order to mitigate for the potential discovery of an archaeological or paleontological resources, the following measure will be implemented during construction and included in the construction contract:

> *Two weeks prior to project grading/excavation activities, the construction contractor shall notify the Wilton Rancheria of the exact dates of these activities so that Tribal Monitor(s) can be present to ensure compliance with the requirement below.*
>
> *If buried archaeological and/or paleontological resources, such as chipped or ground stone, historic debris, building foundations, human bone, or fossils, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can access the significance of the find and,*

if necessary, develop appropriate treatment measures in consultation with the City and all other appropriate agencies.

Timing/Implementation: *Throughout project construction*

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

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact With Mitigation Incorporated. Based on the nature of the project and the findings of the ASR, it is not anticipated that any human remains would be discovered during construction activities (Cogstone 2015b). However, mitigation measure **MM 3.5.2** will be incorporated to ensure that the impact is less than significant.

Mitigation Measures

MM 3.5.2 In order to mitigate for the potential discovery or disturbance of any human remains, the protocol of California Health and Safety Code Section 7050.5(b) will be adhered to as follows (in combination with mitigation measure MM 3.5.1):

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

If the remains are determined to be Native American, City policy would dictate that the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: *Throughout project construction*

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.6. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
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 project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Section 1803.5.3 of the 2013 California Building Code, 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Regional Geology

Rancho Cordova is located in the Great Valley geomorphic province, which is primarily a relatively flat alluvial plain, about 50 miles wide and 450 miles long, with thick sequences of sedimentary deposits of Jurassic through Holocene age (Rancho Cordova 2006b). The Great Valley geomorphic province is surrounded by mountain ranges, with the Klamath and Cascade mountain ranges to the north, the Sierra Nevada to the east, and the Coast Ranges to the west.

Topography

The project site is located in the Sacramento Valley, which is primarily flat to gently rolling land with no hills or valleys. In the Rancho Cordova Planning Area, slopes range from 0 to 8 percent.

The ground surface in the project area is approximately 70 feet above mean sea level (USGS 2014).

Faults and Seismicity

No known active faults or Alquist-Priolo earthquake hazard zones occur in Rancho Cordova or Sacramento County (CGS 2013). According to the Fault Activity Map of California, the nearest faults to the city with activity within the last 200 years are the Concord, Hayward, and Cleveland Hill faults. The closest known fault zone is the Willows Fault Zone, located northwest of the city. The closest known active subsurface fault is the Dunnigan Hills fault, located in northern Yolo County, to the northwest of the city (CGS 2002).

Soils

According to the Web Soil Survey provided by the US Department of Agriculture (2006), native, undisturbed soils at the project site are Americanos-Urban land complex soil. This soil type is well drained with a slope of 0 to 2 percent (USDA 2006).

DISCUSSION OF IMPACTS

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?

No Impact. No known active faults or Alquist-Priolo earthquake hazard zones occur in the vicinity of the proposed project. Thus, the project would have no impact in regard to fault rupture hazards.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Although the project area is not located within an Alquist-Priolo earthquake hazard zone, major seismic events occurring in adjacent areas, especially in the San Francisco Bay Area, could cause the project site to experience ground shaking. The proposed project will not result in the development of habitable structures or other development that would typically cause an increase in population which could be adversely affected by seismic ground shaking. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. The proposed improvements would be designed in accordance with the City of Rancho Cordova Improvement Standards (2006) and Standard Construction Specifications (2008). As a result, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. The project site is underlain by Americanos-Urban land complex soil, which has a high clay content (USDA 2006). Additionally, the depth to the groundwater table and aquifer system in the City's Planning Area is generally found to be greater than 50 feet (Rancho Cordova (2006b). The potential for liquefaction in the project area is considered to be low based on the soil type, depth to the groundwater table, and ground shaking conditions in the city. Impacts would be less than significant.

iv) Landslides?

No Impact. The project site and the surrounding vicinity are flat. The possibility of landslide is unlikely, as there are no topographical features in the vicinity of the project site that would create a risk of exposure to landslide. No impact would occur.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. The proposed project involves construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. Project improvements would be constructed on a relatively flat surface. Construction activities associated with the proposed project may result in short-term wind-driven erosion of soils. The proposed project would comply with the City's Land Grading and Erosion Control Ordinance (Title 16, Chapter 16.44, of the Municipal Code) that established procedures to minimize erosion and sedimentation during construction activities. The Regional Water Quality Control Board requires that a National Pollutant Discharge Elimination System (NPDES) construction activity permit be issued prior to construction. The permit requires that the City impose water quality and watershed protection measures for all development projects, including erosion control. With compliance with the City's Land Grading and Erosion Control Ordinance and the NPDES permit requirements, impacts associated with soil erosion would be less than significant.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Less Than Significant Impact. The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. The project site is flat and in an area not known to be susceptible to landslides, lateral spreading, subsidence, liquefaction, or collapse. For these reasons, impacts would be less than significant.

d) *Be located on expansive soil, as defined in Section 1803.5.3 of the 2013 California Building Code, creating substantial risks to life or property?*

Less Than Significant Impact. Americanos-Urban land soil has a moderate to high shrink-swell potential, meaning the soil is moderately to highly expansive (Rancho Cordova 2006b). However, the proposed project consists of the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. No habitable structures are proposed as part of the project. Furthermore, the proposed project would be designed by a registered engineer in accordance with the City of Rancho Cordova Improvement Standards (2006) and Standard Construction Specifications (2008). Therefore, impacts would be less than significant.

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?*

No Impact. The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. Such facilities are not needed, as the project involves construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Greenhouse Gas Emissions Inventory for Sacramento County (Sacramento County 2009) shows on-road transportation as the largest contributor to greenhouse gas (GHG) emissions in Sacramento County, with Rancho Cordova contributing 4 percent of the total GHG emissions in the county. Similar to Sacramento County, the primary source of GHG emissions for Rancho Cordova is also on-road transportation (Sacramento County 2009).

REGULATORY SETTING

In 2006, California adopted Assembly Bill (AB) 32, the Global Warming Solutions Act. AB 32 codifies the state's goal by requiring that the state's global warming emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on global warming emissions phased in starting in 2012. In order to effectively implement the cap, AB 32 directs CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of greenhouse gases. As such, compliance with AB 32 is the adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. SMAQMD have established regional GHG thresholds. The regional thresholds include a performance-based threshold, where projects with emissions exceeding 1,100 metric tons CO_2e must mitigate to 1,100 metric tons or below.

DISCUSSION OF IMPACTS

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact. Implementation of the proposed project would result in short-term emissions from construction activities at the project site. Emissions resulting from construction of the project are presented in **Table 3.7-1**. As shown in **Table 3.7-1**, the construction of the proposed improvements could produce an additional 131.37 metric tons of carbon dioxide equivalent (CO_2e). The SMAQMD significance threshold for CO_2e is 1,100 metric tons per year; thus, the proposed project would not exceed the SMAQMD significance threshold for GHG emissions during construction. In addition, construction of the proposed project would be required to comply with Caltrans Standard Specifications,

Section 14-9, Air Quality, which would further reduce GHG emissions impacts associated with project construction.

TABLE 3.7-1
PROJECT CONSTRUCTION GHG EMISSIONS – METRIC TONS PER YEAR

Construction Phase	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
Construction Total	130.70	0.0318	0.00	131.37
SMAQMD Significance Threshold	—	—	—	1,100
Exceed SMAQMD Threshold?	—	—	—	**No**

*Source: Emissions estimated using the CalEEMod computer program. See **Appendix B** for modeling outputs.*

The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting, which would not be used by motorized vehicles, nor would the improvements involve new or changed land uses that would result in an increase in vehicle trips or construct stationary sources or modify alternative transportation modes such as bus or light rail trips. As such, the proposed project would not be a source of operational GHGs. For these reasons, impacts are considered less than significant.

b) *Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant Impact. The City of Rancho Cordova is subject to compliance with AB 32. The proposed project would provide sidewalks and bike lanes for alternative modes of transportation. It would not generate vehicle trips or change rail and bus transportation modes. As a result, the project would be consistent with AB 32 strategies to help California reach the emissions reduction targets. Therefore, this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 Section 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 2 miles of a public airport or a public use airport, 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, 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

A Hazardous Waste Initial Site Assessment (ISA) was completed for the proposed project (Kleinfelder 2015). The ISA included a records review in order to evaluate environmental conditions of potential concern in connection with the project site and adjoining properties. Kleinfelder also performed a reconnaissance of the project site and vicinity on November 17, 2014, to assess and photograph site conditions.

Records were reviewed to assess whether properties in close proximity to the project site may have had significant environmental releases or incidents, which may have resulted in a hazardous waste impact to the project site. Listings indicating a significant release had occurred and/or which remained as an open case with the designated regulatory agency were further

assessed by requesting a file review with the appropriate regulatory agency. Further evaluation was made as to whether the listed release may represent a hazardous waste impact to the project site. The ISA concluded none of the sites poses a hazardous materials/hazardous waste concern for the project site.

There has been a roadway at the present-day location of Folsom Boulevard since at least 1893. Properties north of the roadway and south of the railroad corridor were used for agricultural purposes from at least 1937 through 1971, with the exception of several structures that were present south of the railroad, near the western portion of the project site. Development of present-day structures had been started by 1984. By 1993, the surrounding properties appeared generally the same as what was observed during the 2014 site visit conducted as part of the ISA (Kleinfelder 2015).

A Sacramento Municipal Utility District (SMUD) electrical substation is located near the drainage channel, north of Folsom Boulevard. There are pole-mounted transformers along the south side of Folsom Boulevard. Kleinfelder (2015) found no evidence of leakage or staining on, or in the vicinity of, the transformers.

According to the Pipeline and Hazardous Materials Safety Administration's National Pipeline Mapping System, no natural gas or hazardous materials pipelines are depicted in the vicinity of the project site (Kleinfelder 2015).

DISCUSSION OF IMPACTS

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. Small amounts of hazardous materials (such as oil, fuel, and solvents) would be used during construction activities for minor equipment maintenance. All equipment fueling and major maintenance activities will be performed off-site. Any use of hazardous materials would be in compliance with all applicable local, state, and federal standards associated with the handling of hazardous materials. Therefore, this potential impact would be less than significant.

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?*

Less Than Significant Impact With Mitigation Incorporated. Based on the distance from the project site, depth to groundwater, direction of groundwater flow, and/or case closure status, off-site facilities identified by the ISA records review do not pose an environmental or human health risk to activities at the project site. However, the ISA report identified potential site-specific issues for the proposed project, which are described below.

Residual Pesticides

The potential exists for persistent pesticides to be present in soil as a result of historical agricultural use of the area. Additionally, the potential exists for buried asbestos-containing cementitious pipe ("transite"), which was commonly used for water transportation as part of historical agricultural practices, to be present within the project area. Soil excavation, if any, and off-site disposal could result in a potentially significant impact.

Mitigation Measures

MM 3.8.1 Prior to approval of improvement plans and/or a grading permit for the project, soils testing shall be conducted to determine the presence of concentrations of persistent pesticides. The samples shall be analyzed for organochlorine pesticides (OCPs) using EPA Method 8081. Additionally, if signs of transite piping are observed during construction activity, sampling and analysis shall be conducted at that time. If contamination is identified, cleanup shall proceed in accordance with all state, federal, and local requirements. Hazardous materials and wastes shall be disposed of at appropriate hazardous waste acceptance facilities.

Timing/Implementation: *Prior to approval of improvement plans and/or a grading permit*

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

Aerially Deposited Lead

Based on a review of historical sources, there has been a roadway at the location of present-day Folsom Boulevard since at least 1893. Elevated concentrations of aerially deposited lead (ADL) (from use of leaded gasoline) and other metals are sometimes associated with older roadways. Soil along or under the roadway could contain ADL, and soil disturbance and off-site disposal could result in a potentially significant impact if the soil contains lead or other metals at levels that exceed regulatory standards.

Mitigation Measures

MM 3.8.2 An aerially deposited lead survey shall be completed prior to approval of improvement plans and/or grading plans. If substances are detected at concentrations that could pose a health hazard and/or violate local, state, or federal health standards, a lead compliance plan shall be prepared prior to the start of construction. The plan shall describe how remediation of the affected areas shall be undertaken in accordance with the requirements of all state, federal, and local regulations.

Timing/Implementation: *Prior to approval of improvement plans and/or grading plans*

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

Residual Hydrocarbons

Residual concentrations of hydrocarbons may be present in soil along Folsom Boulevard as a result of possible vehicle accident/leaks in the project site area. Soil excavation, if any, and off-site disposal could result in a potentially significant impact.

Mitigation Measures

MM 3.8.3 If signs of potential soil contamination (odors, discolored soil, etc.) are noted or observed during construction activity, sampling and analysis shall

be conducted at that time. Analyses shall include total petroleum hydrocarbon (TPH) with carbon chain analysis using EPA Method 8015B and volatile organic compounds (VOCs) by EPA Method 8260B, and Caltrans Unknown Hazard Procedures shall be implemented during construction activities. The resident engineer overseeing construction shall have available field monitoring equipment (e.g., PID) to facilitate timely detection of potentially hazardous conditions in the field.

Timing/Implementation: *During construction*

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

Yellow Thermoplastic Traffic Stripes

Yellow traffic markings (thermoplastic and paint), which have the potential to contain hazardous levels of lead and chromium, are located along Folsom Boulevard. Removal of these yellow traffic markings, if necessary for project activities, may create residues that exceed regulatory thresholds for lead. These striping materials may also emit toxic fumes when heated. This is a potentially significant impact.

Mitigation Measures

MM 3.8.4 Prior to the commencement of construction, a hazardous materials compliance plan shall be prepared by a certified industrial hygienist to address the metals content of the yellow roadway striping found in the project area. This plan shall be prepared in accordance with Caltrans' SSP 14-001 – Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue.

Timing/Implementation: *Prior to construction*

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

Groundwater Contamination

Groundwater is present at depths greater than 60 feet below the ground surface. The potential hazards associated with groundwater would be the presence of contaminated groundwater originating from off-site locations that have migrated under the project site. The proposed improvements are limited to activities that would occur within approximately 11 feet of the ground surface. Therefore, it is unlikely that contaminated groundwater would be encountered. However, to ensure appropriate handling of groundwater, if any is encountered, the following mitigation measure would ensure groundwater is managed in accordance with applicable regulations.

Mitigation Measures

MM 3.8.5 Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the Regional Water Quality Control Board (RWQCB) and NPDES requirements shall be adhered to, and groundwater

sampling shall be conducted. If contaminant levels exceed applicable thresholds for discharge or protection of human health, a groundwater management plan shall be developed and implemented to ensure proper disposal.

Timing/Implementation: *During construction*

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

Implementation of the mitigation measures identified above would ensure that potential hazardous materials on and in the vicinity of the project site would be managed appropriately so they would not pose a threat to human health. Implementation of these mitigation measures, combined with compliance with all applicable federal, state, and local regulations pertaining to hazardous materials, would reduce potential impacts to a less than significant level.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. Currently there are no existing or proposed daycare/preschools, elementary, middle, or high schools within one-quarter mile of the project area. No impact would occur.

d) *Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The provisions in Government Code Section 65962.5 are commonly referred to as the Cortese List. An online search of the Cortese List (DTSC 2016) found no record of hazardous materials sites within or adjacent to the proposed project site. Thus, no impact would occur.

e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard for people residing or working in the project area?*

No Impact. The nearest airport/airstrip to the project site is Mather Airport, located approximately 1.5 miles southeast of the proposed project site. However, the site is not within the boundaries of the airport land use plan, nor does it include any structures or equipment anticipated to obstruct navigable airspace. There would be no impact.

f) *For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?*

No Impact. There are no private airstrips in the vicinity of the project. No impact would occur.

g) *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The proposed project would not impede or conflict with the objectives or policies of City emergency response plans and evacuation plans. During construction, emergency access through the project area will be maintained at all times.

The City will require the contractor to coordinate with the fire and police departments before construction to ensure appropriate notification and traffic controls are implemented. During operation, the sidewalk, bike lane, median, and safety improvements would have no impact on emergency access or evacuation. No impact would occur.

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?*

No Impact. The project site is located in an urbanized area, and Rancho Cordova is not located in a designated fire hazard severity zone (Cal Fire 2008). The proposed project does not involve the development of residences or structures that would be subject to wildland fire hazard. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located within the boundaries of the Lower American River watershed (Sacramento River Watershed Program 2013). The Lower American River watershed is included in the American River subregion of the larger Sacramento River watershed. The Lower American River watershed is the smallest watershed in the American River subregion, located at the southern edge of the subregion (USGS 2014). The American River is approximately 500 feet north of the site. A concrete-lined drainage channel, which flows towards the river, runs beneath Folsom Boulevard.

Groundwater

According to the Hydrology Component of the Rancho Cordova General Plan EIR, the project site is located within the boundaries of the Sacramento Valley Groundwater Basin and the South American (or Central Area) Subbasin (Rancho Cordova 2006b).

Floodplain

The proposed project site is not located within a 100-year floodplain (Rancho Cordova 2006a).

DISCUSSION OF IMPACTS

a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact.

Construction Water Quality Impacts

The proposed project involves construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. The State Water Resources Control Board requires dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, to obtain coverage under the Construction General Permit Order 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order 2012-0006-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation.

The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP must contain a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program—a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of the best management practices.

In addition, measures would be included in the grading plans to minimize erosion potential and water quality degradation of the project area in accordance with Rancho Cordova Municipal Code Title 16, Chapter 16.44, Land Grading and Erosion Control. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage, and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Additionally, the State has published a set of BMPs for both pre- and post-construction periods, which would be applied to the project. The City would identify the appropriate BMPs for the proposed project. Compliance with the provisions of the best management practices and with Municipal Code Chapter 16.44 would reduce impacts associated with water quality standards and discharge requirements to a less than significant level.

Operational Water Quality Impacts

The proposed project consists of the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. Impervious surfaces would be increased along Folsom Boulevard; thus, the types, quantities, and timing of contaminant discharges in stormwater runoff would be slightly altered relative to existing conditions. Development of the proposed project would be subject to the requirements of NPDES Stormwater Permit No. CAS617002, which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. The NPDES permit requires a stormwater pollution prevention plan to be developed and implemented and the SWPPP to identify best management practices for construction and operation in project design for new development. Implementation of the City's NPDES permit would reduce water quality impacts to a less significant level.

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)?*

Less Than Significant Impact. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. Impacts on groundwater resources would be minimal because the proposed project does not contain elements that would add to or draw from groundwater supplies. Additionally, the proposed project would not be constructed immediately above any pre-existing well, nor would areas known to contain wells be disturbed by project construction. The addition of sidewalks would have minimal effect on groundwater recharge potential. Therefore, impacts to groundwater supplies would be less than significant.

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?*

Less Than Significant Impact. The proposed project would not result in the alteration of the course of a stream or river. The additional sidewalks would slightly alter the existing drainage pattern of the project site. The proposed project would be required to implement appropriate BMPs to prevent erosion and provide sedimentation control during construction. Additionally, the proposed project would also be subject to Chapter 16.44 of the City's Municipal Code, which establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage and related environmental damage caused by land clearing activities, grading, filing, and land excavation. Compliance with the provisions of the BMPs and with Municipal Code Chapter 16.44 would reduce impacts associated with erosion and siltation to a less than significant level.

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?*

Less Than Significant Impact. The proposed project would construct sidewalks and medians, which would result in minimal alteration of the existing drainage pattern of the site. The

increase in impervious surfaces may result in an increase in the rate or amount of surface runoff from the project site; however, this increase would be minimal and would not be at a rate or amount that would result in flooding on- or off-site. No streams, canals, or rivers would be altered by the proposed project. This impact would be less than significant.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. The proposed project would construct sidewalks in areas where there are currently no sidewalks, which will result in a minor increase in impervious surfaces at the project site. Drainage improvements would be installed as required to accommodate new curbs, gutters, and storm drain inlets. The increase in impervious surfaces at the project site would be negligible and is not expected to contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems in the project vicinity. This impact would be less than significant.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. Refer to discussion of Issue a) of this subsection. The project, because of the nature and scale of the improvements, is not anticipated to substantially degrade water quality once completed and implementation of the City's NPDES permit occurs. This impact would be less than significant.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard and does not include any development of housing. The proposed project is not located within a 100-year flood hazard area (Rancho Cordova 2006a). No impact would occur.

h) *Place structures within a 100-year flood hazard area that would impede or redirect flood flows?*

No Impact. Refer to discussion of Issue g). The proposed project is not located within a 100-year flood hazard area. No impact would occur.

i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?*

No Impact. The proposed project site is located outside the Sacramento Levee flood risk area and the Folsom Dam flood risk area (CDWR 2011). Therefore, the project would not 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. No impact would occur.

j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The proposed project area is not located near any ocean coast, seiche, or mudflow hazard areas and would not involve the development of residential or other sensitive land uses in or near these areas. Therefore, the project would not expose people to potential impacts involving seiche or tsunami. No potential for mudflows is anticipated. Therefore, no impact is anticipated with regard to inundation by seiche, tsunami, or mudflow.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located along Folsom Boulevard between Horn Road on the west and extending east to approximately 430 feet west of Rod Beaudry Drive in Rancho Cordova. Folsom Boulevard is a four-lane roadway (two lanes in each direction), with right-hand and left-hand turn pockets. A light rail corridor is on the south side of Folsom Boulevard, to the south of the project site. Surrounding properties (north of Folsom Boulevard and south of the railroad corridor) consist of a mix of open space, residential, and commercial properties. A drainage channel crosses beneath the western portion of the project site. A Sacramento Municipal Utility District (SMUD) electrical substation is located near the channel, north of Folsom Boulevard. The City of Rancho Cordova Zoning Map (2014) identifies land adjacent to the project site zoned as Commercial Mixed Use (CMU), Residential Mixed Use (RMU), and Office Industrial Mixed Use (OIMU).

DISCUSSION OF IMPACTS

a) *Physically divide an established community?*

No Impact. The proposed project consists of the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. Right-of-way acquisition for the proposed project would be "strip take" in which slivers of land are acquired along Folsom Boulevard for the proposed improvements. These acquisitions would not affect existing developed land uses and would not include new roadways or lane widening that would physically divide an established community. No impact would occur.

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?*

Less Than Significant Impact. According to the City of Rancho Cordova General Plan Land Use (Planning Areas) Map, the project site is located in the Folsom Boulevard Planning Area, which includes Transit Oriented and Regional Town Centers, and Residential and Office Mixed-Use land use designations (Rancho Cordova 2006a). The proposed improvements would consist of sidewalks, bike lanes, and medians, which would help improve alternative

modes of transportation along Folsom Boulevard. No changes in land use are proposed. The proposed project would be consistent with local plans, policies, and regulations. Therefore, impacts would be less than significant.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. No habitat conservation plans or natural community conservation plans applicable to the project area have been adopted to date. Therefore, no impact would occur.

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

ENVIRONMENTAL SETTING

The Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to inventory and classify selected mineral resources in California. Historically, minerals such as pumice, gold, construction aggregate, kaolin clay, and common clay have been extracted in the region. More recently, the Rancho Cordova Planning Area has seen mineral extraction for coarse gravel construction aggregates and clay. The two mining operations within city limits and the five mining operations within the larger Planning Area are not located in or near the project area.

DISCUSSION OF IMPACTS

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?*

No Impact. The project site is not located in a mineral resource zone (Rancho Cordova 2006b). No impact would occur related to the 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?*

No Impact. There are no active mining operations in the vicinity of the project site. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☒	☐
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 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located in the northwestern portion of Rancho Cordova and is surrounded by commercial, office, industrial, residential, and undeveloped land. Motor vehicle traffic along Folsom Boulevard is the primary contributor to the existing noise environment at the project site and in the surrounding area. Noise is also produced periodically by light-rail trains operating on the RT tracks south of the project site. The City's General Plan does not define noise-sensitive land uses, but typically, noise-sensitive land uses include receptors such as residences, parks, schools, and hospitals.

The closest noise-sensitive receptors in the vicinity of the project site are residences on the north side of Folsom Boulevard in the Tiffany West Way area. There is a sidewalk along that segment of the project site, and residences are separated from Folsom Boulevard by a masonry sound wall. An apartment complex is located at the northwest corner of the Folsom Boulevard and Paseo Rio Way (Horn Road) intersection. The Rancho Cordova Library (9845 Folsom Boulevard) is northeast of the Folsom Boulevard and Paseo Rio Way intersection. There are no schools, parks, or hospitals in the immediate vicinity of the project site.

DISCUSSION OF IMPACTS

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?*

Less Than Significant Impact. The proposed project consists of construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. The project site is currently surrounded by commercial, office, industrial, residential, and undeveloped land. Due to the nature of the proposed improvements (sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting), the project would not result in exposure of persons to noise levels in excess of established standards during operation, as the project improvements would accommodate pedestrian and bicycle activity, which would not produce noise such as that generated by a motor vehicle.

Typical noise levels for individual pieces of construction equipment that are anticipated to be used are summarized in **Table 3.12-1**.

TABLE 3.12-1
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Noise Level (dBA L_{max} at 50 feet)
Bulldozer	82
Heavy Truck	81
Backhoe	78
Concrete Saw	90
Pneumatic Tools	85
Concrete Mixer	81
Loader	79
Roller	80
Compressor	78
Crane	81

Source: FHWA 2008

During construction, noise from equipment would cause short-term localized increases in ambient noise levels. The actual noise levels at any particular location would depend on a variety of factors, including the type of construction equipment or activity involved, distance to the source of the noise, obstacles to noise that exist between the receptor and the source, time of day, and similar factors. There are no noise-sensitive land uses on the south side of Folsom Boulevard, where sidewalks would be installed. Sidewalk installation on the north side Folsom Boulevard would be along vacant parcels, where there are no noise-sensitive land uses. Little or no improvements that would generate noise would occur along the sidewalk on the north side of Folsom Boulevard immediately adjacent to the sound wall that shields residential uses on the north side. Improvements at the Paseo Rio Way and Folsom Boulevard intersection where there are apartments would be limited to application of a slurry seal as necessary to relocate pavement markings such as lane lines, crosswalks, and bike lane markings.

The project's work hours will comply with the City's Noise Ordinance (Title 6, Chapter 6.68) and the City's Policy N.1.2 as identified in the Rancho Cordova General Plan (2006a). Because noise increases during construction will be temporary, intermittent, and limited to the permitted hours as specified in the City's Noise Ordinance and General Plan, impacts would be less than significant.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. Construction activities associated with the proposed project will include construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. The project site is located near residential land uses adjacent to the northeast and northwest corners of the project site; however, construction activities would occur in accordance with the City's Noise Ordinance and would not include the use of equipment commonly associated with vibration such as pile drivers or jack hammers. Therefore, impacts will be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No Impact. The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing and street and pedestrian lighting along Folsom Boulevard. Construction of the proposed improvements would temporarily increase noise levels in the project vicinity. However, no permanent increase in ambient noise levels in the project vicinity would occur as a result of the project due to the nature of the improvements. No impact would occur.

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

Less Than Significant Impact. During construction, temporary increases in ambient noise levels would occur in the project vicinity. These increases in noise levels would be intermittent and limited to daytime hours and therefore will result in less than significant impacts.

e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels?*

No Impact. The nearest airport to the project site is Mather Airport, a public use airport facility located approximately 1.5 miles southeast of the project site. The project site is not within the policy planning area for the airport's comprehensive land use plan. No impact would occur.

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

No Impact. The proposed project is not located in the vicinity of a private airstrip. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Rancho Cordova General Plan EIR estimates a 3.9 percent annual increase in population to occur between 2005 and 2025, with an estimated population of 169,081 in the year 2025 (Rancho Cordova 2006b). According to the California Department of Finance 2014 City/County Population and Housing Estimates, as of January 1, 2014, the city had a population of 67,839 and a total of 26,288 housing units (DOF 2014).

DISCUSSION OF IMPACTS

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)?*

No Impact. The proposed project does not include the construction of new homes or businesses, nor does it include the extension or construction of new roadways which could potentially induce growth. Given that the project would involve the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along an existing roadway, the project is not anticipated to induce growth in the area. Therefore, no impact would occur.

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

No Impact. The project consists of the installation of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. No residential structures would be displaced as a result of the proposed project. No impact would occur.

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

No Impact. The proposed project would not involve the removal or relocation of any housing that would displace people or necessitate construction of any replacement housing. No impact would occur.

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

ENVIRONMENTAL SETTING

The City of Rancho Cordova receives general public safety and law enforcement services from the Rancho Cordova Police Department, contracted through the Sacramento County Sheriff's Department. Fire protection and emergency medical response services in the city are provided by the Sacramento Metropolitan Fire District. Four school districts in the Rancho Cordova Planning Area provide educational services: the Folsom Cordova Unified School District, the Elk Grove Unified School District, the Sacramento City Unified School District, and the San Juan Unified School District (Rancho Cordova 2006b). Additionally, the City maintains public facilities, including those intended for bicycle and pedestrian uses.

DISCUSSION OF IMPACTS

a, b) *Fire protection, police protection?*

Less Than Significant Impact. The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. The proposed project does not include development for occupancy, nor does it include development of new structures. Therefore, the proposed project would not induce population growth and does not include any components that would result in an increase in demand for fire protection or police protection. During construction, emergency access through the project area will be maintained at all times. The City will require the contractor to coordinate with the fire and police departments before construction to ensure appropriate notification and traffic controls are implemented. Therefore, any potential impact will be less than significant.

c–e) Schools, parks, other public facilities?

No Impact. The proposed project would not induce population growth and does not include any components that would result in an increase in demand for schools, parks, or other public services, as discussed in Issue a, b). Establishment of additional facilities to maintain acceptable service ratios for the public would not be necessary. No impact would occur.

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

ENVIRONMENTAL SETTING

The City's General Plan (2006a) contains goals and policies established to conserve existing national, state, and regional recreation areas, and to encourage development of additional recreational opportunities to meet the City's needs. The proposed project is not located near any areas used for recreational activities in Rancho Cordova or Sacramento County. The nearest recreational areas to the project site are the American River located approximately one-tenth mile north of the project site and Riviera Park located approximately one-half mile northwest of the project site.

DISCUSSION OF IMPACTS

a, b) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

No Impact. The proposed project consists of construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along an existing road in Rancho Cordova. The proposed improvements to the existing road would not induce population growth. Additionally, no parks or recreational facilities exist adjacent to the project site. The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Furthermore, the proposed project does not include any recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Folsom Boulevard is a major east–west arterial, which extends from the city of Sacramento to Folsom and through Rancho Cordova. Within the project site, Folsom Boulevard is four lanes (two lanes in each direction), with right-hand and left-hand turn pockets and a two-way center turn lane. There is a traffic signal at the intersection of Folsom Boulevard and Paseo Rio Way/Horn Road and a crosswalk on the east side of the intersection.

DISCUSSION OF IMPACTS

a, b) *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and*

freeways, pedestrian and bicycle paths, and mass transit? Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The project does not involve new roadway construction or significant physical alteration of an existing roadway. The project would construct sidewalks, bike lanes, and medians along Folsom Boulevard. No changes in local motorized vehicle traffic patterns or existing travel lanes would occur as a result of constructing the proposed improvements, and no land uses are proposed that would generate traffic which could affect traffic volumes or levels of service on Folsom Boulevard. The project would not result in conditions that would affect bus or light rail transit service. No impact would occur.

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?*

No Impact. Mather Airport is a public use airport facility located approximately 1.5 miles southeast of the project site. The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting, and would not result in a change in air traffic patterns. The project does not propose any structures that would impede a height limitation in close proximity to an airport. No impact would occur.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting, which would improve safety for pedestrians and bicyclists traveling along Folsom Boulevard at the project location. The proposed project would be designed in accordance with the City of Rancho Cordova Improvement Standards (2006) and Standard Construction Specifications (2008). Therefore, no impact would occur.

e) *Result in inadequate emergency access?*

Less Than Significant Impact. The proposed project involves the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting. During construction of the proposed project, installation of the medians may require temporary lane closures, but emergency access through the project area will be maintained at all times. The City will require the contractor to coordinate with the fire and police departments before construction activities that could affect roadway operations are scheduled to ensure appropriate notification and traffic controls are implemented. Therefore, any potential impact will be less than significant.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No Impact. The proposed project would construct sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting along Folsom Boulevard. The City of Rancho Cordova General Plan Bikeway and Trails Plan diagram identifies Class II bike lanes at the project site. The project does not conflict with adopted policies, plans, and programs supporting alternative transportation including the City of Rancho Cordova General Plan and the City's Pedestrian and Bicycle Master Plans. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater 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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Water

Water services within the city limits are currently supplied by four water providers: Golden State Water Company (American State Water Company), California American Water, Sacramento County Water, and City of Folsom Water District. The proposed project is located in the district served by Golden State Water Company.

Wastewater Service

Wastewater services are provided by the Sacramento Regional County Sanitation District (SRCSD) in the urbanized portions of Sacramento County, such as in Rancho Cordova. The 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 Sacramento County Sanitation District 1 (CSD-1). Service for the proposed project area falls under CSD-1.

Solid Waste Service

Solid waste collection and service in the city is under the jurisdiction of the Sacramento County Public Works Agency, Waste Management and Recycling. Solid waste generated and collected within the city limits is typically delivered to Sacramento County's Kiefer Landfill, located at the intersection of Grant Line Road and Kiefer Boulevard. The Kiefer Landfill is the primary municipal solid waste disposal facility in Sacramento County. The landfill comprises approximately 1,084 acres and is the only landfill in Sacramento County's jurisdiction that is permitted to accept solid waste for disposal. The Kiefer 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. The landfill is projected to have capacity for the next 25 to 35 years (Rancho Cordova 2006b).

DISCUSSION OF IMPACTS

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed project includes the construction of sidewalks, bike lanes, medians, safety fencing, and street and pedestrian lighting, which would not generate wastewater. The project does not include any components that would result in an increased demand for wastewater treatment. Therefore, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. No impact would occur.

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?*

No Impact. The proposed project consists of sidewalks, bike lanes, and medians and does not include new development for occupancy or new businesses. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities. No impact would occur.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Minor changes in impervious surfaces would occur as a result of added sidewalks along Folsom Boulevard, and drainage improvements may be necessary to accommodate new curbs, gutter, and storm drain inlets; however, significant changes to the drainage system are not anticipated. Therefore, any potential impacts will be less than significant.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. No increase in demand for water would occur as a result of the proposed project, and therefore, no increase in demand for long-term water supply would be generated. However, impact to water resources from the temporary need for water during construction to control dust will be less than significant.

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?*

No Impact. The proposed roadway improvements do not include any uses that would generate wastewater. Therefore, the proposed project would not affect the capacity of the local wastewater treatment provider. No impact would occur.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. The proposed project would generate minimal amounts of solid waste during construction. Solid waste would be transported off-site for disposal at a location to be determined by the City's construction contractor, most likely the Kiefer Landfill, which has sufficient capacity. Operation of the project's sidewalks, bike lanes, and medians would not generate solid waste. Impacts would be less than significant.

g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact. Solid waste generated during construction would be required to comply with the construction and demolition debris, reuse, and recycling requirements in Chapter 16.92 of the City's Municipal Code. The proposed project does not include any components that would result in an increased long-term demand for solid waste disposal which would affect the City's diversion rates. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF IMPACTS

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant Impact With Mitigation Incorporated. Habitat present on and adjacent to the proposed project does not provide suitable habitat for the majority of the special-status species identified in database searches. However, the project does have the potential to impact the valley elderberry longhorn beetle (VELB; *Desmocerus californicus dimorphus*), as well as migratory birds and raptors and native trees. With implementation of mitigation measures **MM 3.4.1** through **MM 3.4.10** (included in subsection 3.4, Biological Resources, of this IS/MND), impacts would be reduced to a less than significant level. The potential for discovery of or disturbance of historical, archaeological, tribal, or paleontological resources, or human remains is not anticipated. However, implementation of mitigation measures **MM 3.5.1** and **MM 3.5.2** (included in subsection 3.5, Cultural Resources, of this IS/MND) would reduce impacts to a less than significant level should previously unknown resources be discovered during construction. Impacts will be less than significant with mitigation incorporated.

b) *Does the project have impacts that are individually limited, but cumulatively considerable?*

Less Than Significant Impact With Mitigation Incorporated. CEQA Guidelines Section 15064(i) states that a lead agency shall consider whether the cumulative impact of a project is

significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must therefore be conducted in connection with the effects of past projects, other current projects, and probable future projects.

The project would improve pedestrian and bicycle access along an existing roadway, involves minimal right-of-way acquisition, and is consistent with the goals and policies of the City of Rancho Cordova General Plan. Construction of the proposed project, along with other construction in the Rancho Cordova area, would temporarily generate air emissions and noise from construction equipment. However, the proposed project's contribution would be minimal because of its small disturbance footprint (limited to sidewalks and median installation) and short duration. Operation of the sidewalk, bike lane, and related improvements would not result in changes in air emissions or noise. Construction has the potential to impact VELB and migratory birds or previously undiscovered cultural resources, but site-specific mitigation measures, listed above, would reduce any impacts to less than significant levels, and the combined effect with other construction projects would not contribute to the cumulative loss of these resources. Therefore, the project's cumulative impacts are less than cumulatively considerable.

c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant Impact With Mitigation Incorporated. The proposed project would improve pedestrian and bicycle access along an existing roadway and would not cause or exacerbate any traffic hazards. Construction of the proposed project will result in a temporary, periodic increase in ambient noise levels, criteria air pollutant emissions, and greenhouse gas emissions, but levels would not exceed thresholds and the project will implement controls as required by the City and the SMAQMD. The potential for hazardous materials contamination (if any) to pose a human health or environmental risk would be minimized through implementation of mitigation measures **MM 3.8.1** through **MM 3.8.5**.

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4.0 List of Mitigation Measures

4.1 SUMMARY OF MITIGATION MEASURES

BIOLOGICAL RESOURCES (SUBSECTION 3.4)

MM 3.4.1 During construction, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat area.

Timing/Implementation: *During construction*

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

MM 3.4.2 Pursuant to USFWS (1999) VELB conservation guidelines, a 100-foot buffer zone shall be established and maintained around elderberry shrubs measuring 1.0 inch or greater in diameter at ground level. Construction-related disturbance shall be minimized to the extent feasible. USFW shall be consulted prior to any disturbance within the buffer area. USFW shall also be provided with a map identifying the avoidance area and details describing these avoidance measures. Although disturbance will be avoided to the extent feasible, any adverse effects within buffer area from construction activities shall be restored consistent with USFWS (1999) VELB conservation guidelines.

Timing/Implementation: *Prior to and during project construction*

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

MM 3.4.3 Water trucks shall be used to water areas of exposed dirt to control dust from the project site.

Timing/Implementation: *During construction*

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

MM 3.4.4 Pursuant to USFWS (1999) VELB conservation guidelines, signs shall be erected every 50 feet along the edge of the elderberry avoidance area providing notice to construction crews that the area is VELB habitat and must not be disturbed. Those signs shall remain for the duration of construction.

Timing/Implementation: *Prior to and during construction*

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

MM 3.4.5 A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of VELB habitat in and near the project area and to instruct them on proper avoidance.

Timing/Implementation: *Prior to and during construction*

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

MM 3.4.6 To prevent impacts to MBTA-protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.

Timing/Implementation: *During construction*

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

MM 3.4.7 If trees are to be removed during the bird nesting season (January 15–August 15), preconstruction surveys to identify active bird nests shall be conducted by a qualified biologist within 14 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and within a 200-foot (500-foot for raptors) buffer (if feasible). Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days. No further action is necessary if no active nests are found or if construction will occur during the non-breeding season (generally August 16 through January 14).

Timing/Implementation: *Prior to construction*

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

MM 3.4.8 If active nest sites are identified within 200 feet (500 feet for raptors) of project activities, the City's construction contractor shall impose a 100-foot (250-foot for raptors) no activity buffer for all active nest sites prior to commencement of any construction activities. The no activity buffer constitutes an area within which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur until the nest is deemed inactive by a qualified biologist. Activities permitted within the size (i.e., 100 feet or 250 feet) of the no activity buffers may be adjusted through consultation with Caltrans.

No action is necessary if no active nests are found or if construction will occur during the non-breeding season (August 16 through January 14).

Timing/Implementation: *Prior to and during construction*

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

MM 3.4.9 A WEAP shall be implemented to educate construction workers about the presence of potential nests in and near the project area and to instruct them on proper avoidance.

Timing/Implementation: *Prior to construction*

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

MM 3.4.10 The following guidelines shall be followed for all native trees to be preserved within the project area.

- Include tree numbers, protection zones, and preservation guidelines on plans, including site, grading, utility, and landscape plans.
- Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout, or any other disturbance within tree protection zones.

- Conduct a meeting to discuss tree preservation guidelines with the consulting arborist and all contractors, subcontractors, and project managers prior to the initiation of demolition and construction.

- Prior to any demolition activity on-site, identify (tag) trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to the defined tree protection zone. Tree protection fences should be made of chain link with posts sunk into the ground. Fences should not be removed or moved until construction is complete. Avoid soil or aboveground disturbances within the fenced area.

- Any work that is to occur within the protection zones of the trees shall be monitored by the consulting arborist.

- If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact the consulting arborist as soon as possible to inspect and recommend remedial treatments.

- Any pruning required for construction shall be performed by an ISA-certified arborist or tree worker. Pruning for necessary clearance shall be the minimum required to build the project and performed prior to demolition by an ISA-certified arborist.

- All trees to be preserved should be irrigated once every two weeks non-winter months to wet the soil to a depth of at least 18 inches under and beyond their canopies.

Timing/Implementation: *Prior to and during construction*

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

CULTURAL RESOURCES (SUBSECTION 3.5)

MM 3.5.1 In accordance with the California Public Resources Code Section 5097.5, which prohibits knowing and willful excavation of undiscovered cultural resources without permission from the appropriate public agency with jurisdiction over the lands, and in order to mitigate for the potential discovery of an archaeological or paleontological resources, the following measure will be implemented during construction and included in the construction contract:

Two weeks prior to project grading/excavation activities, the construction contractor shall notify the Wilton Rancheria of the exact dates of these activities so that Tribal Monitor(s) can be present to ensure compliance with the requirement below.

If buried archaeological and/or paleontological resources, such as chipped or ground stone, historic debris, building foundations, human bone, or fossils, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can access the significance of the find and, if

necessary, develop appropriate treatment measures in consultation with the City and all other appropriate agencies.

Timing/Implementation: *Throughout project construction*

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

MM 3.5.2 In order to mitigate for the potential discovery or disturbance of any human remains, the protocol of California Health and Safety Code Section 7050.5(b) will be adhered to as follows (in combination with mitigation measure MM 3.5.1):

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

If the remains are determined to be Native American, City policy would dictate that the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: *Throughout project construction*

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

HAZARDS AND HAZARDOUS MATERIALS (SUBSECTION 3.8)

MM 3.8.1 Prior to approval of improvement plans and/or a grading permit for the project, soils testing shall be conducted to determine the presence of concentrations of persistent pesticides. The samples shall be analyzed for organochlorine pesticides (OCPs) using EPA Method 8081. Additionally, if signs of transite piping are observed during construction activity, sampling and analysis shall be conducted at that time. If contamination is identified, cleanup shall proceed in accordance with all state, federal, and local requirements. Hazardous materials and wastes shall be disposed of at appropriate hazardous waste acceptance facilities.

Timing/Implementation: *Prior to approval of improvement plans and/or a grading permit*

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

MM 3.8.2 An aerially deposited lead survey shall be completed prior to approval of improvement plans and/or grading plans. If substances are detected at concentrations that could pose a health hazard and/or violate local, state, or federal health standards, a lead compliance plan shall be prepared prior to the start of construction. The plan shall describe how remediation of the affected areas shall be undertaken in accordance with the requirements of all state, federal, and local regulations.

Timing/Implementation: *Prior to approval of improvement plans and/or grading plans*

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

MM 3.8.3 If signs of potential soil contamination (odors, discolored soil, etc.) are noted or observed during construction activity, sampling and analysis shall be conducted at that time. Analyses shall include total petroleum hydrocarbon (TPH) with carbon chain analysis using EPA Method 8015B and volatile organic compounds (VOCs) by EPA Method 8260B, and Caltrans Unknown Hazard Procedures shall be implemented during construction activities. The resident engineer overseeing construction shall have available field monitoring equipment (e.g., PID) to facilitate timely detection of potentially hazardous conditions in the field.

Timing/Implementation: *During construction*

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

MM 3.8.4 Prior to the commencement of construction, a hazardous materials compliance plan shall be prepared by a certified industrial hygienist to address the metals content of the yellow roadway striping found in the project area. This plan shall be prepared in accordance with Caltrans' SSP 14-001 – Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue.

Timing/Implementation: *Prior to construction*

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

MM 3.8.5 Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the Regional Water Quality Control Board (RWQCB) and NPDES requirements shall be adhered to, and groundwater sampling shall be conducted. If contaminant levels exceed applicable thresholds for discharge or protection of human health, a groundwater management plan shall be developed and implemented to ensure proper disposal.

Timing/Implementation: *During construction*

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

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5.0 LIST OF PREPARERS

5.1 LIST OF PREPARERS

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CITY OF RANCHO CORDOVA PLANNING DEPARTMENT,
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6.1 REFERENCES

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APPENDICES

APPENDIX A - AIR QUALITY EMISSION MODELING DATA

Folsom Boulevard Complete Streets Phase 4

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	41.61	1000sqft	0.96	41,605.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2015
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Sidewalks = 6,500 s.f. on north side & 9,105 s.f on south side. Bike lanes = 26,000 s.f. Medians = 33,800 s.f.

Construction Phase - 'Demolition' phase includes removal of 33,800 s.f. of pavement for medians. 'Paving' phase includes sidewalk and bike lane improvements. 'Construction' phase includes median finishing/landscaping, fencing, and street lighting installation.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	10/26/2015	6/8/2015
tblConstructionPhase	PhaseStartDate	6/9/2015	1/20/2015
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	2.9204	26.7055	18.6736	0.0273	0.8288	1.7372	2.0446	0.4340	1.6018	1.6842	0.0000	2,723.7482	2,723.7482	0.6689	0.0000	2,737.7946
Total	**2.9204**	**26.7055**	**18.6736**	**0.0273**	**0.8288**	**1.7372**	**2.0446**	**0.4340**	**1.6018**	**1.6842**	**0.0000**	**2,723.7482**	**2,723.7482**	**0.6689**	**0.0000**	**2,737.7946**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Pavement Removal	Demolition	1/1/2015	1/14/2015	5	10	
2	Site Preparation	Site Preparation	1/15/2015	1/15/2015	5	1	
3	Grading	Grading	1/16/2015	1/19/2015	5	2	
4	Median Improvements, Fencing, Lighting	Building Construction	1/20/2015	6/8/2015	5	100	
5	Sidewalks and Bike Lanes	Paving	1/20/2015	6/8/2015	5	100	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Sidewalks and Bike Lanes	Cement and Mortar Mixers	4	6.00	9	0.56
Pavement Removal	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Median Improvements, Fencing, Lighting	Cranes	1	4.00	226	0.29
Median Improvements, Fencing, Lighting	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Sidewalks and Bike Lanes	Pavers	1	7.00	125	0.42
Sidewalks and Bike Lanes	Rollers	1	7.00	80	0.38
Pavement Removal	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Median Improvements, Fencing, Lighting	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Pavement Removal	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Sidewalks and Bike Lanes	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Pavement Removal	4	10.00	0.00	31.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Median Improvements, Fencing, Lighting	5	17.00	7.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Sidewalks and Bike Lanes	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Pavement Removal - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6983	0.0000	0.6983	0.1057	0.0000	0.1057			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
Total	**1.4120**	**11.9409**	**8.8138**	**0.0120**	**0.6983**	**0.8748**	**1.5731**	**0.1057**	**0.8359**	**0.9416**		**1,200.6386**	**1,200.6386**	**0.2451**		**1,205.7861**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0874	0.8902	1.0983	2.2500e-003	0.0538	0.0146	0.0683	0.0147	0.0134	0.0281		228.0350	228.0350	1.7500e-003		228.0717
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0447	0.0404	0.5391	9.7000e-004	0.0761	5.9000e-004	0.0767	0.0202	5.4000e-004	0.0207		82.9726	82.9726	4.2500e-003		83.0618
Total	**0.1322**	**0.9306**	**1.6374**	**3.2200e-003**	**0.1298**	**0.0152**	**0.1450**	**0.0349**	**0.0139**	**0.0488**		**311.0076**	**311.0076**	**6.0000e-003**		**311.1335**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093		984.5542	984.5542	0.2939		990.7267
Total	**1.4222**	**14.2999**	**7.4063**	**9.3600e-003**	**0.5303**	**0.8797**	**1.4100**	**0.0573**	**0.8093**	**0.8666**		**984.5542**	**984.5542**	**0.2939**		**990.7267**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0202	0.2695	4.9000e-004	0.0380	2.9000e-004	0.0383	0.0101	2.7000e-004	0.0104		41.4863	41.4863	2.1200e-003		41.5309
Total	**0.0224**	**0.0202**	**0.2695**	**4.9000e-004**	**0.0380**	**2.9000e-004**	**0.0383**	**0.0101**	**2.7000e-004**	**0.0104**		**41.4863**	**41.4863**	**2.1200e-003**		**41.5309**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
Total	**1.4120**	**11.9409**	**8.8138**	**0.0120**	**0.7528**	**0.8748**	**1.6276**	**0.4138**	**0.8359**	**1.2496**		**1,200.6386**	**1,200.6386**	**0.2451**		**1,205.7861**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0447	0.0404	0.5391	9.7000e-004	0.0761	5.9000e-004	0.0767	0.0202	5.4000e-004	0.0207		82.9726	82.9726	4.2500e-003		83.0618
Total	**0.0447**	**0.0404**	**0.5391**	**9.7000e-004**	**0.0761**	**5.9000e-004**	**0.0767**	**0.0202**	**5.4000e-004**	**0.0207**		**82.9726**	**82.9726**	**4.2500e-003**		**83.0618**

3.5 Median Improvements, Fencing, Lighting - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4538	14.3777	8.2983	0.0113		0.9995	0.9995		0.9195	0.9195		1,191.7021	1,191.7021	0.3558		1,199.1733
Total	**1.4538**	**14.3777**	**8.2983**	**0.0113**		**0.9995**	**0.9995**		**0.9195**	**0.9195**		**1,191.7021**	**1,191.7021**	**0.3558**		**1,199.1733**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1009	0.6437	1.1301	1.4700e-003	0.0411	0.0110	0.0521	0.0117	0.0101	0.0218		148.0989	148.0989	1.2700e-003		148.1255
Worker	0.0761	0.0687	0.9164	1.6500e-003	0.1293	1.0000e-003	0.1303	0.0343	9.1000e-004	0.0352		141.0533	141.0533	7.2200e-003		141.2051
Total	**0.1769**	**0.7124**	**2.0465**	**3.1200e-003**	**0.1704**	**0.0120**	**0.1824**	**0.0460**	**0.0110**	**0.0570**		**289.1522**	**289.1522**	**8.4900e-003**		**289.3306**

3.6 Sidewalks and Bike Lanes - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2092	11.5427	7.3586	0.0111		0.7247	0.7247		0.6703	0.6703		1,093.5433	1,093.5433	0.2970		1,099.7794
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2092**	**11.5427**	**7.3586**	**0.0111**		**0.7247**	**0.7247**		**0.6703**	**0.6703**		**1,093.5433**	**1,093.5433**	**0.2970**		**1,099.7794**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0805	0.0727	0.9703	1.7500e-003	0.1369	1.0600e-003	0.1380	0.0363	9.7000e-004	0.0373		149.3506	149.3506	7.6500e-003		149.5112
Total	**0.0805**	**0.0727**	**0.9703**	**1.7500e-003**	**0.1369**	**1.0600e-003**	**0.1380**	**0.0363**	**9.7000e-004**	**0.0373**		**149.3506**	**149.3506**	**7.6500e-003**		**149.5112**

APPENDIX B - GHG MODELING DATA

Folsom Boulevard Complete Streets Phase 4

Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	41.61	1000sqft	0.96	41,605.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2015
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Sidewalks = 6,500 s.f. on north side & 9,105 s.f on south side. Bike lanes = 26,000 s.f. Medians = 33,800 s.f.

Construction Phase - 'Demolition' phase includes removal of 33,800 s.f. of pavement for medians. 'Paving' phase includes sidewalk and bike lane improvements. 'Construction' phase includes median finishing/landscaping, fencing, and street lighting installation.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	10/26/2015	6/8/2015
tblConstructionPhase	PhaseStartDate	6/9/2015	1/20/2015
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1552	1.4217	0.9949	1.4400e-003	0.0201	0.0926	0.1127	5.1500e-003	0.0856	0.0907	0.0000	130.6973	130.6973	0.0318	0.0000	131.3659
Total	**0.1552**	**1.4217**	**0.9949**	**1.4400e-003**	**0.0201**	**0.0926**	**0.1127**	**5.1500e-003**	**0.0856**	**0.0907**	**0.0000**	**130.6973**	**130.6973**	**0.0318**	**0.0000**	**131.3659**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Pavement Removal	Demolition	1/1/2015	1/14/2015	5	10	
2	Site Preparation	Site Preparation	1/15/2015	1/15/2015	5	1	
3	Grading	Grading	1/16/2015	1/19/2015	5	2	
4	Median Improvements, Fencing, Lighting	Building Construction	1/20/2015	6/8/2015	5	100	
5	Sidewalks and Bike Lanes	Paving	1/20/2015	6/8/2015	5	100	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Sidewalks and Bike Lanes	Cement and Mortar Mixers	4	6.00	9	0.56
Pavement Removal	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Median Improvements, Fencing, Lighting	Cranes	1	4.00	226	0.29
Median Improvements, Fencing, Lighting	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Sidewalks and Bike Lanes	Pavers	1	7.00	125	0.42
Sidewalks and Bike Lanes	Rollers	1	7.00	80	0.38
Pavement Removal	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Median Improvements, Fencing, Lighting	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Pavement Removal	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Sidewalks and Bike Lanes	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Pavement Removal	4	10.00	0.00	31.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Median Improvements, Fencing, Lighting	5	17.00	7.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Sidewalks and Bike Lanes	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Pavement Removal - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4900e-003	0.0000	3.4900e-003	5.3000e-004	0.0000	5.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0600e-003	0.0597	0.0441	6.0000e-005		4.3700e-003	4.3700e-003		4.1800e-003	4.1800e-003	0.0000	5.4460	5.4460	1.1100e-003	0.0000	5.4694
Total	**7.0600e-003**	**0.0597**	**0.0441**	**6.0000e-005**	**3.4900e-003**	**4.3700e-003**	**7.8600e-003**	**5.3000e-004**	**4.1800e-003**	**4.7100e-003**	**0.0000**	**5.4460**	**5.4460**	**1.1100e-003**	**0.0000**	**5.4694**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7000e-004	4.7400e-003	5.9500e-003	1.0000e-005	2.6000e-004	7.0000e-005	3.3000e-004	7.0000e-005	7.0000e-005	1.4000e-004	0.0000	1.0333	1.0333	1.0000e-005	0.0000	1.0335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.2000e-004	2.3500e-003	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3402	0.3402	2.0000e-005	0.0000	0.3406
Total	**6.6000e-004**	**4.9600e-003**	**8.3000e-003**	**1.0000e-005**	**6.3000e-004**	**7.0000e-005**	**7.0000e-004**	**1.7000e-004**	**7.0000e-005**	**2.4000e-004**	**0.0000**	**1.3735**	**1.3735**	**3.0000e-005**	**0.0000**	**1.3741**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	7.1500e-003	3.7000e-003	0.0000		4.4000e-004	4.4000e-004		4.0000e-004	4.0000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494
Total	**7.1000e-004**	**7.1500e-003**	**3.7000e-003**	**0.0000**	**2.7000e-004**	**4.4000e-004**	**7.1000e-004**	**3.0000e-005**	**4.0000e-004**	**4.3000e-004**	**0.0000**	**0.4466**	**0.4466**	**1.3000e-004**	**0.0000**	**0.4494**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0170	0.0170	0.0000	0.0000	0.0170
Total	**1.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0170**	**0.0170**	**0.0000**	**0.0000**	**0.0170**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4100e-003	0.0119	8.8100e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.4000e-004	8.4000e-004	0.0000	1.0892	1.0892	2.2000e-004	0.0000	1.0939
Total	**1.4100e-003**	**0.0119**	**8.8100e-003**	**1.0000e-005**	**7.5000e-004**	**8.7000e-004**	**1.6200e-003**	**4.1000e-004**	**8.4000e-004**	**1.2500e-003**	**0.0000**	**1.0892**	**1.0892**	**2.2000e-004**	**0.0000**	**1.0939**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0680	0.0680	0.0000	0.0000	0.0681
Total	**4.0000e-005**	**4.0000e-005**	**4.7000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0680**	**0.0680**	**0.0000**	**0.0000**	**0.0681**

3.5 Median Improvements, Fencing, Lighting - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0727	0.7189	0.4149	5.7000e-004		0.0500	0.0500		0.0460	0.0460	0.0000	54.0547	54.0547	0.0161	0.0000	54.3936
Total	**0.0727**	**0.7189**	**0.4149**	**5.7000e-004**		**0.0500**	**0.0500**		**0.0460**	**0.0460**	**0.0000**	**54.0547**	**54.0547**	**0.0161**	**0.0000**	**54.3936**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5900e-003	0.0340	0.0643	7.0000e-005	2.0000e-003	5.5000e-004	2.5500e-003	5.7000e-004	5.1000e-004	1.0800e-003	0.0000	6.6932	6.6932	6.0000e-005	0.0000	6.6945
Worker	3.2000e-003	3.8200e-003	0.0400	7.0000e-005	6.2400e-003	5.0000e-005	6.2900e-003	1.6600e-003	5.0000e-005	1.7100e-003	0.0000	5.7833	5.7833	3.3000e-004	0.0000	5.7902
Total	**8.7900e-003**	**0.0378**	**0.1043**	**1.4000e-004**	**8.2400e-003**	**6.0000e-004**	**8.8400e-003**	**2.2300e-003**	**5.6000e-004**	**2.7900e-003**	**0.0000**	**12.4765**	**12.4765**	**3.9000e-004**	**0.0000**	**12.4846**

3.6 Sidewalks and Bike Lanes - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0605	0.5771	0.3679	5.6000e-004		0.0362	0.0362		0.0335	0.0335	0.0000	49.6023	49.6023	0.0135	0.0000	49.8852
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0605**	**0.5771**	**0.3679**	**5.6000e-004**		**0.0362**	**0.0362**		**0.0335**	**0.0335**	**0.0000**	**49.6023**	**49.6023**	**0.0135**	**0.0000**	**49.8852**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3800e-003	4.0400e-003	0.0423	8.0000e-005	6.6100e-003	5.0000e-005	6.6600e-003	1.7600e-003	5.0000e-005	1.8100e-003	0.0000	6.1235	6.1235	3.5000e-004	0.0000	6.1308
Total	**3.3800e-003**	**4.0400e-003**	**0.0423**	**8.0000e-005**	**6.6100e-003**	**5.0000e-005**	**6.6600e-003**	**1.7600e-003**	**5.0000e-005**	**1.8100e-003**	**0.0000**	**6.1235**	**6.1235**	**3.5000e-004**	**0.0000**	**6.1308**