3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 16 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Services Systems

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

- **No Impact**: No project-related impact to the environment would occur with project development;

- **Less than Significant Impact**: The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;

- **Less than Significant Impact with Mitigation Incorporation**: The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level; or,

- **Potentially Significant Impact**: The proposed project would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion will include reference to the previous documents.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Granite Construction – Rio Del Oro Mining

2. **Lead Agency Name and Address:** City of Rancho Cordova
   2729 Prospect Park Place
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Ben Ritchie (916) 361-8384

4. **Project Location:** See Section 2.1 of this MND.

5. **Project Sponsor's Name and Address:** Grant Williams
   Granite Construction
   4001 Bradshaw Road
   Sacramento, CA 95827

6. **Current Zoning:** Aerojet Special Planning Area

7. **General Plan and Planning Area:** City of Rancho Cordova General Plan
   Rio Del Oro Planning Area
   Residential and Commercial Development

8. **APN Number(s):** 072-0370-070

9. **Description of the Project:** See Section 2.4 of this MND.

10. **Surrounding Land Uses and Setting:** See Section 2.2 of this MND.

11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)

    1) California Department of Fish and Game (CDFG)
    2) California Department of Toxic Substances Control (DTSC)
    3) Central Valley Regional Water Quality Control Board (CVRWQB)
    4) Sacramento County Water Agency (SCWA)
    5) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    6) Sacramento Resource Conservation District (SRCD)
    7) U.S. Army Corps of Engineers (USACE)
    8) U.S. Fish and Wildlife Service (USFWS)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Less than Significant Impact with Mitigation Incorporation" or "Potentially Significant/Reviewed Under Previous Document" as indicated by the checklist on the following pages.

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

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Granite Construction – Rio Del Oro Mining project (hereafter referred to as the "proposed project"), as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Mitigated Negative Declaration (MND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level or impacts that have not been fully addressed under a previous environmental document. Therefore, an Environmental Impact Report (EIR) is not warranted.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "*No Impact*" answers that are adequately supported by the information sources cited. A "*No Impact*" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g. the project falls outside a fault rupture zone). A "*No Impact*" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3) A "*Less than Significant Impact*" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

4) "*Potentially Significant Impact*" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "*Potentially Significant Impact*" entries when the determination is made, an EIR is required.

5) "*Less than Significant Impact with Mitigation Incorporation*" applies where the incorporation of mitigation measures has reduced an effect from "*Potentially Significant*

Impact" to a "*Less than Significant Impact*". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

6) "*Reviewed Under Previous Document*" applies where the impact has been evaluated and discussed in a previous document[1]. Discussion will include reference to the previous document. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR. If the Program EIR identified a significant and unavoidable impact, the following analysis will address any impacts that are peculiar to the proposed project. Pursuant to Pub. Res. Code Section 21083.3 and State CEQA Guidelines Section 15183, if the proposed project would not have any significant effects that are peculiar to the project or parcel(s) on which the project lies, and all other significant impacts were fully addressed in the Program EIR, no additional analysis is required. As such, when the proposed project is found to have a significant effect that was adequately described and addressed in the GP-EIR, the following analysis will find a "*Less than Significant Impact"* that has been "*Reviewed Under Previous Document"*.

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

[1] The "previous document" referred to in this IS/MND is the General Plan EIR, certified and adopted by the City Council of Rancho Cordova on June 26, 2006 (State Clearinghouse Number 2005022137).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I. AESTHETICS Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☒
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?	☐	☒	☐	☐	☒

EXISTING SETTING

The project site is located within the proposed Rio Del Oro Specific Plan project area, a large development project to be undertaken by GenCorp Realty Investments (GenCorp) and Elliott Homes. The development of the Rio Del Oro Specific Plan is a separate project within the city, and such development would proceed independent of the proposed project.

The project site is currently undeveloped with some on-site cattle grazing and adjacent aggregate mining being conducted by the Teichert Corporation. The project site is predominantly characterized by piles of mine tailings, resulting from historic gold mining conducted throughout the region. Some portions of the project site exhibit non-native and native trees such as cottonwoods and oaks, as well as non-native grasses and some isolated wetlands.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The Rancho Cordova General Plan Environmental Impact Report (GP-EIR) identified that impacts to scenic vistas within the City would be less than significant (GP DEIR, p. 4.13-6). The primary scenic vistas identified within the City occur along the American River in the vicinity of the American River Parkway Plan (GP DEIR, p. 4.13-6). The American River Parkway Plan is currently under the jurisdiction of the Sacramento County Municipal Services Agency Department of Regional Parks, Recreation, and Open Space. Because the American River Parkway Plan is not under the jurisdiction of the City, the American River Parkway cannot be modified by development projects in the City.

On exceptionally clear days the Sierra Nevada Mountains are visible to the east of the project site. However, poor air quality and meteorological conditions prevent the mountains from being seen most days. No other scenic vista is visible from the project site. The proposed project would not include the construction or use of any equipment of a height that would block views of the Sierras from local businesses or homes to be constructed to the west of the project site. See **Figure 3** for a depiction of the typical equipment to be used. Because no part of the proposed project would block views of the mountains, and because these views are currently rare due to other factors, the proposed project would result in a *less than significant* impact.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR found that there were no highways within the Planning Area that were designated by State or local agencies as "scenic highways" (GP DEIR, p. 4.13-6). Highway 16 (Jackson Highway), which is listed on the State Scenic Highway list maintained by Caltrans, is located more than three miles south of the proposed project. A small portion of the highway lies within the Rancho Cordova City Limits; however, that portion of the highway is not designated as a state scenic highway. The project site does include some limited rock outcroppings and trees which could be considered scenic resources. However, mining will be limited to existing tailing piles which are not scenic in nature. Therefore, the proposed project would result in a *less than significant* impact.

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

The project site is currently composed of a mix of open grazing land and mine tailings. The piles of mine tailings are the resultant waste from historic dredge mining in the area, and as such do not represent the natural condition of the site. The proposed project would restore the project site to its original condition of pasture grassland. Several trees would be removed as a part of the proposed project. However, trees to be removed have grown on-site following gold mining and were not natural features of the original site. The proposed project would restore the original topography and covering vegetation that existed on the project site prior to dredge mining conducted in the past. As such the proposed project would have a *less than significant* effect on the visual character of the project site.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. Impacts relating to light and glare were identified in the GP-EIR and were related to both reflective glare from new structures built under the General Plan and the introduction of new sources of light associated with development and redevelopment of the City (GP DEIR, p. 4.13-13). Areas of the City and the City's Planning Area that are currently undeveloped would see the majority of the impact due to the current lack of reflective surfaces and light sources in undeveloped areas (GP DEIR, p. 4.13-14). Due to design guidelines adopted by the City and adherence to City Policy UD.4.2, impacts of the General Plan due to light and glare were found to be less than significant.

This particular project may create possible new sources of light and/or glare that could potentially affect views in the area. The project proponent has requested that they be allowed to operate 24 hours a day, 7 days a week. As such, impacts from lighting at night are a concern. There are currently no homes or other land uses within sight of the proposed project that would be affected by increased nighttime lighting. However, due to the length of the proposed project (5-10 years), it is likely that homes will be constructed and occupied on the Elliott Homes portion of the Rio Del Oro project, immediately west of the project site. Because of this, it is possible that sensitive receptors for nighttime lighting may exist within sight of the proposed project for a least of portion of its operation. Therefore, significant impacts with respect to nighttime lighting may occur.

Mitigation Measure

MM 1.1 The project proponent shall ensure that night time lighting levels be maintained at the minimum level necessary to provide for security and safety at the project site. All night time lighting shall be shielded and aimed appropriately to prevent any direct upward illumination or light directed at adjacent properties. If the City receives complaints from any residents of adjacent areas of nuisance lights, the project proponent shall take immediate action to prevent lights from producing significant light or glare at adjacent properties. All on-site stationary lighting shall comply with this requirement throughout the entirety of operation of the project.

Vehicle and all other mobile equipment lights (except for any lights mounted on the mobile processing plant) are exempt from this requirement for safety reasons. However, the use of high beams shall be limited within 1,500 feet of the western boundary of the project site to those times when they are required for safety reasons. Signs visible to truck drivers shall be posted along any haul roads within 1,500 feet of the western boundary of the project site that state that high beams are to be used only as required for safety. All drivers shall be notified of this requirement prior to operating on-site.

Timing/Implementation: *Throughout project operation once homes are occupied within the Rio Del Oro project or within 1,500 feet of any portion of the project site.*

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

Implementation of mitigation measure MM 1.1 would ensure that lighting and glare impacts would be *less than significant*.

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

EXISTING SETTING

The proposed project is not located on any active agricultural land. According to the State Department of Conservation Important Farmland Map (2000), the proposed project does not reside on land considered to be of agricultural importance. This parcel of land has been used for a variety of historical uses over the course of its ownership, including but not limited to mining, rocket testing operations, and cattle grazing.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified that a significant amount of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance would be lost with urban development of previously undeveloped portions of the City and of the City Planning Area outside the incorporated boundaries (GP-DEIR, p. 4.2-17 through 4.2-18). Impacts from buildout of the General Plan were found to be significant and unavoidable.

The proposed project is not depicted on the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as containing any prime farmland, farmland of statewide importance, and/or unique farmland. The soils in the project site consist of Xerothents and dredge tailings, which are not generally suitable for agricultural uses of any kind. Therefore, there would be *no impact* as a result of conversion of significant farmland.

b) *No Impact/Reviewed Under Previous Document*. Just as with other types of farmland, the GP-EIR identified impacts to farmland currently under Williamson Act Contracts (GP-DEIR, pp. 4.2-22 through 4.2-23). Impacts of the General Plan to Williamson Act land were found to be significant and unavoidable due to the significant loss of such land at buildout of the General Plan.

The project site is not zoned for agricultural use. Neither is the project site designated for agricultural use by the General Plan. The project site is not currently under, or has ever been under, a Williamson Act contract. The nearest land still under Williamson Act contract is located within two miles of the project to the east. No project activity will take place on that parcel. Grant Line Road is a major truck route for mining materials sold by the proposed project and borders the Williamson Act land on the east. However, transportation of aggregate resources along that roadway would not impact the land, nor would it preclude the use of the parcel for future agricultural uses. Therefore, the proposed project would have *no impact* to agricultural zoning or Williamson Act contracted farmland.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR stated that impacts could occur to agricultural land uses as a result of urbanization of adjacent areas to operating agricultural operations (GP DEIR, p. 4.2-20). Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP DEIR, pp. 4.2-20 through 4.2-21). Impacts to agriculture as a result of the interface conflicts the General Plan would be significant and unavoidable.

The proposed project is located within an area of current cattle grazing. Much of the Rio Del Oro project area, those areas not currently undergoing aggregate mining, is used for this purpose. The project site is also currently being used for cattle grazing. ~~Operation of the proposed project would preclude the use of the land, temporarily, for such cattle grazing. Therefore, the use of the project site for agricultural uses such as cattle grazing would be lost and significant impacts would result. The proposed project is a subsequent project within the scope of activities and land uses studied in the GP-EIR. Loss of agricultural uses on the project site would not result in any project-specific impacts to agricultural zoning that were not identified in the Program EIR. As the GP-EIR found that impacts to agricultural resources were significant and unavoidable and because the proposed project is consistent with and described in the Program EIR, no further environmental analysis is required pursuant to Pub. Res. Code Section 21083.3.~~ Operation of the proposed project would result in small portions of the site being unavailable for grazing during mining and processing. However, the active portion of the site to be mined at any one time is relatively small (when compared to the whole of the project area) and cattle grazing will continue in those areas which have been mined and those areas that remain undisturbed. As such, the loss of agricultural uses within the project area as a result of the proposed project will not be significant and any such loss would be temporary in nature. At the conclusion of mining, the property will be graded relatively flat and reseeded, thereby providing adequate grazing land. Therefore, the proposed project would have a less than significant effect on agricultural uses.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the 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 non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☒

EXISTING SETTING

The project site is located within the boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). SMAQMD establishes thresholds for both project construction and operational emissions based on state and federal air regulations and standards. The Sacramento area has been classified by the California Air Resources Board (CARB) for exhibiting serious non-attainment of state standards for Ozone (both 1 hour and 8 hour standards). The project must comply with SMAQMD construction and operational standards and the City of Rancho Cordova Grading and Erosion Control Ordinance, which are established to reduce related air emissions.

In order to determine the potential emissions of the proposed project and to ascertain the project's potential for impacts to air quality in the vicinity, Sierra Research conducted emissions calculations for the proposed project (October 5, 2006). These calculations included determination of the following:

- Exhaust emissions from the portable aggregate processing plant;
- Exhaust emissions from mobile mining equipment;
- Exhaust emissions from material haul trucks operating within project boundaries;
- Exhaust emissions from support vehicles;
- Fugitive dust emissions from the portable aggregate processing plant; and,
- Fugitive dust emissions from vehicle travel on unpaved surfaces.

Calculations of the above emissions were determined using methodologies required by SMAQMD for the issuance of a permit for rock crushing operations. A permit is required from SMAQMD for the proposed project prior to operation. Emissions were calculated from a combination of the URBEMIS model, procedures specified in SMAQMD's Internal Combustion Engine Policy Manual, and data provided by SMAQMD publications on Stationary Source

Permitting (see **Appendix A**). The emissions estimated by Sierra Research are shown in **Table 1** below.

TABLE 1
SMAQMD CRITERIA EMISSIONS BY THE PROPOSED PROJECT (POUNDS PER DAY)

Pollutant	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Emissions	34.5	206.6	176.4	0.55	235.6	43.3

*Source: Sierra Research, 2006 attached as **Appendix A***
Notes: ROG = Reactive Organic Gasses, NOX = Nitrogen Oxides, CO = Carbon Monoxide, SO2 = Sulfur Dioxide, PM10 = Particulate Matter, 10 microns in size, PM2.5 = Particulate Matter, 2.5 microns in size.

DISCUSSION OF IMPACTS

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

SMAQMD has identified specific thresholds of significance for both NO_x and ROG in the project area. Those thresholds are identified in SMAQMD's Guide to Air Quality Assessment in Sacramento County (2004) and are listed in **Table 2** below.

TABLE 2
CURRENT SMAQMD EMISSIONS THRESHOLDS (POUNDS PER DAY)

Pollutant	Threshold of Significance
NO_x During Construction	85
ROG During Operation	65
NO_X During Operation	65

Source: SMAQMD Guide to Air Quality Assessment in Sacramento County, 2004.

As shown in **Table 1** above, the proposed project would result in significant emissions of NO_X. As the area is in non-attainment for oxides of nitrogen, emissions from the proposed project could adversely affect the ability of SMAQMD to reach attainment in the time required by the Air Resources Board and the Environmental Protection Agency. The project proponents are required by SMAQMD to obtain a variety of permits from SMAQMD. As a part of this permitting process, the project proponent will be required to institute measures that would not adversely affect SMAQMD's efforts towards attainment. These measures will include payment of an off-site Operational Mitigation Fee. Funds provided by the Mitigation Fee will be used to fund NO_x reduction incentive programs such as the Carl Moyer Program and the Sacramento Emergency Clean Air Transportation (SECAT) program. Payment of

the off-site Operational Mitigation Fee as well as the provisions and requirements of the required SMAQMD permits would ensure the proposed project would result in a *less than significant* impact related to the local ozone attainment plan.

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

The current SMAQMD construction significance threshold is 85 pounds per day (lbs/day) of nitrogen oxides (NOx). The project's construction activities would include access and roadway improvements, installation of a dust control water system, construction of a scale house, truck scale, and sales office, and the assembly of an aggregate plant and ancillary equipment. These activities would include the use dozers, loaders, scrapers and other heavy equipment. Site preparation and construction activities are estimated to last 46 days and would include the use of on-site heavy diesel trucks (i.e., water truck, mechanic service truck, and fuel/lube truck) and result in approximately 53 pounds per day (lbs/day) of NOx, which is below SMAQMD's significance threshold of 85 lbs/day. As described in Section 2.0 "Project Description," the project would operate over a period of five to ten years and result in approximately 206.6 lbs/day of NOx which substantially exceeds SMAQMD's daily operational threshold of 65 lbs/day. In addition to emissions of NOx, the proposed project includes extensive heavy earthmoving and other similar activities within an undeveloped area. Combined with the use of several dirt roads on-site, particulate matter emissions could result in significant impacts.

Mitigation Measures

MM 3.1a The project proponent shall require that the operators water all haul roads and all exposed soils at least twice daily during construction, mining and reclamation activities.

Timing/Implementation: *During all phases of the project.*

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

MM 3.1b The project proponent shall require that the operators limit vehicle speed for on-site construction vehicles to 15 miles per hour on any unpaved roadways at all times. Signs stating the speed limit and that dust control measures are in effect shall be placed at each entrance/exit of the site and along all haul roads. Truck and equipment operators shall be notified that dust abatement is a concern and of the 15 mph speed limit.

Timing/Implementation: *During all phases of the project.*

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

MM 3.1c The project proponent shall require that, when transporting materials by truck during mining and reclamation activities, loads shall be covered or two feet of freeboard shall be maintained by the operator. Compliance with this measure shall be enforced by both the City and the project foreman.

Timing/Implementation: *During all phases of the project.*

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

MM 3.1d The project proponent shall ensure that all exposed soil existing after mining of the project site is seeded with non-invasive species and mulched with certified weed-free straw mulch immediately after mining. The amount of exposed soil at any one time shall me minimized as much as possible. Seeding and straw mulching shall be conducted as the project progresses, immediately following regrading of the soil. All seeding shall be conducted according to California Stormwater Quality Association (CASQA) guidelines, as shown in their California Stormwater BMP Handbook (EC-4). All straw mulch application shall be conducted according to CASQA guidelines, as shown in their California Stormwater BMP Handbook (EC-6). All seeded and mulched areas shall be inspected daily to ensure dust is controlled during the establishment period. Water shall be applied to any areas known or suspected to generate dust during any high wind events (winds greater than 15 miles per hour).

Timing/Implementation: *During all phases of the project.*

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

The following mitigation measures are included in order to reduce impacts related to ozone and NOx emissions:

MM 3.1e The project proponent shall provide a plan for approval by the City and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction and operation of the proposed project will achieve a fleet-averaged 20 percent NOx reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The project proponent shall submit to the City and SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no activity occurs; and,

The project proponent shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment

found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be performed at least weekly by a qualified third-party professional, and a monthly summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.

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

Timing/Implementation: *Equipment Inventory shall be submitted prior to site disturbance. Remainder of measure shall be complied with throughout construction and operation of the project.*

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

MM 3.1f The project proponent shall offset excess emissions (to below the 65 lbs/day threshold of significance) by paying an off-site operational mitigation fee to the Sacramento Metropolitan Air Quality Management District (SMAQMD) Operational Mitigation Fee Program. The final amount of the fee is to be determined by SMAQMD in consultation with the project proponent during the stationary air quality permit process. The project proponent shall provide documentation of the payment of the fee to the City prior to site disturbance.

Timing/Implementation: *Prior to site disturbance.*

Enforcement/Monitoring: *SMAQMD in consultation with the City of Rancho Cordova Planning Department. .*

<u>According to SMAQMD, the current estimated amount for the operational emission off-site mitigation fee is $57,052 (Hurley, 2007).</u> Implementation of mitigation measures MM 3.1a through MM 3.1f would ensure *less than significant* construction and operational air emissions.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that increases in Ozone precursors (NOx and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP DEIR, pp. 4.6-17 through 4.6-26). See discussions a) and b) above as well as Section 4.0 of this MND for more information on the proposed project's contribution to cumulative air quality conditions.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP-EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City Policies and Action Items, but the impact remained significant and unavoidable (GP DEIR, p. 4.6-31). Impacts to sensitive receptors from exposure to odors were reduced by City Policies and Action Items to a less than significant level (GP DEIR, p. 4.6-33).

As shown in discussion b) above, the proposed project is expected to emit some pollutants. The proposed project does not include the construction of any facilities or land uses that would be utilized by sensitive receptors to airborne pollutants. No such facilities or land uses are currently located within the vicinity of the proposed project. Several schools are planned for the Rio Del Oro Planning Area, inside which the proposed project is located. However, the construction of these schools cannot occur while mining of the site is ongoing. Construction of schools and housing is expected to the west of the proposed project prior to completion of the mining activities. If mining operations were to occur in the vicinity of these homes and schools once they are occupied, exposure to sensitive receptors could occur.

Mitigation Measure

MM 3.2 Mining conducted by the project proponent shall be phased such that aggregate located generally in the western portion of the project site is mined early in the process. Mining shall be phased so that mining generally progresses from west to east as much as possible during the project life. The project proponent shall coordinate with Elliott Homes and GenCorp Realty Investments to ensure that mining is phased to reduce impacts to new development.

Timing/Implementation: *Throughout all phases of the project.*

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

Implementation of mitigation measure MM 3.2 will ensure that impacts to sensitive receptors as a result of the proposed project would be *less than significant*.

e) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion d) above. The project site is vacant and does not contain any substantial sources of odors or odor concentrations. Aggregate mining does not generally produce any significant sources of odor, as is shown by currently operating aggregate mining projects in the City. Therefore, no significant odors are expected and the impact would be *less than significant*.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	☐	☒	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒	☒

EXISTING SETTING

A Biological Resource Assessment was conducted for the proposed project by ECORP Consulting, Inc. (ECORP) in April 2006 (attached as **Appendix B**). This assessment was conducted in order to identify any Waters of the U.S. on the project site and to assess the potential for occurrence of special-status plant and wildlife species within the project site and general vicinity. The assessment included a review of previous studies conducted for the project site for various reasons in the past. These previous studies included the following:

- Surveys for special-status wildlife species at the Aerojet Property conducted in April 1999;
- A jurisdictional wetland delineation conducted for the Rio Del Oro Property in June 1999;
- Vernal pool branchiopods wet-season surveys conducted on the project site in August 2000 and July 2001;
- An Elderberry survey conducted in September 2000;

- A rare plant survey conducted for the Rio Del Oro Specific Plan project in August 2003;
- A biological assessment for the Rio Del Oro Specific Plan project conducted in September 2003; and
- A wetland delineation conducted for the Rio Del Oro Specific Plan project in December 2004[2].

According to the Biological Resource Assessment, on-site vegetation communities generally occur in the low-lying areas between the tailing piles. Vegetation identified on the project site consists of woodland, scrub, and grassland communities. The project site also contains jurisdictional and non-jurisdictional waters of the U.S. including seasonal wetlands, vernal pools, seasonal wetland swales, ephemeral drainages, and isolated wetlands. Utilizing the data available from the verified wetland delineation for the Rio Del Oro Specific Plan, ECORP provided the total acreage of wetlands and their types in the Biological Resources Assessment. The acreage of wetlands located within the proposed project site is shown in **Table 3** below.

TABLE 3
WATERS OF THE U.S. LOCATED WITHIN THE PROJECT SITE (ACRES)

Type	Jurisdictional	Isolated[1]	Total
Seasonal Wetlands	0.047	8.655	8.702
Vernal Pools	0.000	0.072	0.072
Seasonal Wetland Swales	0.008	0.073	0.081
Ephemeral Drainages	0.169	0.000	0.169
Total	**0.224**	**8.800**	**9.024**

*Source: ECORP Consulting, Inc., 2006 attached as **Appendix B**.*
Notes: [1]Isolated wetlands are not considered to be under the jurisdiction of the U.S. Army Corps of Engineers, according to Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers, Case 99-1178.

Due to the fact that the Biological Resource Assessment was prepared during a time of year in which it is not appropriate to survey for several special-status species, the assessment did not include a survey of known occurrences of special-status species on the project site. However, review of the California Natural Diversity Database and other sources as well as study of the habitat types present on the project site point to the potential existence of several special-status species on and in the vicinity of the project site (ECORP, 2006). Potentially occurring species include vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley fairy shrimp, California linderiella, legenere, western spadefoot toad, western pond turtles, white-tailed kite, Cooper's hawk, Swainson's hawk, northern harrier, burrowing owl, special-status species of songbirds (i.e., loggerhead shrike, lark sparrow, and California thresher), sharp-shinned hawk, ferrugionous hawk, golden eagle, merlin, tri-colored blackbird, Yuma myotis, Townsend's big-eared bat, pallid bat, American badger, and valley elderberry longhorn beetle (VELB).

[2] The wetland delineation for the Rio Del Oro Specific Plan, performed in 1999 by Gibson and Skordal and later updated by ECORP Consulting, Inc. in 2004 has since been verified by the U.S. Army Corps of Engineers in a letter to the property owner (Aerojet) dated January 10, 2005.

While the ECORP assessment did not include an on-site survey of special-status species, some of the previous studies reviewed by ECORP indicted the presence of vernal pool fairy shrimp, California linderiella, and VELB on the project site. Vernal pool tadpole shrimp were also found in pools adjacent to the project site, but not within the project site. (ECORP, 2006)

DISCUSSION OF IMPACTS

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

As indicated above, the project site has the potential to provide habitat for several special-status species. Cooper's hawk and legenere are known to exist within one mile of the project site and several other special-status species occur within five miles of the project site. Swainson's hawk have been observed nesting in trees within two miles to the southwest. Swainson's hawk have also been observed foraging on properties to the south, also within two miles. The proposed project would not result in a loss of foraging habitat as the California Department of Fish and Game has determined that dredged areas on the project site do not constitute foraging habitat (Gifford, 2007). However, nesting may occur on-site as there are several trees on the project site.

In addition to the above concerns, the project site also includes vegetation communities that represent potential habitat for special-status species. This includes the existence of several blue elderberry shrubs which can provide habitat for VELB. VELB are entirely dependant on elderberry shrubs for their survival. The proposed project would drastically alter the existing landscape and would remove much of the existing vegetation, including several trees located on-site and approximately 266 elderberry shrubs. The loss of this habitat could result in a significant effect on special-status species in the project vicinity. The proposed Rio Del Oro Specific Plan (currently under CEQA/NEPA review) includes two areas earmarked for Elderberry preserves. Both of these areas are located within the project site. Removal of elderberry shrubs in these areas would render the proposed preserves moot, further impacting VELB on-site. Both sites are located within constraints areas not earmarked for mining (see **Figure 5**).

Considering the potential effects of the proposed project, the following mitigation measures (pursuant to General Plan Policies NR.1.7, NR.2.1, NR.4.1, and NR.4.4) are included to reduce those effects.

Mitigation Measures

MM 4.1a Prior to each phase of construction or mining or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is

taking place. Surveys shall be conducted according to the following requirements:

- The survey(s) shall be conducted by a qualified biologist or other equivalent professional.
- The survey(s) shall be conducted no more than 30 days and no less than 14 days prior to site disturbance to occur between March 1 and August 31 for each year the proposed project would operate.
- The survey(s) shall include all areas within 250 feet of the project site.
- A copy of the survey(s) shall be provided to the City of Rancho Cordova no less than 7 business days prior to site disturbance.

If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 250 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game until such time as the young have fledged.

If all activities are to be completed outside the nesting season (identified above), determinate surveys shall not be required.

Timing/Implementation: *All necessary surveys shall be provided to the City of Rancho Cordova Planning Department no less than 7 days prior to site disturbance between March 1 and August 31. Surveys shall be repeated for each year the project plans to operate.*

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

MM 4.1b The project proponent shall update determinate surveys for potentially occurring special-status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species, or assume species presence within the area of project activity.

- If any special-status species or their habitat are indicated or assumed, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special-status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent

possible. The Special-Status Species Avoidance/Mitigation Plan shall be submitted to the City Planning Department for approval.

- Where project impacts include take of a State listed animal species, a "2081-incidental take" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act. Proof of such a permit shall be provided to the City of Rancho Cordova Planning Department prior to site disturbance.

Determinate surveys for potentially occurring special-status species shall be conducted no more than three months prior to site disturbance. A copy of all determinate surveys shall be provided to the City Planning Department no less than seven days prior to site disturbance.

Timing/Implementation: *Determinate surveys shall be performed no more than three months prior to site disturbance. Any required avoidance/mitigation plans or permits listed above shall be provided to the City Planning Department prior to approval of improvement/grading plans or prior to site disturbance, whichever comes first.*

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

MM 4.1c No disturbance, during any phase of the proposed project, within 100 feet of any wetlands or ephemeral drainages identified in the wetland delineation for the Rio Del Oro Specific Plan shall take place until such time as the approved mitigation is in place properly addressing the impacts to vernal pools and other seasonal habitats that support vernal pool fairy shrimp and vernal pool tadpole shrimp in such a manger that there will be no net loss of habitat (acreage and function) for these species in the Laguna Formation (pursuant to City Policy NR.2.1).

The project proponent shall prepare and submit an annual Habitat Monitoring Report (HMR) to the City, which documents efforts to avoid sensitive habitat areas and the associated monitoring efforts. Included in the HMR will be the appropriate documentation of GenCorp's (or others) permitting and mitigation efforts. The project proponent will provide all required permits and approvals to the City before impacting sensitive habitat areas.

The HMR shall also include a schedule of planned activities including the following:

- The location of the proposed vernal pool and seasonal wetland habitat site(s) and a detailed map of showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. The compensation wetlands shall be designed to, at a minimum: meet or exceed the

hydrophytic conditions and operating functions of the existing wetlands proposed for impact.

- A monitoring plan to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met.

- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity.

- A requirement that fencing be installed around all existing vernal pools that are within fifty feet of any haul route, spoil zone, stockpile zone, creation zone, or other construction area. The fencing shall be of high visibility material and limit access to the project site. Fencing shall be placed no closer than 10-feet to the delineated, verified perimeter of existing vernal pools.

- A requirement that a qualified biological resources monitor, approved by the City be on the site(s) to ensure compliance with identified mitigation for the duration of all the proposed activities. The construction manager shall submit bi-annual compliance reports to City monitor for review for a period of five years.

- The vernal pool and seasonal wetland habitat site shall be surveyed by a qualified biologist no more than 30 days prior to the onset of construction for the presence of raptor and federal and state listed bird nesting sites, unless it is determined that construction will occur outside of the breeding season for all species likely to occur on site or observed present. If active nesting sites are observed present all state and federal guidelines pertaining to active nesting sites shall be strictly adhered to in consultation with a qualified biologist.

- The project proponent shall grant full access to the vernal pool and seasonal wetland habitat site to the City for the monitoring of construction activities and mitigation compliance. Access shall be granted during all construction activities and the City monitor may issue stop work orders if mitigation non-compliance is identified.

- The project proponent shall specify that measures for reuse or disposal of excavated material are suitable for use at project site. The plan should minimize the elapsed time between excavation and reuse and provide adequate stockpile coverage and protection from wind and water erosion during the entire storage period. If excavated material is unsuitable for reuse at the project site, the plan shall include specific information regarding the eventual reuse or disposal

site, transportation method(s), disposal reuse management, and schedule.

- A spill prevention and response plan to the satisfaction of the City.

- A requirement that all disturbed areas be revegetated by the following methods: hydro seeding, drill seeding, or spreading of upland seed bearing soil. The method of revegetation shall be approved by a qualified wetland specialist and to the satisfaction of the City.

- Incorporation of the use of non-toxic soil stabilizers according to manufacture's specifications to all inactive construction areas. Use non-toxic binders to exposed areas after cut and fill operations and hydro seeded areas. The vernal pool and seasonal wetland habitat site shall be watered as directed by the City of Rancho Cordova Department Public Works and the SMAQMD and the frequency shall be based on the type of operation, soil and wind exposure.

The project proponent shall submit the proposed Habitat Monitoring Plan (HMP) to the City for endorsement prior to grading permit approval or any groundbreaking activity and initiation of mitigation activities (including mitigation land acquisition).

Execution of mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of wetlands within the project site (to the standard set by City Policy NR.2.1).

Timing/Implementation: *Prior to approval of grading and improvement plans and construction plans prior to any ground-disturbing activity.*

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

MM 4.1d The project proponent may conduct construction or operation of the proposed project in those areas that lie more than 100 feet from any trees, elderberry shrubs, wetlands, or ephemeral drainages prior to the satisfaction of mitigation measure MM 4.1c providing that the standard set of best management practices are employed when working in areas within 250 feet of these features including:

- Implementation of erosion control measures during all construction and operation including installation of long-term erosion control devices such as straw wattles, hay bale check dams, and silt fencing as required;

- Removal of cover vegetation as close as practicable to the time of construction or mining;

- Confinement of construction equipment and associated activities to the areas to be mined (as shown in **Figure 2** and excluding those areas identified as "constraints areas" shown in **Figure 5**);

- Reestablishment of stream bank contours following construction and installation of permanent erosion control as needed;

- Prohibiting refueling of construction related equipment within 250-feet of the aquatic environment;

- Maintenance of hazardous materials spill kits in proximity to all aquatic crossings;

- Compliance with state and federal permits;

- Performance of proper sediment control;

- Formulation and adherence to a spill prevention and response plan;

- Monitoring of construction and mining activities near specified features;

- Removal of all construction and operational spoils, remaining materials and miscellaneous litter for proper off-site disposal; and

- Post-construction monitoring and supplemental revegetation of all disturbed areas.

These requirements shall be conducted according to City standards and to California Stormwater Quality Association standards. These measures can be included in ~~a~~ the Stormwater Pollution Prevention Plan (SWPPP) ~~if one is~~ required ~~of the project~~ by the Public Works Department, the County Department of Water Resources, and/or the California Regional Water Quality Control Board. While these measures may be combined with a SWPPP, the project proponent shall ensure that all BMPs required in this measure are complied with throughout the life of the project, regardless of the requirement or contents of a SWPPP.

A qualified biological or stormwater monitor shall be contracted for monitoring of the condition and quality of these measures throughout the life of the project. Quarterly reports shall be submitted to the City Planning Department throughout the life of the project, indicating the presence, use, condition, and replacement (as needed) of all protective BMPs.

If the conditions of mitigation measure 4.1d are met, either through the actions of the project proponent or compliance with mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS by the project proponent for that project, the requirements of this measure will be considered met and the conditions of any actions conducted pursuant to measure 4.1d or 3.10-1a shall be followed instead.

Timing/Implementation: *All BMPs shall be shown on all plans for the proposed project prior to approval. Measure shall be complied with continuously until the end of the project or compliance with mitigation measure 4.1c.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department in consultation with the Public Works Department, Sacramento County Department of Water Resources, and the California Regional Water Quality Control Board.*

MM 4.1e No project activity shall proceed within 100 feet of areas containing VELB habitat (i.e., elderberry shrubs) until a BO has been issued by USFWS, and the project proponent has abided by all pertinent conditions in the BO relating to the proposed project, including conservation and minimization measures, intended to be completed before on-site action. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in the preserve.

Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of VELB habitat will ultimately be determined through the ESA Section 7 consultation process with USFWS, but shall be a minimum of "no net loss." A VELB mitigation plan is currently being developed through ESA Section 7 consultation with USFWS. The mitigation plan will also address the proposed delisting of VELB and any mitigation to be implemented if the delisting occurs prior to project implementation due to requirements under CEQA. Implementation of this plan would satisfy mitigation requirements for the removal of elderberry savanna, a sensitive habitat as identified by DFG, as well as single elderberry shrubs. A copy of the USFWS-approved mitigation plan shall be submitted to the City before the approval of any grading or improvement plans or any ground-disturbing activities within 100 feet of VELB habitat.

Should delisting of VELB occur, a mitigation plan that would compensate for the removal of elderberry savanna, a sensitive habitat as identified by DFG, would still be required. The mitigation plan shall be submitted to and approved by DFG and the City before the approval of any grading or improvement plans or any ground-disturbing activities that would affect elderberry savanna for all project phases.

Execution of mitigation measure 3.10-4b of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of elderberry shrubs within the project site.

Timing/Implementation: *Prior to the approval of grading permits or any ground-disturbing activity within 100 feet of VELF habitat.*

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

MM 4.1f The project proponent shall ensure that constraints Area B shown in **Figure 5** is expanded to include the whole of the area to be dedicated as elderberry preserve according to the Rio Del Oro Specific Plan EIR/EIS, as shown on Exhibit 3.10-3 of that document. Updated plans showing this expanded constraints area shall be submitted to the City Planning Department for review and approval prior to initiation of any site disturbance within 250 feet of existing Elderberry shrubs on the project site.

Timing/Implementation: *Prior to site disturbance within 250 feet of any Elderberry shrub on the project site.*

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

Implementation of mitigation measures **MM 4.1a** through **MM 4.1f** would reduce the project's impacts to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service to *less than significant.*

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. See discussion a) above for information on identified impacts of the General Plan on special-status species. The GP-EIR combined discussion of special-status species impacts to include impacts to habitat as well as individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through 4.10-48).

As described in the Biological Resource Assessment and above, the proposed project would result in the loss of approximately 8.8 acres of wetlands and ephemeral drainages which have been known to provide specific habitat for wetland invertebrate and plant species. While the majority of the project site has been disturbed in the past as a result of dredge-type gold mining and while the wetlands and drainages involved are considered "isolated" from the local hydrology, these habitats have previously exhibited signs of special-status species presence and may contain such species now and during project operation. Therefore, the loss of these wetlands could constitute a significant effect. Implementation of mitigation measures MM 4.1d and MM 4.1e would ensure that no net loss of wetlands would occur, pursuant to City Policy NR.2.1, and a *less than significant* impact would occur.

c) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR addressed potential direct and indirect impacts to Jurisdictional Waters of the U.S. (Jurisdictional Waters) as a result of wide-spread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through 4.10-56). Policies and Action Items included in the General Plan would reduce impacts to Jurisdictional Waters, especially

Policy NR.2.1 which requires "no net loss" of wetlands (GP DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of Jurisdictional Waters will occur within the General Plan Planning Area (Ibid.). Because of this local loss of Jurisdictional Waters, the impact of the General Plan was found to be significant and unavoidable (Ibid.).

As indicated in a) above, seasonal wetlands and vernal pools on the project site represent potential habitats for vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley fairy shrimp, and California linderiella. Vernal pool fairy shrimp were identified onsite and vernal pool tadpole shrimp were found in some wetlands adjacent to the site, but not within the project area. California linderiella were observed during surveys in a variety of off-site seasonal wetlands, ponds, and riparian wetlands.

In order to reduce potential impacts to wetlands, the project proposes two phases. Phase I would include mining portions of the site that do not contain wetlands. Phase II would include mining activities in portions of the site containing wetlands. However, approvals and permits from the United States Army Corps of Engineers and the United States Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Game are required prior to the start of any Phase II activities. Regardless of project phasing, operations within 250 feet of wetlands could result in a significant effect to Waters of the U.S. on and in the vicinity of the project site. Implementation of mitigation measures MM 4.1d and MM 4.1e would ensure that the project's impacts on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including vernal pools) are reduced to *less than significant*.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. Impacts to habitat for raptors and other nesting birds were addressed in the GP-EIR (GP-DEIR, pp. 48 through 4.10-52). Raptors are protected by the California Department of Fish and Game and are considered a special-status species under CEQA. Just as with impacts to habitat for other special-status species, wide-spread development of the City and the General Plan Planning Area would result in a net loss of raptor and nesting habitat and a significant and unavoidable impact was expected (GP DEIR, pp. 52). Discussion of impacts to movement corridors was also included in the GP-EIR (GP DEIR, pp. 4.10-56 through 4.10-61). Development of greenfield areas of the General Plan Planning Area would change the biological condition and characteristics of the area, resulting in changes in animal movement throughout the area (GP DEIR, p. 4.10-56). While City Policies and Action Items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-61).

The onsite vegetation communities discussed above represent potentially suitable habitats for a number of regionally occurring special-status bird species including nesting raptors, nesting songbirds, and wintering or migrant birds. Tree nesting species that may occur onsite and in the surrounding vicinity include white-tailed kite, Cooper's hawk and Swainson's hawk. Both the white-tailed kite and the Cooper's hawk have been documented within the Rio del Oro project area in previous studies, through not within the project site. With the construction and operation of the proposed project, nesting sites and migratory routes for these special-status species as well as for more common bird and mammal species may be directly and indirectly affected. Implementation of mitigation measures MM 4.1a and MM 4.1b would ensure that impacts to nesting sites would be *less than significant*.

e) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to trees from implementation of the General Plan (GP DEIR, pp. 4.10-61 and 4.10-62). Development of greenfield areas of the City and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees would be adequately protected by City Policies and Action Items, as well as large wooded areas and urban trees. However, some loss of native trees would occur and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-62).

Sierra Nevada Arborists conducted a survey of the Rio Del Oro Specific Plan area in 2003. ECORP overlaid the proposed project's site plans on the data provided by Sierra Nevada Arborists and found that 35 native oak trees of 6 inches or greater diameter at breast height (dbh) exist on the project site. While non-oak native species were surveyed, none above 18 inches dbh were identified by the report within the project site. The removal of 35 native oak trees as well as numerous unidentified non-native and native trees of varying sizes would require mitigation, pursuant to the City's Tree Ordinance. Several isolated cottonwood trees are known to exist on the project site within slickens soils found between tailing piles (Rio Del Oro DEIR, 1996). A portion of the project site is characterized as containing a cottonwood-willow riparian forest as well (Ibid.) Outside of this portion of the project, cottonwood trees are described in the Rio Del Oro Draft EIR as being in fair to poor health and limited signs of regeneration and reproduction are exhibited by these isolated cottonwoods. As such, their health is not considered "good" and the removal of these cottonwoods would not result in a significant effect. However, the removal of other trees found on-site may require mitigation, pursuant to the General Plan and the City's Tree Ordinance.

Mitigation Measure

MM 4.2 Prior to any site disturbance, a certified arborist or similarly qualified professional, approved by the City, shall conduct a full tree survey for the project site. The tree survey shall indicate the size, species, and general health of all trees located on the project site that exceed 6 inches diameter at breast height (dbh). If any native oaks or other native trees of 6 inches or greater dbh, multi-trunk native oaks or native trees of 10 inches or greater dbh, or non-native trees of 18 inches or greater dbh that have been determined by a qualified professional to be in good health are found to exist in the project site, such trees shall be avoided if feasible. If such trees cannot feasibly be avoided, the project proponent shall do one of the following prior to site disturbance within 100 feet of any on-site trees:

- All such trees that will be removed or otherwise damaged by project implementation shall be replaced at an inch-for-inch ratio. A replacement tree planting plan shall be prepared by a qualified professional or licensed landscape architect and shall be submitted to the City for approval before removal of trees; or

- The project proponent shall submit a mitigation plan that provides for complete mitigation of the removal of such trees in coordination with the City by a method comparable to an inch-by-inch replacement. The mitigation plan shall be subject to City approval.

If the City adopts a tree preservation ordinance at any time in the future, any future project activities shall be subject to that ordinance instead. If mitigation measure 3.10-3 of the Rio Del Oro Specific Plan EIR/EIS is satisfied, and the actions conducted pursuant to that measure include the proposed project site and the trees within, this measure shall be considered met and no further action is required.

Timing/Implementation: *Prior to approval of grading permits and prior to any site disturbance.*

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

Implementation of mitigation measure MM 4.2 will ensure that the removal of trees is consistent with the City's Tree Ordinances, resulting in a *less than significant* impact.

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

Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. Likewise, the Vernal Pool Recovery Plan is currently being prepared and no part of the plan has been adopted. The City has not committed to participating in either plan, though it may commit in the future. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V. CULTURAL RESOURCES Would the 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?	☐	☒	☐	☐	☒

EXISTING SETTING

Records searches and field examinations were conducted in preparation for the GP-EIR. The investigations included a records search at the North Central Information Center at California State University, Sacramento, a records search of the University of California, Berkeley Museum of Paleontology collections database, archival research at other repositories (e.g., California State Library), and field investigation of the General Plan Planning Area. The project vicinity was widely used by Native American groups in prehistory, but no evidence was found on-site of any artifacts or prehistoric sites. Developments and planned land uses within the region would contribute to potential conflicts with cultural and paleontological resources. These resources include archaeological resources associated with Native American activities and historic resources associated with settlement, farming, gold mining, and economic development. Because of these activities and resources, a Cultural Resources Inventory was conducted for purposes of the General Plan and found that there were no known cultural resources located on or around the Rio del Oro Planning Area.

The historic mine tailings on-site are the result of placer gold mining conducted in the late 19th century and early 20th century. According to the "Archaeological and Historical Investigations for the City of Rancho Cordova General Plan", mine tailings on-site are located within the American River Gold Mining District (Pacific Municipal Consultants, 2005). The district includes an area of dredge mine tailings extending from Folsom in the north to the eastern boundary of Mather Airport in the south. While the district is made up of several individual sites, the district is listed as historic resource CA-Sac-308-H by the GP-EIR. However, the area has neither been recorded as a district nor formally determined to be a district by the State Historic Preservation Officer. The dredge tailings located in resource CA-Sac-308-H represent mining operations between 1894 and 1962, but the mine tailings located on the project site date to the late 1960's. Therefore, these dredge mining tailings are not of sufficient age to be considered for registration with the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR).

No other historical, archeological, or paleontological resources or evidence of human remains were identified on the project site.

DISCUSSION OF IMPACTS

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

Based on historical record searches conducted by City staff, records searches at the North Central Information Center at California State University, Sacramento, and the findings of the GP-EIR, it was determined that the mine tailings located on the project site do not meet the definition of historical resources provided by the California Code of Regulations, Title 14, Chapter 3, Subsections 15064.5, 15126.4, and 15331. However, the project site does include structures and test sites used by ~~Aerojet~~ the Douglas Aircraft Company (later MacDonnell Douglas, now owned by the Boeing Company) prior to 1960 for rocket testing activities. These test sites may be eligible for listing in the NRHP and the CRHR. Therefore, they are assumed to qualify as historic resources for the project site. Activities undertaken during construction and operation of the proposed project are not expected to result in the destruction of these resources, nor is the proposed project likely to result in total loss of value for these resources. Further protection is provided to some of these resources by a material transport conveyer owned and operated by Teichert to transport mined aggregate from west of the project site to their processing plant to the east. This conveyor includes berms and fencing that would protect many of the sensitive sites from incursion by project traffic and operations. Regardless of the protection granted by the berms and conveyors, the potential for uncontrolled truck traffic or other project activities to adversely affect these resources remains, resulting in a potentially significant impact. The following mitigation measures are provided to ensure that the proposed project avoids known cultural resources and any previously undiscovered cultural resources that may be uncovered during implementation of the proposed project (pursuant to City Action Item CHR.1.3.1).

Mitigation Measures

MM 5.1a The project proponent shall ensure that throughout all phases of the proposed project no mining activities or other ground disturbance occur within 150 feet of any structures or equipment located on-site as a result of historic rocket testing, including concrete pads associated with those activities. These structures are located in the general area of "Environmental Constraints Area C", as identified by the project proponent.

The project proponent shall coordinate with Planning Department staff to ensure that activities are excluded from the proper portions of the project site prior to site disturbance in order to ensure that no activities take place in these locations. All on-site employees and truck drivers shall be notified of those areas to be avoided prior to working on the site.

Timing/Implementation: *Coordination with Planning Department staff shall occur prior to any ground disturbance on-site. Measure shall be in force throughout all phases of the proposed project.*

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

MM 5.1b The City Planning Department shall be notified immediately if any cultural resources (e.g. prehistoric or historic artifacts, structural features, unusual amounts of bone or shell, fossils, or architectural remains) are uncovered during construction. All construction must stop immediately in the vicinity of the find and an archaeologist that meets the Secretary of the Interiors Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained by the project proponent to evaluate the finds and recommend appropriate action. The recommendations of the archaeologist and/or the paleontologist shall be implemented prior to continuing construction.

Implementation/Timing: *Throughout all phases of the proposed project.*

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

Implementation of mitigation measures MM 5.1a and MM 5.1b will reduce any project-specific impacts to historical resources to *less than significant*.

b) *Less than Significant Impact with Mitigation Incorporation /Reviewed Under Previous Document*. See discussion a) above. Studies conducted during preparation of the GP-EIR and the Rio Del Oro EIR/EIS did not identify any currently registered or potential archaeological resources on the project site. Implementation of mitigation measure MM 5.1b would ensure that any previously unknown archaeological resources uncovered during construction and operation of the proposed project would be adequately protected. Therefore, the proposed project would result in a *less than significant* impact.

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

The Cultural Resources Inventory did not find any evidence of paleontological resources in the project area. The potential exists for unknown paleontological resources to be located on-site and these unknown resources could potentially be impacted during construction and operation of the proposed project. Implementation of mitigation measure MM 5b would ensure that any unknown paleontological resources are protected. Therefore, the proposed project would result in *less than significant* impacts to archaeological resources.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The discussion in the GP-EIR concerning historic resources impacts included discussion of potential impacts to human remains [see discussion a) above]. Impacts were the same in that known resources were adequately protected but unknown human remains

outside established cemeteries could potentially be affected. Therefore, significant and unavoidable impacts as a result of the General Plan were expected (GP DEIR, p. 4.11-14).

There are no known cemeteries on the project site. No sign of abandoned or historic cemeteries was found during the Cultural Resources Inventory conducted for the purposes of the GP-EIR. However, due to the large Native American population known to reside in the general area in the past, the primary concern is the disturbance of hidden or unmarked grave sites. The proposed project area is not expected to contain any such sites, though concrete data on the location of all burial sites is not available. Therefore, there is some potential that activities undertaken on the project site may result in the accidental discovery of human remains. The following mitigation measure is included in order to protect any previously unknown human remains that may be uncovered during the proposed project, pursuant to City Action Item CHR.1.3.2.

Mitigation Measure

MM 5.2 The City Planning Department shall be notified immediately if any human remains are uncovered during construction. All construction must stop immediately in the vicinity of the remains. The Planning Department shall notify the County Coroner according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in State CEQA Guidelines 15064.5(d-e) shall be followed.

Implementation/Timing: *Throughout all phases of the proposed project.*

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

Implementation of mitigation measure MM 5.2 would ensure that any impacts to previously unknown human remains uncovered during the proposed project would be *less than significant*.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. GEOLOGY AND SOILS Would the 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 Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☒

EXISTING SETTING

Soils located on the project site consist of gravels that have been mined for gold and aggregate value during the late 1800's through the 1960's. Past dredge mining operations resulted in linear mounds of cobbles (tailings) throughout the project site. These tailing piles vary in height from 5 feet above the original ground surface to more than 75 feet. The base of these piles is typically between 100 and 300 feet wide. Tailing piles consist mainly of rounded cobbles of varying sizes with some fine sediment and clay interspersed between the cobbles. The soil between the tailing piles generally consists of fine grained soils and clays commonly referred to as "slickens". (Granite Construction Company, 2006)

No known active faults or Alquist-Priolo earthquake hazard zones exist in Sacramento County. Accurate seismic activity records for Sacramento County have been kept for the past 150 years and indicate that significant regional seismic activity was recorded in 1869, 1892, 1954, and 1966. Records indicate that the 1869, 1954, and 1966 events were centered in western Nevada and did not result in ground shaking or structural damage in the Sacramento area (GP-EIR, 2006). According to the soil study performed for the proposed Rio Del Oro project by ECORP Consulting, Inc. (which overlays the project site) and the NRCS soil mapping study (USDA,

1993), the soil types that are present on the proposed project site consist of Xerothents (mine tailings), Red Bluff Xerothents, and Slickens.

DISCUSSION OF IMPACTS

a)

i) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR stated that significant seismic shaking was not a concern within the Rancho Cordova Planning Area as there are no active faults within Sacramento County and because the City is not located within an Alquist-Priolo earthquake hazard zone (GP DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility as the City is located within Seismic Zone 3, which is considered an area of relatively low ground shaking potential (GP DEIR, p. 4.8-20). Adherence to City policies as well as the California Building Code (CBC) and the Uniform Building Code (UBC) would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.8-21).

The proposed project is located within the incorporated boundaries of the City and would likewise not be subject to strong seismic shaking. The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction or other seismic hazards is not considered to be an issue of significant environmental concern due to the infrequent seismic history of the area. Minor shaking is a concern as, according to the California Geological Survey, the project is located within Seismic Zone 3. No permanent structures would be constructed by the proposed project and mobile equipment such as that required by the proposed project is not strongly affected by seismic shaking and its ancillary effects. Therefore, the proposed project is expected to result in a *less than significant* impact.

ii) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion under i) above.

iii) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that seismic shaking was not a concern in the City [see discussion i) above]. Liquefaction is the process in which water is combined with unconsolidated soils as a result of seismic activities involving ground motions and pressure. Without strong ground motion, liquefaction is unlikely. Additionally, the water table is generally too low in the areas of the City to provide enough moisture for liquefaction to occur (GP DEIR, p. 4.8-20). Therefore, the impact of the General Plan was found to be less than significant.

As identified in the GP-EIR, the project site is located in an area in which strong seismic shaking is unlikely. The soil types underlying the project area are Xerothents (dredge tailings), Red Bluff Xerothents, and Slickens. None of these listed soil types are conducive to liquefaction (ECORP, 1996). Additionally, groundwater below the project site is ~~more than~~ located an average of 114 feet below the surface, further reducing the risk of liquefaction (Reclamation Plan, 2006; Fricke, 2007). Therefore, the proposed project would result in *less than significant* impacts from ground failure and liquefaction.

iv) *Less than Significant Impact with Mitigation Incorporation*. Due to the project's topography, which is characterized by flat terrain and relatively low-lying dredge tailings (between 5 to 75 feet in height), the potential for landslides is considered very low. Slopes within the Rancho Cordova General Plan Planning Area generally range from 0 to 8 percent. However, higher slopes are associated with mine tailings such as those located on the project site. Adjacent properties are comprised of similar topographical characteristics. Mine tailings, as they exist on-site, do not generally fail and do not generally experience landslides. However, as the proposed project could temporarily increase current slopes during the mining process, it is possible that a localized slide could occur during operation of the proposed project. A localized slide would not affect adjacent properties but could result in physical harm to workers on site.

Mitigation Measure

MM 6.1 As mining occurs on the project site, all tailing piles over 20 feet in height shall be cut at a slope of 1.5 horizontal to 1 vertical or shallower. At no time shall mining activity on such piles allow the slope to exceed that amount. If slopes cut at 1.5 to 1 appear to exhibit signs of potential failure (small localized slides, other signs of slope erosion, etc.) then mining shall continue at a grade of 2 feet horizontal to 1 foot vertical, or shallower, thereafter.

Implementation/Timing: *Throughout all phases of the proposed project.*

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

Implementation of mitigation measure MM 6.1 would ensure that impacts as a result of landslide or other slope failure would be *less than significant*.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP DEIR, pp. 4.8-21 through 4.8-23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the City and the Planning Area. Additional impacts were due to increases in runoff due to a net increase in impervious surfaces in the City. However, compliance with the City's Erosion Control Ordinance and the current NPDES permit conditions for the City would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

Construction of the proposed project will likely require typical grading and site preparation activities as well as the improvement and maintenance of paved and unpaved roadways on the project site and in portions of the adjacent area. Such activities can result in removal of topsoil, resulting in disturbance and exposure of underlying soils to erosion from a variety of sources including storm events and the use of water on-site for dust control. As the construction of the proposed project would impact more than one acre of land, a Stormwater Pollution Prevention Plan (SWPPP) will be required by the City of Rancho Cordova Public Works department, in compliance with the City's NPDES permit. Best management practices required by the SWPPP will ensure that erosion impacts are reduced.

During operation of the proposed project, primary actions would consist of standard mining activities on previously disturbed but largely undeveloped land. Mining activities can result in significant erosion related impacts. According to the Soil Survey of Sacramento County, mine tailings have a minimal erosion potential (USDA, 1993). While the proposed project would remove these mine tailings, the underlying soil would be preserved and grading to be conducted following mining would restore the topsoil and provide a level, less erosion prone surface. Additionally, the proposed project would be required to adhere to the City of Rancho Cordova Erosion Control Ordinance and the requirements of the City's NPDES permit. Therefore, the proposed project would result in *less than significant* erosion impacts.

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

According to the Biological Resource Assessment (**Appendix B**), the project site consists primarily of one soil type, Xerothents (Dredge Tailings, Red Bluff, and Slickens). This soil type has a subsoil permeability of 60 inches or greater, and has a low to very low water holding capacity. The low probability of seismic activity in the region greatly reduces the chance for soil stability issues such as fracturing, liquefaction, subsidence, or landslide. These types of failures are discussed above. The underlying soil under the mine tailings is expected to consist of the same colloidial clay soils as is evident in adjacent properties. Clay soils commonly point to issues of shrink/swell, where the soil expands and contracts as water is absorbed into the soil during the wet season and evaporated away during the dry season. However, the proposed project does not propose any permanent structures that would be affected by shrink/swell. Considering the characteristics of the soil found on-site and the information provided above, the proposed project would result in *less than significant* impacts related to soil stability.

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

e) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential soils impacts of the General Plan related to the use of alternative wastewater handling systems such as septic systems resulting from development of residential lots of two acres or more (GP DEIR, pp. 4.8-24 through 4.8-26). The portions of the Rancho Cordova Planning Area that could contain such lots exist outside the City boundaries in the outlying Planning Areas. For residential development with lots less than two acres in size, City policy requires the use of the public sewer system (GP DEIR, p. 4.8-26).

The employees of the proposed project will be served by temporary toilets to be supplied under contract by United Site Services. Wastewater generated by the proposed project is transported by United Site Services to the wastewater treatment plant near Elk Grove, to the southwest of the project site. Therefore, no alternative wastewater handling facilities will be required and *no impact* is expected.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII. HAZARDS AND HAZARDOUS MATERIALS Would the 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 § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☐	☒

EXISTING SETTING

Public health is potentially at risk whenever hazardous materials are proposed for use, transportation, or storage. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment, such as underground storage tanks or nearby airport operations. The risk to health and public safety is determined by the probability of exposure, proximity to a particular hazard, in addition to the inherent toxicity of hazardous materials. For a complete listing of all known hazardous materials sites within the City, refer to the GP-DEIR Section 4.4, Hazards and Human Health. The proposed project is located on the "~~MacDonald~~ McDonnell Douglas/Aerojet Inactive Rancho Cordova Test Site" (IRCTS), known to have surface contamination (ash and other byproducts of rocket testing) as well as groundwater contamination. Cleanup of these materials, pursuant to the requirements of the California Department of Toxic Substances

Control (DTSC) and the ~~Federal Environmental Protection Agency (EPA)~~ California Regional Water Quality Control Board (CRWQCB), is ongoing.

In order to quantify background levels of trace elements in the soils experienced on the project site, GenCorp contracted with Environmental Geoscience Research & Analytical Services (EGRAS) in 1994 to prepare a report titled "Sitewide Background Levels of Soil Trace Elements, Aerojet Propulsion Systems Plant and Adjacent Subsidiary Sites, Rancho Cordova, California." This study included testing of soils throughout the Aerojet properties including the IRCTS and thus the proposed project site. Within tailings located on the project site, arsenic was found at concentrations above both the Residential and Industrial remediation goal for arsenic set by the Environmental Protection Agency (EPA). Of the 15 test boring sites located within the project site, the maximum concentration of arsenic was 12 mg/kg. The minimum concentration encountered was 4.4 mg/kg. The average concentration encountered was 7.5 mg/kg with the higher concentrations located within mine tailings such as those to be collected and processed by the proposed project. The current remediation goal for the EPA is 2.8 mg/kg, an average of 4.7 mg/kg lower than the current concentration of arsenic found at the project site. (EGRAS, 1994)

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP DEIR, pp. 4.4-23 and 4.4-24). Impacts concerned transportation of hazardous materials on the roadway network within the City and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the City. Adherence to General Plan policies and federal, state, and local regulations regarding hazardous material were found to reduce potential impacts of the General Plan to a less than significant level (GP DEIR, pp. 4.4-24 and 4.4-28).

The proposed project will require the limited use of hazardous materials usually associated with mining activities. The transportation, use, and storage of these materials (including, but not limited to lubricants, fuels, solvents, diesel fuels, Acetylene gas, and miscellaneous propellants found in aerosol canisters) would be subject to local, State, and federal laws as well as City Safety Policies. Consistency with these laws and policies would limit hazards to the public from the use of these materials. Because the project site is surrounded by open space/undeveloped land, it is relatively isolated from other structures. There are currently homes under construction south of the project site, and more homes are expected to be constructed to the west of the project site during operation of the proposed project. While mining activities do involve the routine transport, use, or disposal of hazardous materials, the potential for a significant hazard is minimized through federal, State, and local policies and regulations (including City Policies and Action Items).

Soils located on the project site have been identified as containing concentrations of arsenic above the remediation goal of the EPA (EGRAS, 1994; MacDonald, 2007). In order to address the potential hazard to people working on the project site and those living and working on adjacent parcels, Integral Consulting, Inc., provided an assessment of the potential risks posed by on-site arsenic. According to the report provided by Integral Consulting (attached as **Appendix D**), arsenic concentrations on-site, while above the EPA's standards, are not elevated when compared with the background concentrations known to exist in the larger vicinity. Much of California exhibits similar levels of arsenic in

both soils and in groundwater (Ibid.). According to Integral Consulting, ingestion of soils containing this concentration of inorganic arsenic would not result in any significant absorption of arsenic by workers on site. Similarly, airborne dust inhaled by workers on-site or people on adjacent parcels would result in insignificant exposure to arsenic.

Dr. Lee Shull prepared "An Evaluation of the Health Implications of Arsenic Soil at the Rio Del Oro Site" in February, 2007 as a result of similar comments received on the Draft EIR for the Rio Del Oro Specific Plan. Of key importance to the proposed project was Dr. Shul's determination that the bioavailability of naturally occurring arsenic on the project site is "generally low" (Shull, 2007). The bioavailability of a substance is a general expression of the materials ability to be absorbed into the body. In the case of arsenic, the portion of the element that cannot be absorbed is excreted from the body without affecting the health of the individual. The particular form and concentration of arsenic found on the project site exhibits a bioavailability of approximately 30 percent, a relatively low level (Ibid.). As such, exposure to this form and concentration of arsenic is less likely to cause any health hazards in workers for the proposed project.

Dust control measures to be implemented by the proposed project would ensure that exposure to dust is at a minimum (Integral Consulting, 2007). Therefore, the proposed project is not expected to constitute a significant hazard to persons on and in the vicinity of the proposed project. As discussed above, the use, storage, and transportation of hazardous materials is expected to be minimal and will be conducted in a manner consistent with local, State, and federal regulations. Considering the above analysis, the proposed project is expected to result in *less than significant* impacts from hazardous materials.

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR described potential impacts related to the accidental release of hazardous materials (GP DEIR, pp. 4.4-24 through 4.4-28). Primary sources of potential accidental release concerned PCB-containing transformers, groundwater pollution, and underground storage tanks (USTs). Consistency with City Policies and Action Items, as well as all applicable federal, State, and local regulations would result in a less than significant impact from the General Plan (GP DEIR, p. 4.4-28).

As the proposed project is currently used for agricultural uses such as cattle grazing, and as the property was used previously for rocket testing and other scientific ventures, ~~it is likely~~ the potential exists ~~that~~ for dumped or buried hazardous or waste materials ~~could~~ to be located on-site. Also of concern is the potential for previously unrecorded underground storage tanks (USTs) which can present a hazard during removal if the USTs are currently leaking or compromised in some way. Because agricultural USTs were not required to be registered in Sacramento County, it is impossible to determine if USTs are located on-site or not. The following mitigation measures are included in order to reduce the potential hazards of waste, other materials, and USTs:

Mitigation Measures

MM 7.1a As construction and operation of the proposed project occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility and in a timely manner. No storage of any these materials shall occur on those portions of the site designated as environmentally sensitive areas/receptors (e.g. wetlands).

Timing/Implementation: *Measure shall be implemented throughout all phases of construction and operation. All such materials shall be completely removed prior to release of any portion of the site for other uses.*

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

MM 7.1b If any underground storage tanks (UST) are discovered during construction activities, the City Planning Department must be contacted and all construction activities within 500 feet of the UST shall cease immediately. The UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.

Timing/Implementation: *Measure shall be implemented throughout all phases of construction and operation.*

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

Implementation of mitigation measures MM 7.1a and MM 7.1b would ensure that impacts related to accidental release of hazardous materials from implementation of the proposed project are *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR discussed the siting of public schools as being subject to the siting requirements of the California Department of Education (GP-DEIR, p. 4.4-25). In addition to CEQA review, potential school sites will be reviewed by various agencies to ensure the new school site is safe from toxic hazards (GP-DEIR, p. 4.4-25). General Plan policies and actions will reduce the potential impacts of the General Plan from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP DEIR, p. 4.4-28).

There are currently no schools located within one-quarter mile of the mining project. However, the GP-EIR identified a public/quasi-public space within one-quarter mile of the site that may possibly be used for a high school at a time after reclamation activities have concluded. Additionally, the Rio Del Oro Specific Plan, currently under consideration by the City, identifies five elementary schools and a middle school on the project site. The Rio Del Oro Specific Plan also identifies a high school and an elementary school within one-quarter mile of the western project boundary. The Folsom Cordova Unified School District (FCUSD) has not indicated that it has accepted ~~the~~ any of these school sites and no construction has begun. Because no known hazardous materials are being handled within the project site at this time, and because the proposed project involves only limited use of hazardous materials, the propose project would result in a *less than significant* impact related to the use of hazardous substances in the proximity of schools.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR included information regarding federal and State listed hazardous materials sites as well as a map of such sites (GP DEIR, pp. 4.4-2 through 4.4-10). These sites included leaking underground storage sites, groundwater contamination plumes, PCB contaminated sites related to prior rocket engine testing (Aerojet/GenCorp), and other

smaller sites (pp. 4.4-5, 4.4-6). Impact discussions were included in discussions of accidental release of hazardous materials [see discussion b) above] and were found to be less than significant due to compliance with federal, State, and local laws and regulations (GP DEIR, p. 4.4-28).

The project site is located on the ~~Aerojet Superfund Site~~ IRCTS, which is listed as having past hazardous materials involvement, pursuant to Government Code Section 65962.5, including those sites identified in the GP-EIR (GP DEIR, pp 4.4-2, 4.4-4, & 4.4-5). The Aerojet groundwater contamination plume is located underneath portions of the project site. Additional groundwater contamination has occurred in the past as a result of testing operations conducted by McDonnell Douglas (then known as the Douglas Aircraft Company). Mining operations will excavate between 5 and 75 feet below surface level, as necessary for each row of mining tails. Depths of the contaminated groundwater supply ~~begin at~~ occurs an average 114 feet below surface level (Reclamation Plan, 2006; Fricke, 2007). Due to the average depth to groundwater, none of the contaminated water is expected to be exposed to the surface soils during mining operations. However, the project proponent proposes to use groundwater obtained from an existing well on-site for dust control and other associated mining operations. The project proponent has applied for a "Report of Waste Discharge" from the California Regional Water Quality Control Board in order to treat and use groundwater extracted from this well for these purposes. Consistency with the requirements and requests of the CRWQCB would ensure that hazards associated with the removal and use of this water would not be significant.

In addition to groundwater contamination, the project site contains several sites that exhibit surface contamination as a result of past mining activities. The DTSC is currently coordinating the removal of these materials as separate projects from the proposed project. If mining were to be undertaken in these contaminated areas, exposure to people on-site as well as off-site during transportation and use of mined aggregates could occur, resulting in a significant exposure. In order to allow for the cleanup and eventual release of some of these sites, the project proponent has designated "environmental constraints areas" in which either no mining will occur or mining may occur only after DTSC has released the site for development. These areas are depicted in **Figure 5**. A general description of these sites and their eventual disposition are listed in **Table 4** below.

TABLE 4
ENVIRONMENTAL CONSTRAINTS AREAS

Area Identifier	Name/Description	Disposition
A	Spray Field	~~Not to be mined.~~ Awaiting release from DTSC and CRWQCB.
B	Joint Burn Area	Northern portion not to be mined. Limited mining in southern portion awaiting release from DTSC and CRWQCB.
C	Sigma Complex	Awaiting release from ~~Aerojet~~ DTSC and CRWQCB.
D	WRD #1 Municipal Landfill	Not to be mined.
E	DM-14 Assembly Area	~~Not to be mined.~~ Awaiting release from CRWQCB.
F	Rice Hull Ash Area	Awaiting release from ~~Aerojet~~ CRWQCB.
G	Alpha/IOC-1 Complex	Not to be mined.
H	Bi-Dri Study Area	~~Not to be mined.~~ Awaiting release from DTSC and CRWQCB.

*Source: Cunningham Engineering, 2006 (See **Figure 5**); Fricke, 2007*
Notes: CRWQCB = California Regional Water Quality Control Board
DTSC = Department of Toxic Substances Control

Mitigation Measures

MM 7.2a No site disturbance shall occur within areas ~~A, B, D, E, G, or H~~ D or G of the Environmental Constraints Areas, as shown in **Figure 5** for the project at any time. No improvements of roads or other infrastructure existing in those areas shall be conducted unless clearance for such activity is provided by the City, ~~and~~ the Department of Toxic Substances Control (DTSC), and the California Regional Water Quality Control Board (CRWQCB) after adequate review of the proposed action and its environmental impacts are assessed by all parties.

New truck travel roads, either permanent or temporary, shall not be constructed within these areas at any time. Nor shall any existing roads within these areas be used during mining operations unless those roads are cleared for such use by the DTSC and CRWQCB.

~~Those portions of areas F and H that are planned for ash removal by the DTSC and Aerojet may be used for travel routes within the project area only after those areas are cleared for use by the DTSC.~~

Timing/Implementation: *Throughout all phases of the proposed project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, in consultation with the California Department of Toxic Substances Control and the California Regional Water Quality Control Board.*

MM 7.2b No site disturbance shall occur within areas ~~C or F~~ A, B, C, E, F, or H of the Environmental Constraints Area, as shown in **Figure 5**, until such time as the Department of Toxic Substances Control (DTSC) and ~~GenCorp~~ the California Regional Water Quality Control Board (CRWQCB) has released those areas for mining. Documentation stating that those areas are safe for mining and that clearance has been given by both the DTSC and GenCorp must be provided to the City at least 10 days prior to initiation of mining activities or other site disturbance in those areas.

Timing/Implementation: *Throughout all phases of the proposed project.*

Enforcement/Monitoring: *California Department of Toxic Substances Control and the California Regional Water Quality Control Board, in consultation with the City of Rancho Cordova.*

Implementation of the mitigation measures MM 7.2a and MM 7.2b would ensure that the project's impacts on workers and the environment from exposure to contaminated groundwater and soils would be *less than significant*.

e) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts of development within an airport land use plan (GP DEIR, p. 4.4-28). The Mather Airport CLUP Safety Restriction Area overlies several portions of the City, restricting development in those areas to uses allowed within the CLUP. Adherence to General Plan policies, federal regulations, the Comprehensive Land Use Plan, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The proposed project is located approximately two miles from Mather Airport. In order to provide guidance for land use within the vicinity of the airport in respect to hazards to people and structures on the ground, the Comprehensive Land Use Plan (CLUP) for Mather Airport outlines several Safety Restriction Areas (SRA). Projects located within these SRAs are expected to experience some hazard from aircraft (though generally very small). Areas outside these areas are not expected to be adversely affected by aircraft operating in the vicinity of Mather Airport. As the proposed project is located outside these areas, little or no hazard is expected to people on the ground in the project area as a result of aircraft. Therefore, a *less than significant* impact is expected.

f) *No Impact*. The proposed project is not located within two miles of any private airstrip. The nearest private airstrip to the project area is the Rancho Murrieta Airport, located more than eight miles to the southeast of the project area. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the project area would be under the control of Mather Airport's control tower, not the control of a private airport. Therefore, the proposed project would have *no impact* associated with hazards near private airstrips.

g) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP DEIR, p. 4.4-29). The EIR found that implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency access to residences as well as

evacuation routes and resulting in a net positive effect on implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP DEIR, p. 4.4-29).

Typical physical changes to the environment that could impede adopted emergency response plans such as the Sacramento County Multi-Hazard Disaster Plan typically concern impedances to traffic circulation and other associated features that would slow the response to any indicated emergency. The project site would be connected to the City's roadway network at one or more locations along White Rock Road and at one location on Douglas Road. The proposed project would improve existing roadways within the project site as well as some external roadways such as the dilapidated roadway that leads south to Douglas Road. The improvement of these roadways and the addition of new haul roads would provide adequate access on-site for disaster response. Additionally, the proposed project would not include a large number of employees, minimizing the effects of a large disaster and the necessary response to the site. Therefore, the proposed project would result in a *less than significant* impact associated with adopted emergency planning.

h) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP DEIR, pp.4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP DEIR, p. 4.12-10).

The proposed project is situated on an undeveloped site that includes large areas of non-native grassland either within or immediately adjacent to the project site. As some operations of the proposed project, such as maintenance of vehicles and equipment, may include sources of flame (such as from welding), the potential for wildfire exists as the result of the proposed project. While homes are not located immediately adjacent to the project site, it is conceivable that homes will be constructed directly to the west during the life of the proposed project. In order to prevent fire impacts to these future structures, the following mitigation measure is included:

Mitigation Measure

MM 7.3 No activities that include the use of open flame or sparks, such as welding or burning of waste materials, shall be conducted except in areas previously cleared by mining and devoid of vegetation or within the "sales and staging" area of the project site (as shown in **Figure 4**). Operations that could ignite fires shall be surrounded by a fire buffer of at least 15 feet on all sides. This buffer shall provide protection to any flammable materials including existing vegetation. Operations that could ignite fires shall not be conducted during any high wind events (winds generally in excess of 15 miles per hour).

The project proponent shall ensure that spark arrestors are installed and operating normally within the exhaust system of all engines in mining and processing vehicles and equipment at all times. All vehicles used on the project site shall be equipped with fire extinguishers and all on-site personnel shall receive training in their use and application.

An Emergency Communication Plan shall be developed for the proposed project that describes clear procedures to follow in the event of a fire on the project site. A copy of this plan shall be provided to the City of Rancho Cordova Planning Department for reference purposes prior to the initiation of mining activities.

Timing/Implementation: *Throughout all phases of the proposed project.*

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

Implementation of mitigation measure MM 7.3 would ensure that the proposed project would have a *less than significant* impact with regards to wildland fire.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HYDROLOGY AND WATER QUALITY Would the 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 to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☒	☐	☐	☒
f) Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☒	☐	☐	☒
g) Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☒	☐	☐	☒
h) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☒
i) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	☒
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☒
l) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☒	☐	☒
m) Inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒	☐

EXISTING SETTING

The proposed project site currently consists of undeveloped vacant land. Natural drainage of the site flows towards the southwest, though local drainage and surface flows are hampered by the tailing piles and valleys. There are no creeks, streams, or canals within or on the boundaries of the ~~property~~ project site. While Morrison Creek does exist south of the project site, no disturbance to Morrison Creek is planned by the proposed project. The proposed project site is within the area of groundwater contamination ~~from the Mather Groundwater Contamination Plume (RCGP DEIR, Figure 4.4-1)~~ resulting from previous rocket testing and other operations on the IRCTS [see discussion d) of Checklist VII, "Hazards and Hazardous Materials" above]. The proposed project site lies outside of both the 500-year and 100-year Flood Zones (RCGP DEIR, Figure 4.9-2).

DISCUSSION OF IMPACTS

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

The proposed project originally included the extraction of groundwater from an existing ~~monitoring~~ water supply well on the project site (well number 1054 of the ~~Inactive Rancho Cordova Test Site~~ IRCTS). The groundwater would be treated using an activated charcoal process in order to remove trace amounts of volatile organic compounds (VOCs) found during preliminary testing of the monitoring well. After treatment, this water would be used in aggregate processing operations and as dust control on the project site. During the public comment period for this document, CRWQCB and DTSC expressed serious concerns about the adequacy of well 1054 to serve the proposed project. Concerns were also raised that use of water from well 1054 would adversely affect remediation efforts underway in the Sigma Complex area. As such, the City requested the project proponent acquire a new source of water for the proposed project.

In 2005 the Boeing Company installed a groundwater extraction and treatment (GET) plant in the southern part of the IRCTS, immediately adjacent to Douglas Road approximately 0.4 miles to the east of the intersection of Douglas Road and Sunrise Boulevard. This groundwater aquifer is known as the Southern Groundwater Study Area (SGSA). The installation of the SGSA GET was conducted as part of a Remedial Action Plan produced by DTSC. The purpose of the Remedial Action Plan was to contain volatile organic compounds (VOCs) found in the groundwater underlying the site. The environmental effects of this groundwater extraction and treatment were documented in a Mitigated Negative Declaration certified by DTSC in January 2005 (State Clearinghouse #2005101077). Upon treatment the groundwater outflow from the SGSA GET is currently released into Morrison Creek just north of the treatment plant location. Rather than release this treated water, the project proponent proposes to use this water as a primary source of water for the project.

In addition to the SGSA GET, the proposed project would require the temporary use of water provided by the Sacramento County Water Authority (SCWA) from an existing water supply line located under White Rock Road along the northern boundary of the project. Water provided by SCWA to the project site meets or exceeds water quality standards for

drinking water. As such, discharge of this water would not result in any violation of water quality standards.

As the proposed project would ~~extract groundwater and~~ discharge ~~that water~~ treated groundwater onto the site, a Waste Discharge application is required by the CRWQCB. ~~This application begins a process mandated by CRWQCB which may include the issuance of a NPDES permit for the project.~~ A Waste Discharge permit and associated Waste Discharge Requirements were placed upon the SGSA GET upon approval by DTSC and CRWQCB. Conditions placed on the project by the CRWQCB ~~prior to approval of discharge~~ would ensure that impacts to surface waters from the proposed project would be *less than significant* and that all actions would be consistent with local and State regulations for waste discharge.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential ground water supply and recharge impacts (GP DEIR, p. 4.9-43 through 4.9-57). Both the addition of impervious material as well as additional use of groundwater in the region would result in significant and unavoidable impacts to groundwater levels from implementation of the General Plan (GP DEIR, p. 4.9-57).

As discussed above, the proposed project includes the ~~extraction of~~ use of groundwater from an existing ~~monitoring well on-site~~ extraction and treatment plant for use during operation of the project. Estimates as to the proposed project's water usage range from between 49.4 acre feet per year and 148.2 acre feet per year. ~~The extraction of this quantity of water from the aquifer is not expected to result in a significant drop in the groundwater level below the site.~~ The wells extracting this groundwater were installed and operating prior to receipt of the application for the proposed project. The environmental effects of such extraction were included in a Mitigated Negative Declaration certified by DTSC in January 2006. The proposed project would not increase the quantity of water extracted at this location. Water usage from SCWA is likewise supplied by previously installed and operating wells. Therefore, effects to the underlying groundwater level are not expected. Groundwater extraction wells for the purpose of serving current or planned development in the City are not located within the vicinity of the proposed project or the SGSA GET, which will serve the project. Therefore, the proposed project is expected to have a *less than significant* impact on local groundwater table levels and availability of groundwater for existing and planned development.

c) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR identified potential impacts due to erosion and siltation as a result of new development in the City and the Planning Area (GP DEIR, p. 4.9-34 through 4.9-39). Adherence to City policies, action items, the conditions of the City's NPDES permit, and the City's Erosion Control Ordinance would result in less than significant impacts related to erosion and siltation as a result of implementation of the General Plan (GP DEIR, p. 4.9-39).

The surface hydrology of the project site was heavily disrupted during historic gold mining of the site. As such, there are no streams or rivers located on-site. However, the upper branches of Morrison Creek are located south of the project site. The access road that will allow project traffic to access Douglas Road would cross this creek at three locations, including an existing culvert, placed by McDonnell Douglas during rocket testing operations. The addition of repetitive truck traffic across ~~this~~ these culverts could result in the partial or complete collapse of the culverts, substantially affecting Morrison Creek in the wet season.

If the culverts were to fail, blockage of the creek would result and effects such as siltation, flooding, erosion, and other typical effects of streambed damage would occur.

Mitigation Measure

MM 8.1 The project proponent shall have a licensed professional engineer evaluate the structural integrity of the crossings of Morrison Creek on the private road north of Douglas Road in order to determine whether the crossings will handle the increased loads associated with the proposed project. Final design and specifications of any improvement of the crossings required is to be approved by the licensed engineer and submitted to the City for review and approval. All required permits shall be obtained for any improvement, including but not limited to a Streambed Alteration Agreement from the California Regional Water Quality Control Board.

Improvements to the crossings are the full financial responsibility of the project proponent. Improvements must be constructed prior to use of the access road to Douglas Road. If this access road is not to be used by the project, no improvement of the crossings is required.

Timing/Implementation: *Prior to use of the southern access road to Douglas Road.*

Enforcement/Monitoring: *City of Rancho Cordova Public Works Department.*

Implementation of mitigation measure MM 8.1 would ensure that impacts to Morrison Creek are *less than significant*. Compliance with the City's NPDES permit, the required SWPPP for the project, and City Policies would ensure that other impacts related to surface water would be *less than significant.*

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR identified potential impacts from flooding due to implementation of the General Plan (GP DEIR, p. 4.9-41 through 4.9-43). These impacts were associated with the addition of impermeable surfaces, primarily roads, within the City. City Policies and Action Items would be adequate to reduce any flooding impacts. Therefore, the GP-EIR found that the impact of the General Plan on flooding would be less than significant (GP DEIR, p. 4.9-43). See discussion c) above for project-specific impacts.

e) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. See discussion a) above for information on the GP-EIR and impacts to water quality. Construction and operation of the proposed project would require heavy machinery such as graders, excavators, mobile processing equipment, and other machinery typically required for earthmoving and surface mining. Maintenance and fueling of this machinery could result in impacts to surface waters and runoff from the project site due to accidental spills and minor releases of fuels and lubricants as a result of normal use. An on-site dumpster will be used to collect solid waste and it will be disposed of at existing landfills. Operation of the proposed project will require the limited use of certain lubricants, fuels, and other potentially hazardous materials. Improper material delivery, handling, and removal could also result in a significant impact to surface waters.

Mitigation Measure

MM 8.2 The project proponent shall include the specific BMPs in the Stormwater Pollution Prevention Plan (SWPPP) for the proposed project. Additionally, these BMPs shall be implemented throughout the operation of the proposed project. All BMPs shall be executed to the level of standard published by the California Stormwater Quality Association's Construction Stormwater BMP Handbook. BMPs to be utilized shall include, but are not limited to:

- NS-8 Vehicle and Equipment Cleaning;
- NS-8 Vehicle and Equipment Fueling;
- NS-10 Vehicle and Equipment Maintenance;
- WM-1 Material Delivery and Storage;
- WM-2 Material Use;
- WM-3 Stockpile Management;
- WM-4 Spill Prevention and Control;
- WM-5 Solid Waste Management; and,
- WM-6 Hazardous Waste Management.

Timing/Implementation: *Measures shall be included in the SWPPP for the project and on all improvement, grading, or mining plans. All measures shall be implemented throughout all phases of the proposed project.*

Enforcement/Monitoring: *City of Rancho Cordova Public Works Department in coordination with the County of Sacramento Department of Water Resources.*

Implementation of mitigation measure MM 8.2 as well as the remainder of the SWPPP for the proposed project and the requirements of the City's NPDES permit will ensure that impacts are *less than significant*.

f) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* See discussions a), b), and d) above for information on the GP-EIR and stormwater impacts from the General Plan. The project site does not contain any receiving waters or areas of water quality benefit. Additionally, as the proposed project would not increase the current quantity of impervious surfaces on-site and because the soil condition is currently well-drained, additional stormwater than that experienced currently will not be generated as a result of the proposed project. Therefore, runoff from the project site will not be increased. See discussions a), c), and d) above for more information on runoff impacts of the proposed project. Considering the information provided above as well as consistency with City Policy, the proposed project is expected to have a *less than significant* impact to receiving waters.

g) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. See discussion f) above.

h) *Less than Significant/Reviewed Under Previous Document*. As discussed in discussion f) above, the proposed project is not expected to result in a significant increase in stormwater runoff. Little or no impervious surfaces are expected to be added by the proposed project.

The drainage of the site and the high water infiltration rate of the project site lessens the impact of stormwater runoff.

The proposed project would construct a staging and sales area in the northern portion of the site. This staging area would be approximately 23 acres in size. The grading and preparation of this staging area would result in an area of lower permeability than the existing soil. Stormwater runoff from the staging area would be directed to a stormwater retention basin to be constructed immediately adjacent to the staging area. This basin would hold stormwater and allow for the slow release of that water to the existing on-site drainage. The on-site basin would prevent stormwater collected on-site from exceeding the capacity of the on-site hydrology. Therefore, the proposed project would have a *less than significant* impact in regards to stormwater capacity.

i) *Less than Significant Impact*. Water quality impacts from both the construction phase and operation phase of the proposed project have been addressed in the discussions above and found to be less than significant. Adherence to a SWPPP would reduce many of the anticipated impacts to water quality from the construction phase of the proposed project. Adherence to City policies and action items would further reduce any potential water quality impacts. The proposed project would utilize groundwater that is known to be contaminated with perchlorate and ~~other~~ VOCs, byproducts of rocket testing conducted on the site and adjacent sites in the past. However, before that water could be used on site it would be treated to drinkable quality or better by ~~GenCorp~~ the Boeing Company, as enforced by DTSC and ~~the federal Environmental Protection Agency~~ CRWQCB. Therefore, implementation of the proposed project would result in *less than significant* impacts related to water quality.

j) *No Impact/Reviewed Under Previous Document*. The GP-EIR discussed impacts related to flooding, which included consideration of housing within a 100-year flood hazard area (GP DEIR, pp. 4.9-41 through 4.9-43). City Policies and Action Items would prevent either an increase in the 100-year floodplain from the result of the construction of any structures as or the placement of housing within the 100-year floodplain. Therefore, impacts from the General Plan were found to be less than significant (GP DEIR, p. 4.9-43).

The proposed project does not include the construction or provision of any housing. All employees will be housed off-site and no permanent structures are to be constructed by the proposed project. As the proposed project would not construct housing of any kind, the project would result in *no impact* regarding housing in the 100-year floodplain.

k) *Less than Significant Impact//Reviewed Under Previous Document*. See discussion j) above. The situation for residences is identical for other structures on site. Therefore, the impact is identical as well.

l) *Less than Significant Impact/Reviewed Under Previous Document*. See discussions c), d), h), j), and k) above for information on the GP-EIR's findings regarding flooding impacts. As discussed above, flooding impacts on-site and at adjacent sites as a result of actions by the proposed project are not considered to be significant. According to information provided in the GP-EIR (2006) and the City's Redevelopment Plan EIR (2006), the proposed project does not lie within the vicinity of any levies. The Folsom Dam and the Natomas Dam are both within five miles of the proposed project. However, the topography of the region prevents flooding as a result of failure of either of those structures from reaching the project site. The project site is located entirely outside the 100-year and projected 500-year

floodplains, further precluding the risk of flooding. Therefore, a *less than significant* impact is expected.

m) *No Impact*. The proposed project site is not located near the Pacific Ocean, nor is it near a large water body that would be capable of creating seiches or tsunami. All steep slopes on-site are associated with mine tailings, which are not susceptible to mudflow when saturated. Therefore, there would be *no impact* caused by water inundation from seiches, tsunami, or mudflow.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX. LAND USE AND PLANNING Would the project:					
a) Physically divide an existing community?	☐	☐	☒	☐	☒
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☒

EXISTING SETTING

The proposed project site lies within the Rio Del Oro Planning Area, as identified in the General Plan. Within the Planning Area, the project site is identified as an area for Residential-Mixed Density (General Plan p.79-82). Residential-Mixed Density indicates a mix of residential densities with target average density in the medium density range (General Plan, p.46). Currently, this Planning Area is entirely undeveloped and is presently designated for surface mining and reclamation activities.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR described possible impacts related to the division of existing communities (GP DEIR, pp. 4.1-38 through 4.1-40). The GP-EIR states that development and redevelopment described in the General Plan was specifically designed so that barriers between communities would be prevented. Additionally, City policies and action items were included in the General Plan to further prevent divisions of communities. The GP-EIR found that impacts of the General Plan to existing communities would be less than significant (GP DEIR, pp. 4.1-39 and 4.1-40).

The proposed project is located on the eastern edge of development within the City of Rancho Cordova. Properties to the north and east of the project site are currently undeveloped. Development of the proposed project is planned; however such development in independent of the proposed project. The proposed project would not impede the use of any existing roadways in the City, nor would it split two or more areas of existing development. It is located at the current edge of the City's developed area and would be complete prior to development of parcels to the north and east. Therefore, the proposed project is not expected to divide an existing community and a *less than significant* impact is expected.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR included discussion of potential impacts to adopted land use plans, policies, and regulations of other jurisdictional agencies in the area (GP DEIR, 4.1-46 through 4.1-56). Conflicts were identified between the General Plan and the Sacramento County General Plan and the

Mather Airport Comprehensive Land Use Plan (Mather CLUP). While City policies were included in the General Plan to reduce these conflicts, significant and unavoidable conflicts were expected as a result of implementation of the General Plan (GP DEIR, p. 4.1-56; GP FEIR, p. 4.0-4).

The proposed project is located entirely within the current incorporated boundaries of the City of Rancho Cordova. The General Plan includes specific Policies and Actions for the purpose of mitigating or preventing impacts to the environment. Some of these Policies and Actions have been restated as mitigation measures in this MND. The proposed project will be required to adhere to all City Policies and Actions in regards to these policies as part of the approval process for the project. The proposed project has been analyzed by the City Planning Department and has been found to be consistent with both the General Plan and the Aerojet Special Planning Area code, adopted prior to incorporation of the City and incorporated by reference upon incorporation of Rancho Cordova. Therefore, the proposed project would result in a *less than significant* impact in regards to current Policies adopted for the purpose of mitigating or avoiding an environmental effect.

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

Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. Likewise, the Vernal Pool Recovery Plan is currently being prepared and no part of the plan has been adopted. The City has not committed to participating in either plan, though it may commit in the future. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X. MINERAL RESOURCES Would the 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?	☐	☐	☐	☒	☒

EXISTING SETTING

The primary mineral resources available within the City of Rancho Cordova consist of gravel and soils used for site preparation, paving, and roadway construction in the vicinity. There are no oil and gas resources within the City of Rancho Cordova. The Surface Mining and Reclamation Act (SMARA) (Cal. Pub. Res. Code Section 2710, et seq.) directs the State Geologist to identify and map the non-fuel mineral resources of the State in order to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. The California Geological Survey and the State Mining and Geology Board are the state agencies responsible for the classification and designation of areas containing, or potentially containing, significant mineral resources. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of their potential to contain valuable resources. While the project site is known to contain mineral resources, it is not classified as a MRZ.

DISCUSSION OF IMPACTS

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

While the project site it not listed as an area likely to contain mineral resources, mine tailing piles on-site point to the existence of extensive aggregate resources. The purpose of the proposed project is to mine these resources for use in roadway construction and other paving in the region. Therefore, while the proposed project would remove these resources, they would be used locally and would benefit the City, adjacent Cities, and the County. Therefore, *no impact* from the loss of a mineral resource is expected.

b) *No Impact/Reviewed Under Previous Document*. See discussion a) above.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. 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 two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

EXISTING SETTING

An Environmental Noise Analysis was conducted in May, 2006 for the proposed project by Brown-Buntin Associates, Inc. (BBA) in order to determine the likely noise impacts on the area as a result of the proposed project (see **Appendix C**). This analysis was updated in February, 2007 after the City identified areas of additional detail that were required. According to the report, operations at aggregate facilities, such as the proposed project, typically consist of the excavation of aggregate material using front-loaders and or self elevating scrapers, the transfer of that material via truck or conveyor to the processing plant, where it is crushed and screened into various sized products, and the load out of the material via heavy trucks. During preparation of the Environmental Noise Analysis, a continuous noise measurement was conducted for the project in November 2005, which measured the ambient daytime noise level at 57.1 decibels of equivalent continuous noise level (dB L_{eq}). Ambient noise sources included cattle vocalizations, distant traffic, aircraft overflights, and other mining operations (not a part of the proposed project).

Noise generated by the site is expected to result from two main sources: (1) the portable aggregate processing equipment and (2) the separation of aggregate material from the mine tailings (mining operations). The noise generation of aggregate processing varies by size, type of equipment, and hours of operation, normally ranging between 80 to 90 dB L_{eq} at a distance of 100 feet from the processing plant equipment (City of Rancho Cordova, 2006). The noise analysis performed by BBA identified that aggregate processing would result in 70 dB L_{eq} at a distance of 600 feet from the center of the processing equipment (2006). Noise generated by

mining operations is expected to result in 70 dB Leq at a distance of 100 feet from the center of mining operations.

Noise is also expected to be generated by truck traffic transporting aggregate materials mined and processed by the proposed project to area projects that utilize such materials. White Rock Road, the primary access road for the proposed project, currently operates at a noise level of 68.4 dB at 50 feet from the centerline of the roadway (BBA, 2006). The addition of project truck traffic would result in an increase of 1.1 dB to 69.5 dB at 50 feet (Ibid.).

DISCUSSION OF IMPACTS

a) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR addressed increases in noise levels as a result of buildout of the General Plan (GP DEIR, pp. 4.7-20 through 4.7-30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise generating land uses (GP DEIR, pp. 4.7-22, 4.7-27, 4.7-30). Policies and Actions included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

Current City standard noise exposure maximums for transportation noise sources such as truck traffic on White Rock Road is 60 dB L_{eq}. White Rock Road is currently operating at a level at which construction of residences, such as those proposed for the Rio Del Oro Specific Plan, cannot occur without mitigation of existing noise levels. The proposed project would only contribute an additional 1.1 dB L_{eq} of noise to White Rock Road, an increase of less than 1.8 percent. This is a minor contribution and is not considered to be a significant increase in noise.

According to the General Plan, impacts to adjacent land uses from stationary sources of noise in the City are limited to 55 dB L_{eq} in daylight hours and 45 db Leq during nighttime hours. A reduction in 5 dB L_{eq} (to 50/40 dB L_{eq}) is mandated for uses that generate tonal, repetitive, or impulsive noise. Impulsive noise is defined as sound of short duration, usually less than one second, with an abrupt onset and decay. Impulsive sounds include explosions, drop forge impacts, and the discharge of firearms. Tonal noises are generally defined as any sound which can be distinctly heard as a single pitch or a set of single pitches. Repetitive noise is generally defined as noises that are regularly repeated in such a manner as to cause annoyance. For example, back-up “beepers” and pile drivers are both sources of repetitive noise.

Noise generated by aggregate mining operations consists of diesel-powered equipment noise, such as that from scrapers, bulldozer, loaders, and trucks, as well as noise generated by the aggregate processing crushers and vibrating screens. Vehicle noises are not expected to be tonal, repetitive, or impulsive. Noise generated by the vibrating screens used in the aggregate processing operation can qualify as tonal at very short range. However, over increasing distances the high-frequency screen noise tends to reduce greatly due to air and ground absorption, resulting in a broad-band, non-tonal sound at distance (BBA, 2007). In order to provide a specific analysis of the noise generated by the aggregate processing equipment to be used on the project site, BBA conducted an analysis of the noise generated by the actual mobile processing plant intended for use on the project site. The results of this analysis are shown in **Figure 6** below.

FIGURE 6
MEASURED FREQUENCY SPECTRUM – MOBILE AGGREGATE PROCESSING PLANT AT 200 FEET

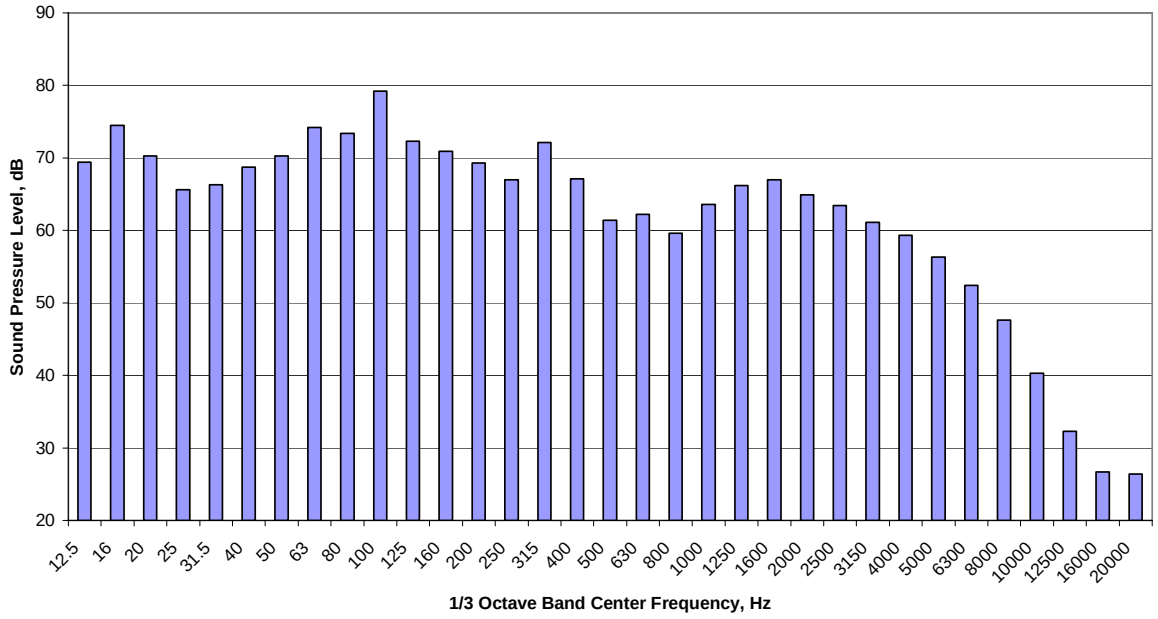

Figure Source: BBA, 2007

As shown in **Figure 6** above, the processing plant is not expected to generate any clear tones at a distance of 200 feet. Therefore, the proposed project is not expected to generate any tonal noises at a distance of 200 feet or greater.

In order to test for impulsive noise, BBA analyzed noise generated by a comparable aggregate processing plant to determine if any significant impulsive noise was generated by the plant at a distance of 700 feet. The results of that analysis are shown in **Figure 7** below.

FIGURE 7
TIME HISTORY OF AGGREGATE PLANT NOISE AT 700 FEET

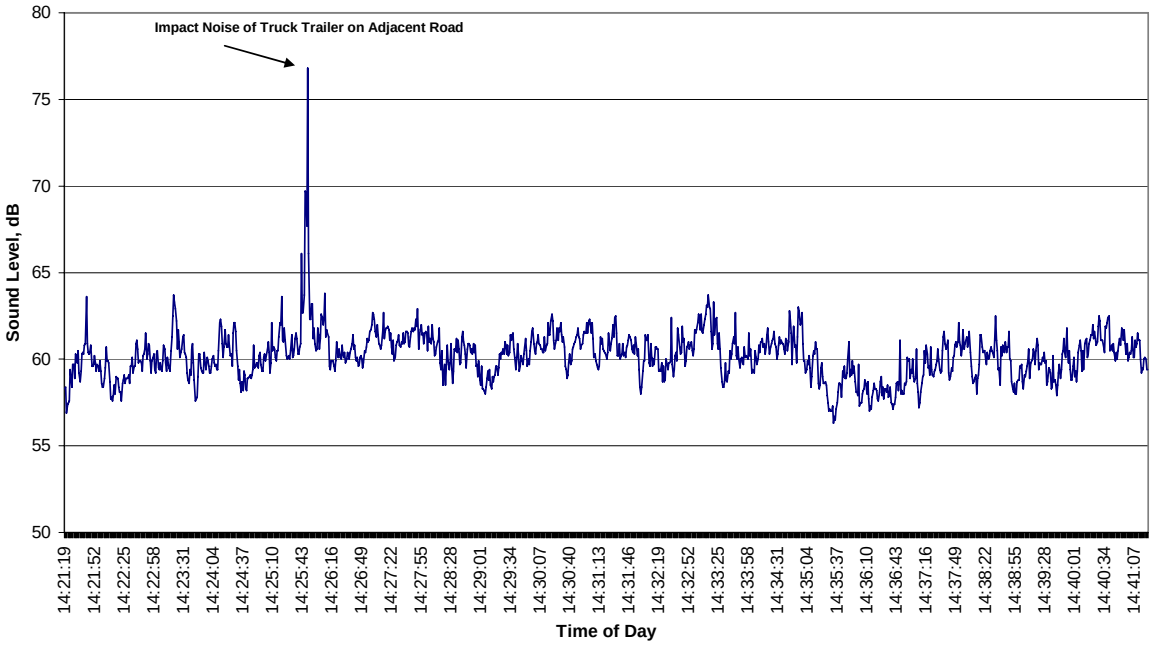

Figure Source: BBA, 2007

As shown in **Figure 7** above, the only impulsive noise recorded during the study was found to be located off-site and not related to the aggregate processing operation. All other noise recorded was generally constant and did not meet the definition of impulsive. Additionally, no evenly spaced repetition of sound was shown and the actual sound level stayed fairly constant throughout the test period. Considering the data provided by BBA, the proposed project is not expected to generate tonal, repetitive, or impulsive noise and the current City noise standards for new projects generating "typical" noise should be enforced. The current City noise standards are shown in **Table 5** below.

TABLE 5
CITY OF RANCHO CORDOVA NOISE STANDARDS (HOURLY LEQ, DB)

Stationary Noise Source Type	Daytime Maximum (7 AM to 10 PM)	Nighttime Maximum (10 PM to 7 AM)
Typical	55	45

Source: City of Rancho Cordova General Plan, Noise Element, p. 12, Table N-2

Using the Environmental Noise Model (ENM), BBA was able to use the data collected during the analysis shown in **Figure 6** and **Figure 7** above to model the expected distances at which noise from both aggregate mining and aggregate processing would likely exceed the City Standards shown in **Table 5**. The distances provided by the ENM assume certain constants for terrain between the listener and the equipment as well as the equipment generating the noise. The results of the ENM provide a good benchmark distance at which significant noise is expected to be encountered (BBA, 2007). The associated distances at which significant noise is expected to be experienced are identified in **Table 6** below.

TABLE 6
PREDICTED DISTANCES TO NOISE CONTOURS (FEET)

Equivalent Sound Level (dB Leq)	Aggregate Mining	Aggregate Processing
45	2,155	1,560
55	1,270	840
70	380	230

Source: BBA, 2007

While no sensitive receptors to noise are located adjacent to the proposed project at this time, the expected duration of mining operations presents the possibility that homes will be constructed and occupied on land immediately west of the project site prior to completion of the operational phase of the proposed project. Homes are planned for the majority of the Rio Del Oro Specific Plan Area, inside which the proposed project is located, and home construction is expected to begin in the western portion of the Specific Plan Area first (EDAW, 2006). Therefore, if the proposed project generates noise of 55 dB L_{eq} during the day or 45 dB L_{eq} during nighttime at the western boundary of the project site, a significant impact is expected.

Implementation of mitigation measure MM 3.2 would reduce the likelihood of operation of either mining equipment or processing equipment within the distances presented in **Table 6**. However, considerable uncertainty remains as to the date of occupation of homes to the west and the progression of mining activities. Therefore, it is assumed that operations may occur inside the distances presented in **Table 6**. The following mitigation measure is included in order to prevent significant noise from impacting adjacent properties:

Mitigation Measure

MM 11.1 Upon occupation of one or more residences in the Rio Del Oro Specific Plan area to the west of the project site, the project proponent shall ensure that no mining or aggregate processing is conducted within the following minimum distances from the nearest occupied residences:

- No mining may occur within 840 feet of the nearest occupied residence in the daytime. No mining may occur within 1,560 feet of the nearest occupied residence in the nighttime.

- No aggregate processing may occur within 1,270 feet of the nearest occupied residence in the daytime. No aggregate processing may occur within 2,155 feet of the nearest occupied residence in the nighttime.

These minimum distances may be revised by the City of Rancho Cordova in the event that the project proponent provides additional data, prepared by a qualified noise professional, which shows that noise levels at or below current City Noise Standards would be, or actually are, experienced at the nearest occupied residence from mining and/or processing operations. Mining operations and aggregate processing may be conducted within these minimum distances only under the following conditions:

- The project proponent shall incorporate temporary noise barriers such as berms or product stockpiles of a sufficient height to block sight lines between occupied homes and processing/mining operations. All temporary noise barriers shall be shown on project plans and submitted to the City Planning Department for review and approval prior to construction.

- The project proponent shall provide an acoustical analysis prepared by a qualified noise professional showing that the temporary noise barriers are sufficient to reduce noise at the project boundary below current City noise standards of 55 dB L_{eq} daytime/45 dB L_{eq} nighttime.

Timing/Implementation: *Throughout operation of the proposed project upon occupation of one or more homes to be constructed in the Rio Del Oro Specific Plan area.*

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

Implementation of mitigation measure MM 11.1 as well as mitigation measure MM 3.2 and compliance with the City's Noise Ordinance is expected to result in a *less than significant* impact related to currently adopted noise standards.

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR discussed groundborne noise and vibration concurrently with construction related noise impacts [see discussion a) above; also GP-DEIR, pp. 4.7-20 through 4.7-22]. As large-scale construction of various land uses is ongoing in the City and will continue for some time, guided by the General Plan, significant noise and vibration generation is expected. While City Policies and Action Items would reduce the impact of such vibration and noise, significant and unavoidable impacts as a result of implementation of the General Plan are expected in some cases (GP DEIR, p. 4.7-22).

Typical sources of significant groundborne vibration include the use of explosives and subterranean mining with heavy equipment. The proposed project includes the collection of aggregate resources sitting in piles above the original ground surface that existed prior to gold mining on-site. As such, no deep excavation is required. As the project will not require deep excavation, the use of explosives will not be necessary. No subterranean operations will be conducted as tailing piles do not extend below the surface. Some heavy construction equipment will be used, such as backhoes, bulldozers, excavators, and other mechanized mobile equipment. However, this machinery is of a typical type for construction and would not result in significant groundborne vibration. The implementation of project phasing mandated by mitigation measures MM 3.2 and MM 11.1 would increase the distance between any existing structures or structures planned for construction during the lifetime of the project to such a degree as to further minimize vibration impacts. Therefore, the proposed project would have a *less than significant* impact from groundborne vibration.

c) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The GP-EIR identified uses that may result in significant stationary (permanent) noise generation (GP DEIR, pp. 4.7-28 through 4.7-30). Uses and equipment that would generate significant permanent noise included loading docks, industrial uses, HVAC equipment, car washes, daycare facilities, auto repair, as well as some recreational uses

(GP DEIR, p. 4.7-28). While the impact of these and other significant sources of permanent noise would be lessoned by Policies and Action Items included in the General Plan, some impacts would remain and the GP-EIR found impacts of the General Plan to be significant and unavoidable (GP DEIR, p. 4.7-30).

The noise impact of the proposed project was analyzed under discussion a) above. While implementation of mitigation measure MM 11.1 would ensure that the proposed project would not have a significant impact related to exceedance of City noise standards, the proposed project would operate at times where resident sensitivity to noise is increased (late night and early morning). Phasing adopted by implementation of mitigation measure MM 3.2 would prevent significant impacts to residents from mining of the project site and operation of the mobile aggregate processing equipment. However, the proposed project includes the hauling of aggregate resources to customers that may be located anywhere in the region. Haul trucks along White Rock Road are not expected to create significant noise as shown in discussion a) above. However, an access road will be used by the project proponent that connects with Douglas Road, south of the proposed project. The use of heavy hauling trucks on Douglas Road at night may result in an increase in existing noise levels at residences that exist along Douglas Road.

Mitigation Measures

MM 11.2a The project proponent shall ensure that the Douglas Road access point is utilized only between the hours of 7:00 AM and 6:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends. The gate at that access point shall remain locked outside of those hours to discourage unauthorized use.

Timing/Implementation: *Throughout all phases of the proposed project.*

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

MM 11.2b Prior to the occupation of homes in any portion of the Rio Del Oro or Westborough developments, the project proponent shall post signage visible to residents providing a name, address, and 24-hour phone number for information and/or complaints regarding the mining activities of the proposed project. Placement of the signage immediately adjacent to White Rock Road is considered sufficiently visible. Signage shall also include the address and main phone number for the City Planning Department.

Signage meeting the above requirements shall also be installed prior to site disturbance at the entrance at Douglas Road in a location plainly visible from Douglas Road.

Timing/Implementation: *Signage shall be posted prior to occupation of homes within the Rio Del Oro or Westborough projects.*

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

Implementation of mitigation measures MM 3.2, MM 11.1, MM 11.2a, and MM 11.2b would ensure that the proposed project would have a *less than significant* impact in regards to increased noise levels.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. See discussion c) above.

e) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed noise impacts related to airports, specifically the Mather Airport located immediately south and west of the City (GP DEIR, pp. 4.7-30 through 4.7-32). Five planning areas within the City were identified as having potential airport-related noise impacts: Mather Planning Area, Jackson Planning Area, Sunrise Boulevard South Planning Area, Rio del Oro Planning Area, and the Aerojet Planning Area (GP DEIR, p. 4.7-30). Single-event noise impacts were also identified for those portions of the City that lie under the primary flight paths for Mather Airport (GP DEIR, p. 4.7-30). For the five planning areas identified above and areas of the City directly under the approach path for Mather Airport the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.7-32).

The Mather Airport CLUP identifies areas that will experience significant noise from operations at the airport. The proposed project is located outside this area and would therefore not be impacted by aircraft noise. Workers on-site would be exposed to increased noise levels as a result of the aggregate mining and processing process to a much greater degree than that experienced as a result of aircraft noise (as shown in the Environmental Noise Analysis). Therefore, the proposed project is expected to result in *less than significant* impact associated with aircraft noise exposure.

Portions of the project site are located within two-miles of Mather Airport and in the approach-departure path for this facility. Aircraft noise exposure may affect future sensitive receptors from future residential development. However, based on the ambient noise measurements, the aircraft noise exposure on the project site would be *less than significant*.

f) *No Impact*. The nearest private airport to the project area is Rancho Murrieta Airport, more than eight miles away from the project, to the southeast. Therefore, the proposed project is not located within the vicinity of a private airport and *no impact* would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII. POPULATION AND HOUSING Would the 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?	☐	☐	☐	☒	☒

EXISTING SETTING

The recently adopted General Plan has designated the project site for residential, industrial, and commercial development as part of the Rio Del Oro specific plan (currently being prepared). The proposed project site is currently vacant and is designated for surface mining under the Aerojet Special Planning Area, established by the County of Sacramento, prior to incorporation of the City. Reclamation of this land will allow for future development, as designated in the General Plan.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. In the GP-EIR the General Plan was found to result in substantial increases in the number of dwellings, residents, and employees in the General Plan Planning Area (GP DEIR, pp. 4.3-10 through 4.3-14). These increases were higher than those previously anticipated by the Sacramento Area Council of Governments (SACOG). Substantial population growth is expected and significant and unavoidable impacts of the General Plan were identified (GP-DEIR, p. 4.3-14).

The proposed project does not include the development of homes or businesses, nor does it extend infrastructure or utilities that would induce growth and development in the planning area. The proposed project would, however, provide needed aggregate resources for infrastructure expansion and development of such uses in the City. As such it is assumed that the proposed project would have a limited potential for inducing growth in the region. However, this expansion of infrastructure and development of urban land uses in the project vicinity comprises subsequent projects within the scope of activities and land uses studied in the GP-EIR. Construction and operation of the proposed project would not result in any project-specific impacts related to growth that were not identified in the Program EIR. As the GP-EIR found that impacts due to growth inducement were significant and unavoidable and because the proposed project is consistent with and described in the Program EIR, no further environmental analysis is required pursuant to Pub. Res. Code Section 21083.3.

b) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts due to the displacement of people and housing as a result of implementation of the General Plan (GP DEIR, p. 4.3-14). These impacts were primarily due to the installation of infrastructure such as streets (Ibid). Consistency with State and federal laws relating to displacement of existing residents and housing would ensure that impacts of the General Plan would be less than significant (Ibid.).

The project site is currently undeveloped and does not contain any residential structures. Therefore, implementation of the proposed project would not result in any forced displacement of people or housing and the project would result in *no impact*.

c) *No Impact/Reviewed Under Previous Document*. See discussion b) above.

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

EXISTING SETTING

The proposed project is located within the following public service districts:

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection – Rancho Cordova Police Department (RCPD)
- School District – Folsom Cordova Unified School District (FCUSD)
- Park District – Cordova Recreation and Park District (CRPD)
- Electrical Service – Sacramento Metropolitan Utilities District (SMUD)
- Natural Gas Service – Pacific Gas and Electric (PG&E)

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed the impact of the General Plan on fire protection services and the resulting environmental impact of any additional infrastructure required (GP DEIR, pp. 4.12-5 through 4.12-9). As the General Plan would result in substantial growth, additional fire stations and other infrastructure would be required to serve the increased number of dwellings and urban land uses (GP DEIR, pp. 4.12-5 and 4.12-6). Consistency with City Policies and Action Items would result in a less than significant impact of the General Plan to the environment from construction and provision of additional infrastructure and facilities.

The proposed project would not require additional fire protection services beyond what is already provided to the property by the Sacramento Metropolitan Fire District. No structures are to be constructed by the proposed project and only wildland fire or accident would require the attention of the SMFD. As the proposed project would not result in an increase in need for fire protection services, no additional facilities will be required in order to provide such services and a *less than significant* impact is expected.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the need for additional police protection infrastructure and facilities (GP DEIR, pp. 4.12-16 through 4.12-20). Just as with fire protection, the substantial growth predicted in the GP-EIR would require additional fire protection

infrastructure and facilities (GP DEIR, pp. 4.12-16 and 4.12-17). Consistency with City Policies and Action Items would result in less than significant impacts resulting from implementation of the General Plan (GP DEIR, p. 4.12-17).

See discussion a) above. Just as the proposed project would not result in the need for additional fire protection services beyond those currently provided, the project would also not require additional law enforcement. Law enforcement staffing and facilities are based on population. As the proposed project would not construct housing of any type, and would therefore not result in an increase in population, no additional personnel, equipment, or facilities will be required by the RCPD in order to serve the project. Therefore, the proposed project would result in a *less than significant* impact.

c) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to all four school districts servicing the General Plan Planning Area as a result of substantial growth expected during the life of the General Plan (GP DEIR, pp. 4.12-77 through 4.12-80). While additional schools would be required as growth in the General Plan Planning Area continues, consistency with City Policies and Action Items, as well as required CEQA and State Board of Education review of future school sites would result in less than significant impacts resulting from implementation of the General Plan (GP DEIR, p. 4.12-80).

See discussions a) and b) above. The proposed project would not increase housing. Therefore, no additional schools will be required to serve the proposed project and the proposed project would result in *no impact* to the provision of schools.

d) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential environmental impacts related to the provision of additional parks to serve the growth anticipated in the General Plan (GP DEIR, pp. 4.12-89 through 4.12-96). Adherence to City Policy and Action Items as well as the requirements of the Cordova Recreation and Park District (CRPD) would ensure less than significant impacts from implementation of the General Plan (GP DEIR, pp. 4.12-95 and 4.12-96).

See previous discussions above. The proposed project would not include land uses that utilize parks. Therefore, no new parks are required to serve the proposed project and the proposed project would result in *no impact*.

e) *Less than Significant Impact*. See discussions above. The proposed project does not include, nor does it require, the construction of any other public facilities other than those discussed in discussions a) through d) above. No currently adopted Policies or ordinances of either the City or any Responsible Agency would require such facilities to be constructed as a result of the proposed project. Therefore, *no impact* is expected.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV. RECREATION					
a) Would the 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?	☐	☐	☐	☒	☒

EXISTING SETTING

There are currently no park facilities within three miles of the proposed project. A number of parks are planned to the north and south of the proposed project as part of the Heritage Falls project (north) and the Sunridge Specific Plan (south); however none of these parks are in operation. Public parks within the City are generally the responsibility of CRPD to operate and maintain. Any new parks constructed must meet CRPD's standards for dedication prior to CRPD taking responsibility for the park.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. See discussion d) of checklist XIII, Public Services above for information on the GP-EIR's conclusions as to impacts related to parks and recreation. The proposed project will not create additional housing that will generate expanded use of existing parks. Therefore, *no impact* is expected as a result of project implementation.

b) *No Impact/Reviewed Under Previous Document*. See discussion a) above.

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

EXISTING SETTING

Traffic generated by the proposed project is tied directly to sales of aggregate materials to other projects within the City and the region. Due to the length of the proposed project (5-10 years) and the difficulty with determining the potential traffic generation of the project over time, the project proponent has provided a maximum sales potential for the site. According to the project proponent, mining operations at the project site are expected to result in no more than 500 truck trips daily. These truck trips are directly related to the hauling of aggregate materials from the project site to other projects as they are needed.

The City of Rancho Cordova currently operates under the same traffic study standards as the County of Sacramento. According to the standard practiced by the City Public Works Department, if a project is not expected to result in more than 100 trips during AM or PM peak hours or a total of 1000 trips daily, no traffic study is required and impacts are assumed to be minor. As the proposed project would result in no more than 500 trips a day, spread evenly throughout 24 hours of operation, a traffic study was not required for the proposed project.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed traffic impacts to the existing roadway network in the General Plan Planning Area as a result of the population, dwelling unit, and employee increases expected to occur with implementation of the General Plan (GP DEIR, pp. 4.5-27 through 4.5-45). Several new roadways and improvement of existing roadways were described in the General Plan in

order to address the additional expected traffic load. However, even with these improvements and adherence to City Policies and Action Items the impact of the General Plan would remain significant and unavoidable (GP DEIR, p. 4.5-42).

The proposal estimates that a daily maximum of 500 vehicle trips will be generated, based on Granite Construction Company's request to operate 24 hours per day, 7 days per week. According to the Traffic Impact Analysis Guidelines generated by the County of Sacramento and used by the City Public Works department to assign significance, any project that would generate 100 or more peak hour trips or 1000 daily trips may result in a significant impact and further study will be required. Therefore, the proposed project's generation of 500 trips a day, spread evenly throughout 24 hours, is not expected to result in a significant increase in traffic.

The proposed project includes three possible points of ingress/egress from the project site for the use of hauling trucks. Two access points are located along White Rock Road, one in the western portion of the project site and one to the east. A third access point exists on Douglas Road, approximately 0.42 miles east of the intersection of Douglas Road and Sunrise Boulevard. Trucks utilizing this access point may use the intersection of Douglas Road and Sunrise Boulevard to continue on to their destination. The City Public Works Department has indicated that use of this intersection by haul trucks could significantly impact the level of service at this intersection. In order to reduce the proposed project's impact to this intersection, the following mitigation measure is provided:

Mitigation Measure

MM 15.1 The project proponent shall ensure that no trucks traveling to or from the proposed project via the Douglas Road access point utilize the intersection of Sunrise Boulevard and Douglas Intersection between the hours of 7:00 AM and 9:00 AM and between the hours of 4:00 PM and 6:00 PM, except when required by local projects served by the proposed project. All drivers shall be notified of this requirement in writing prior to operation to and from the project site. The project proponent shall post signage at the Douglas Road access point that clearly notifies drivers both entering and leaving the site of the time restriction.

Timing/Implementation: *Throughout operation of the proposed project.*

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

Implementation of mitigation measure 15.1 would ensure that the proposed project would result in *less than significant* impacts to local levels of service.

b) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion a) above.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed safety and hazards impacts related to the provision of land uses within the Mather Airport Comprehensive Land Use Plan (Mather CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, p. 4.4-28 and 4.4-29). The General Plan established the Mather Planning Area that corresponds to the Master Plan boundaries of the

Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP DEIR, p. 4.4-28). Consistency with City Policies and Action Items as well as the requirements of the Mather CLUP would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

The westernmost portion of the project site is underneath the height restriction area for Mather Airport (Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties, 1997). The CLUP, pursuant to Federal Aviation Regulations Part 77 (FAR Part 77), establishes "imaginary surfaces" above the ground in various configurations around the airport. If a structure or any part of the project would be located above these imaginary surfaces, a hazard to aircraft is assumed and specific steps must be taken in order to ensure the safety of aircraft as well as people and structures on the ground. The "conical surface" of Mather Airport is located above the proposed project. The "approach surface" is also located above the project. However, the lowest these surfaces occur above the project surface is 233 feet above mean sea level (msl), in the western-most portion of the project site. The elevation of the project site below the 233 feet msl approach surface is approximately 170 feet msl, resulting in a height restriction of 63 feet (Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties, 1997). The proposed project will utilize equipment such as excavators, loaders, bulldozers, and mobile aggregate processing equipment, none of which is expected to exceed 30 feet in height. Therefore, the proposed project would not result in a hazard to aircraft and no change in air navigation would be required. The proposed project would result in a *less than significant* impact.

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

The proposed project would not modify any existing roadways within the city. One or more driveways will be installed along White Rock Road for the use of trucks picking up and hauling away aggregate after processing and for the use of on-site employees. The requirements of the City Public Works department and the SMFD will ensure that these driveways are adequately designed for public safety and emergency access. On-site roadways will be closed to the public, preventing their design from impacting public safety. As these roads are private roads, not the responsibility of the City, Fire Department approval of their design will be required prior to construction. The requirements of the SMFD will ensure that these roads are adequate for emergency response. Therefore, the proposed project will have a *less than significant* impact in regards to safety and roadway/intersection design.

e) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified impacts related to emergency access within the General Plan Planning Area (GP DEIR, p. 4.5-48). As the roadway network in the City was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (Ibid.).

See discussion d) above. All roads on-site will require the review and approval of the SMFD. This approval process will ensure that SMFD vehicles can access the site adequately. Therefore, the proposed project will result in *less than significant* impacts with regards to emergency access.

f) *Less than Significant Impact*. The proposed project will not be accessible to the general public. Mining operations are not required by City Code to provide parking to the public for this reason. The project proposes to construct a 23-acre staging area, internal to the project site, which will provide adequate parking for hauling trucks and on-site employees. Therefore, the proposed project would result in *less than significant* parking impacts.

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

The project site is not currently served by any transit services, nor is such service required by any adopted Policies or standards. No bus routes or train routes travel through the project site and no transit stops are located along White Rock Road in the vicinity of the project site. Similarly, no bike or pedestrian routes travel through or adjacent to the project site and none are required for uses such as the proposed project. No sidewalks are located along White Rock Road along the project boundary. Therefore, the proposed project would facilitate implementation of the General Plan and would have *no impact* on transit, pedestrian, or bicycle facilities policies or standards.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. UTILITIES AND SERVICE SYSTEMS Would the 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 storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	☒
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☒
g) Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

EXISTING SETTING

Water supply for the proposed project will be provided by an on-site groundwater extraction well (existing). The proposed project will not be served by any current purveyors in the City. The project will require the use of water for dust suppression purposes only and will transport it on-site as needed. The project site will be served by temporary toilets to be supplied under contract by United Site Services. Wastewater generated by the proposed project is transported by United Site Services to the wastewater treatment plant near Elk Grove, to the southwest of the project site. Solid waste services will be provided under contract by Allied Waste Services. Allied Waste transports solid waste to transfer stations for the removal of recyclable materials before transporting non-recyclable waste to one of three landfills that serve the County.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts relating to the capacity of the Sacramento Regional County Sanitation District (SRCSD) treatment facilities to treat wastewater flows from the General Plan Planning Area (GP DEIR, pp. 4.12-45 through 4.12-51). Current capacity at the SRWTP is adequate to meet projected growth by 2020. However, growth beyond that point will require expansion of existing capacity which could result in environmental impacts (GP DEIR, p. 4.12-47). Because of this, the GP-EIR identified the impact of the General Plan as significant and unavoidable (GP DEIR, p. 4.12-51).

Wastewater generated by the proposed project will be collected by United Site Services and transported for treatment to the Sacramento County Regional Wastewater Treatment Plant (SCRWTP) in Elk Grove. Considering the estimated number of employees to be located on-site and the fact that the proposed project could potentially operate 24 hours a day, seven days a week, it is expected that wastewater generated by the project would not exceed 1 equivalent standard dwelling (ESDs) of production. ESDs are the standard unit of measurement for wastewater generation used by regional wastewater treatment providers. According to information provided by the Sewerage Facilities Master Plan, the addition of 1 or less ESDs is not expected to exceed the treatment capacity of the SCRWTP (CSD-1, 2002). Therefore, the proposed project is expected to result in a *less than significant* impact.

b) *Less than Significant Impact/Reviewed Under Previous Document*. In addition to required expansion in treatment capacity, the GP-EIR identified potential impacts associated with the construction of additional wastewater conveyance infrastructure (GP DEIR, pp. 4.12-45 through 4.12-51). CSD-1 has planned expansion of sewerage infrastructure into the General Plan Planning Area and the environmental effects of this expansion were addressed in an EIR (GP DEIR, pp. 4.12-46 and 4.12-47). However, increased growth expected with implementation of the General Plan will require more infrastructure than that currently planned by CSD-1. Therefore, the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.12-51).

United Site Services is responsible for trucking wastewater generated by the proposed project to the SCRWTP for treatment. On-site toilet facilities will be of the temporary portable toilet type. Therefore, the construction of wastewater collection, conveyance, or treatment infrastructure is not required for the proposed project.

Groundwater extracted ~~on-site~~ for use by the project will ~~require some treatment~~ be treated in order to remove VOCs and perchlorate known to exist in the groundwater as a result of historic rocket testing in the vicinity. ~~Treatment equipment will be constructed on-site.~~ The SGSA GET, which extracts and treats the water to be used by the proposed project, is existing and was constructed according to the Remedial Action Plan adopted by DTSC in January 2006. The environmental effect of constructing this equipment ~~is~~ was included in ~~this~~ the MND for the Remedial Action Plan (State Clearinghouse #2005101077). In order to transport the water from the SGSA GET to the project area the installation of a booster pump at the existing Morrison Creek crossing, a temporary on-ground pipeline, and associated valves and other appurtenances would be required. The environmental effects resulting from the construction of those additional features are included in the analysis and conclusions presented in this Final MND. In addition to the SGSA GET, the proposed project may require the use of provided by the Sacramento County Water Agency (SCWA). This water would only be necessary in the event of failure or major maintenance at the SGSA GET or during mining in locations where trucking water from the SGSA GET would be prohibitive. As a water transmission main operated by SCWA is located adjacent to the project along White Rock Road, physical infrastructure required to deliver SCWA water to the project site would be similar in nature and scope to that expected for the SGSA GET supply (i.e., a boost pump, on-ground pipeline, and associated valves and appurtenances). The environmental effects of construction of these features are likewise included in the analysis and conclusions presented in this Final MND.

The proposed project would require the installation of limited infrastructure in order to provide water to the proposed project. The installation of this infrastructure is not expected

to result in any significant effects on the environment, as shown in the appropriate sections of this analysis. ~~As the proposed project as a whole would not have a significant effect on the environment,~~ Therefore, the proposed project would have a *less than significant* impact related to the provision of wastewater or water infrastructure.

c) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion c) in checklist VII, Hydrology and Water Quality for information on stormwater drainage facilities and their associated environmental effects. Off-site stormwater infrastructure will not be required by the proposed project because it is not expected to significantly increase stormwater runoff. No impervious surfaces are planned to be constructed or laid onsite for the proposed project. There will be some minor improvements to the two project site access points (White Rock Road and Douglas Road); however, no other impervious improvements are planned for the site. These improvements may potentially increase stormwater runoff in those two localized areas, but only by a minimal amount. Also, mining activities may potentially increase stormwater runoff due to removal of topsoil and dredge tailings within the rows. However, due to the high level of water permeability of the soil, increased runoff is expected to be very low to non-existent. Therefore, the proposed project will result in a *less than significant* impact to stormwater runoff and its facilities.

d) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the City and the General Plan Planning Area (GP DEIR, pp. 4.9-43 through 4.9-57). According to the analysis in the GP-EIR, adequate supplies of water exist through buildout of the current incorporated boundaries of the City (GP DEIR, p. 45). However, new sources of water will be required to serve buildout conditions for those portions of the General Plan Planning Area that lie outside current City boundaries. Significant environmental effects may occur from the acquisition of these additional sources. Therefore, significant and unavoidable impacts of the General Plan are expected (GP DEIR, p. 4.9-57).

The proposed project would be served with water by ~~an~~ existing extraction well~~s~~, ~~number 1054 in the Inactive Rancho Cordova Test Site~~ collectively known as the SGSA GET. ~~This~~ These well~~s~~ are located ~~on-site~~ to the south of the project area, generally along Douglas Road. ~~As discussed in Checklist VIII, Hydrology and Water Quality above, additional entitlements are required by the CRWQCB for the treatment and discharge of the water on-site~~. The environmental effects of extraction, treatment, and use of this water by the proposed project are addressed in this MND as well as an MND certified by DTSC in January 2006 and would be further reduced by the requirements of CRWQCB. Therefore, the proposed project would result in *less than significant* impacts.

e) *Less than Significant Impact/Reviewed Under Previous Document*. See discussions a) and b) above.

f) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the capacity of local landfills and those landfills to which solid waste from the City and the General Plan Planning Area are shipped (GP DEIR, pp. 4.12-60 through 4.12-63). Current capacity exists at all landfills that serve the General Plan Planning Area and expansion in capacity is not expected to be required (GP DEIR, p. 4.12-61). Consistency with City Policies and Action Items as well as federal, State, and local laws and ordinances would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.12-63).

The proposed project would be served under contract by Allied Waste Services for the purpose of collecting and disposing of solid waste. As described in the GP-EIR (see above), all three landfills that serve the City have adequate capacity to handle projected growth in the County through buildout of the General Plan. The proposed project is expected to generate only small quantities of solid waste resulting from normal operation of aggregate mining. Solid waste generated will likely consist of paper trash from employee meals and other similar activities. Carbon filter media from the water treatment operation would require disposal as the media is exhausted, however this media is not considered hazardous and it can be disposed of as normal solid waste. The total additional waste generated by the proposed project is expected to be small, well within the capacity of all landfills that serve the County. Therefore, the proposed project is expected to result in a *less than significant* impact in regards to solid waste.

g) *Less than Significant Impact*. Allied Waste Services disposes of all solid waste generated by their clients in accordance with local, State, and federal regulations for solid waste disposal. No hazardous or toxic solid waste will be generated by the proposed project and all solid waste can be disposed of in a normal manner by Allied Waste Services. Therefore, the proposed project is expected to result in a *less than significant* impact.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☒
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) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* As demonstrated in checklists I through XVI above, the proposed project is not expected to result in any significant impacts related to biological or cultural resources. Further, the implementation of the mitigation measures identified in this MND would ensure than the project's impacts are *less than significant.*

b) *Potentially Significant/Reviewed Under Previous Document*. Section 4.0 of this MND addresses the proposed project's contribution to cumulative impacts in the cumulative setting. See Section 4.4 for the project's contribution to cumulative impacts.

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