Notice of Preparation

To: Responsible, Federal and Trustee Agencies and Other Interested Parties
(Agency)

(Address)

From: City of Rancho Cordova
(Agency)

2729 Prospect Park Drive
(Address)

Rancho Cordova, CA 95670

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

The City of Rancho Cordova will be the CEQA Lead Agency and will prepare an environmental impact report (EIR) for the project identified herein. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project. The City of Rancho Cordova is also interested in receiving comments from members of the public and other interested parties regarding the scope and content of the EIR.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ☐ ***is*** ☒ ***is not*** attached.

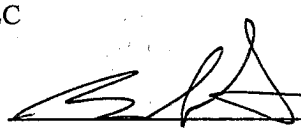
Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ben Ritchie, Environmental Coordinator, at the address shown above. Please provide your name or the name of a contact person at your agency, if applicable.

Project Title: Westborough at Easton

Project Applicant, if any: GenCorp Realty Investment, LLC

Date: 10/15/07

Signature: 

Title: Environmental Coordinator

Telephone: 916/361-8384

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Notice of Preparation
For an Environmental Impact Report
For the
Westborough at Easton Project

Prepared for:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Contact: Ben Ritchie, Environmental Coordinator
916/361-8384

Prepared by:

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October 2007

Jones & Stokes. 2007. *Notice of Preparation for an Environmental Impact Report for the Westborough at Easton Project.* October. (J&S 00132.07.) Sacramento, CA. Prepared for the City of Rancho Cordova, Rancho Cordova, CA.

Purpose and Organization of the NOP

The City of Rancho Cordova (City) is the lead agency for the preparation and review of an environmental impact report (EIR) for the Westborough at Easton project, which includes the Westborough at Easton Specific Plan (Specific Plan) and the associated infrastructure improvements. The project area is bounded by Folsom South Canal to the north and west, White Rock Road to the south, and Aerojet operations to the east. Existing Aerojet operations immediately adjacent to Westborough's easterly boundary would be relocated with development of the project site.

The City has prepared this Notice of Preparation (NOP) of an EIR pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines.

This NOP presents background information on the scoping process, the potential environmental issues to be addressed in the EIR, and the anticipated uses of the EIR. It also describes the proposed scope of the EIR and the proposed project.

Public Involvement for the EIR

The City is soliciting the views of interested persons and agencies on the scope and content of the environmental information that is germane to the proposed project. Agencies will use the EIR prepared under the direction of the City when considering permits or other approvals for the project. Because of the time limits mandated by state law, your written comments on the scope and content of the EIR must be ***received no later than the 30-day review period ending at 5:00 p.m. on November 15, 2007***. Please send written comments to the City of Rancho Cordova, to the attention of Ben Ritchie, Environmental Coordinator, at 2729 Prospect Park Drive, Rancho Cordova, California 95670. Please include the name of the contact person for your agency, if applicable.

The City will ensure that adequate public review and input will be available for the EIR. Public input will be solicited at the following points in the EIR scoping process.

- **Scoping comment period:** The City will hold a public scoping workshop on October 24, 2007 at 5:30 p.m. at City Hall (2729 Prospect Park Drive, Rancho Cordova, CA) to solicit public input on the scope of the EIR.
- **Draft EIR comment period:** The City will conduct a public hearing during a noticed meeting to present the conclusions of the draft EIR and solicit comments on the document. The hearing will also provide agencies and the public with opportunities to clarify any questions or concerns about the draft EIR.
- **Final EIR comment period:** The City will hold a public hearing before certifying the final EIR, during which the public and agencies can provide additional comments.

Project Description

The project site is under the ownership of the applicant, GenCorp Realty Investments, LLC, a subsidiary of GenCorp, Inc., the parent company of Aerojet-General Corporation (Aerojet). The project site has been used as a buffer area for nearby Aerojet plant operations and is currently undeveloped, though much of the site has been disturbed by past dredge mining operations, as evidenced by numerous tailing piles and slickens (pulverized matter from a quartz mill or lighter soil of hydraulic mines) covering the site. In 2006, the City adopted a comprehensive update to the City of Rancho Cordova General Plan (General Plan) (City of Rancho Cordova 2006) in which the City designated the project area as the Westborough Planning Area (WPA) and described conceptual land uses and circulation and transit routes through the WPA. General Plan Figure LU-33 of the Land Use Element, Conceptual Land Plan for the WPA, includes the following uses: regional town center, public/quasi-public, park & open space, natural resources, single family, higher density (including multi-family) and mixed-use residential, commercial mixed use, and office mixed use. The primary circulation routes envisioned for the WPA include Folsom Boulevard, U.S. Route (U.S.) 50, Easton Valley Parkway, White Rock Road, and Rancho Cordova Parkway, which would bisect the project site. It should be noted, however, that these descriptions are considered conceptual in nature, are not adopted plans, and may require separate environmental review if not incorporated into the project mitigation measures.

To facilitate the buildout of the WPA consistent with the General Plan, certain circulation and recreational improvements would be required. The project will also require certain natural resource mitigation consistent with state and federal regulatory requirements. To provide for unified and consistent planning for the project area, the applicant is preparing the WPA, including General Plan Amendments, to ensure Specific Plan consistency with the General Plan. The applicant also has prepared specific site plans and will be seeking site plan approval, design review, a development agreement, tentative subdivision maps, and grading, building, and other permits from the City for its project, concurrently with and immediately subsequent to approval of the Specific Plan.

The City will prepare this EIR to analyze the Specific Plan development proposal within the Specific Plan Area (SPA), related tentative maps and the associated infrastructure improvements. These elements make up the proposed project and are discussed below.

As detailed below, the Specific Plan will also include a description of various transportation improvements, including roads and crossings. As the project design and evaluation of project-related impacts proceeds, certain transportation-related improvements will be constructed as part of the project, or will be funded, in whole or in part, by the Westborough at Easton project. To the extent full funding is not required as mitigation for the Westborough at Easton project, or if such improvements are not constructed as part of the Westborough at Easton project, environmental review of such improvements may be deferred, and any requirements for further environmental review will be identified in the EIR.

The Westborough at Easton project consists of approximately 1,137 acres within the City of Rancho Cordova in eastern Sacramento County (Figure 1). Adjacent land uses and physical features include Buffalo Creek to the north, Aerojet operations to the east, White Rock Road to the south, a rail spur that is no longer in use to the east and south, and the Folsom South Canal to the north and west (Figure 2). Portions of the land to the east are within unincorporated Sacramento County. An unused rail spur extends into the property from the north. A light-rail transit line is located immediately adjacent to the south side of Folsom Blvd, north of the SPA. There are also existing heavy-rail tracks located adjacent and parallel to the light-rail facilities between Folsom Boulevard and the Folsom South Canal. These heavy-rail tracks are presently in use and under ownership of the Sacramento County/Placerville Joint Power Authority. Ground elevations range from approximately 125 feet above mean sea level (msl) on the west side of the project area adjacent to the Folsom South Canal to approximately 150 msl on the east side of the site.

Westborough at Easton Specific Plan

The proposed Specific Plan will describe in detail the proposed development of the SPA, the land use program, circulation and other infrastructure improvements, and plan implementation and administration. The Specific Plan will identify the necessary backbone infrastructure, infrastructure phasing, and the funding sources and mechanisms necessary to serve the Westborough at Easton development and other identified needs of the SPA. The Specific Plan will be developed in accordance with California Government Code 65451 and will include a coherent policy framework and development standards that incorporate the multiple goals and objectives of the landowner and agencies in the area.

The Specific Plan, in accordance with California Government Code 65451, will include all of the following:

- the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- the proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, potential recycled water, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- a program of implementation measures, including regulations, programs, public works projects, and financing measures (including funding that may be required in addition to project-related financing) necessary to carry out the above items; and

- a statement of the relationship of the Specific Plan to the General Plan.

Elements of the Specific Plan

Land Use

The proposed project will be a multi-use planned community. Land uses will include residential, commercial, office, recreation, open space, public/quasi-public, and natural preserves. The General Plan Amendment includes the proposed land-use designations as shown in Figure 3: Low Density Residential, Medium Density Residential, High Density Residential, Commercial, Transit-Oriented Town Center, Parks, Open Space, Schools, Public/Quasi-Public, Valley Elderberry Longhorn Beetle (VELB) Preserve, and Roadway/Roadway-Landscaping.

Public Services

The proposed project would provide approximately 52.3 acres of parks, approximately 152.3 acres of open space (which includes 47.7 acres of VELB Preserve), three school sites encompassing 94.0 acres, and approximately 10.6 acres of public/quasi-public uses. Each of these public facilities is described below.

Parks

The proposed project would include approximately 52.3 acres of community and neighborhood parks (a total of nine parks, including one community park and eight neighborhood parks) located throughout the project area. The nine park sites would range in size from 2 to 18 acres. Three of the parks—an 18-acre community park and 5.5- and 5.0-acre neighborhood parks—would be adjacent to school sites. The 18-acre community park would be located adjacent to the joint middle/high school site, while the 5.5- and 5.0-acre neighborhood parks would each be located adjacent to an elementary school. The parks would feature both active and passive recreation facilities that would include sports fields, playgrounds, group shade and picnic areas, and others.

The parks would connect to the open spaces at appropriate locations within the project area, such as the VELB Preserve located at the eastern portion of the project area and the drainage corridors on the eastern portion and along the northern and western portions of the project area, through a network of trails.

The total acreage of required active parks, neighborhood greens, and community-benefit open space for the proposed project is 65.1 acres—56.4 in active parks, 4.8 in neighborhood greens, and 3.9 in the community-benefit open space. This requirement would be satisfied by acreage within the project area and also by additional park land dedication in the adjacent Rio del Oro project. The project would provide 52.3 acres of active parks, with the remaining 4.1 acres required for active parks to be transferred to the Rio del Oro project (a related community development located to the south of the project area) to allow for development of

a large sports complex that would feature a variety of recreational amenities, including a possible aquatic facility. The requirement of 4.8 acres of neighborhood greens would be included as a part of the residential developments in the project area. Of the required 3.9 acres of community-benefit open space, 3.4 acres also would be transferred to the Rio del Oro project to accommodate the sports complex. The remaining 0.5 acres of community-benefit open space would be provided as an in-lieu fee. The project would also offer 152.3 acres of open space, which is not included in the requirements above.

Open Spaces

Open space will consist of 47.7 acres of VELB Preserve located in the eastern portion of the project area, south of Easton Valley Parkway; a 90.3-acre drainage corridor located on the western and northern edge of the project area, east of the Folsom South Canal; and a 14.3-acre drainage corridor located along the eastern edge of the project area, following the roadway located on the west side of the VELB Preserve and extending south of Pennsylvania Boulevard (roadway name is subject to change). Open space areas would include a trail system, passive recreation areas, and wetland and tree mitigation areas.

Schools

The proposed project would include three school sites that would serve both the project area and neighboring communities: 74 acres that would be the site for both the middle school and the high school, as well as two 10-acre sites for two elementary schools. The joint middle/high school would be located south of Americanos Boulevard and west of Rancho Cordova Parkway. One elementary school would be located east of Rancho Cordova Parkway, and the other would be located west of Rancho Cordova Parkway. As previously mentioned, the middle/high school would be located adjacent to an 18-acre community park and the elementary schools would be located adjacent to either a 5.5- or 5.0-acre neighborhood park. The schools would be administered by the Folsom Cordova Unified School District. The location and acreage requirements for the schools would be coordinated with the school district. The adjacency of the schools to parks and open space corridors would allow easy access to the schools via the trail system and encourage shared use of recreation facilities.

Other Public Facilities

The proposed project provides 10.6 acres of public/quasi-public uses within the project area. A 2.5-acre fire station is proposed in the northeastern portion of the project area, south of Easton Valley Parkway and adjacent to a 7.4-acre neighborhood park. Another 8.1-acre public/quasi-public use site would be located north of Americanos Boulevard, across from the northwest corner of the middle/high school site. The potential uses of this public/quasi-public use site are community/daycare center, private recreation club, religious facility, or other similar public uses.

Utilities and Infrastructure Improvements

Storm Drainage

Existing drainage facilities within the project site are minimal and consist of ditches, culverts, and detention basins that were used to serve Aerojet operations. The main drainage feature on the site is Buffalo Creek, which is an unlined trapezoidal channel that runs along the northerly edge of the project site. The land slopes gradually from east to west with elevations ranging from 150 to 125 msl. The majority of the existing surface soil consists of gravel tailing piles, remnants of previous gold mining activity. These tailing piles and associated low areas between the piles retain and allow percolation of stormwater runoff such that the existing stormwater runoff from the site is minimal. Development of the area will significantly increase the amount of runoff, leaving the site with the increase in the amount of impervious surface area.

Buffalo Creek leaves the site at the north boundary and crosses the Folsom South Canal through a 20-foot wide concrete flume. The creek then flows northerly through culverts under the Regional Transit light rail tracks, Folsom Boulevard, and U.S. 50. The creek consists of an unlined trapezoidal channel north of U.S. 50 for approximately 2 miles to its confluence with the American River near Sunrise Boulevard. Large diameter culvert crossings are located at Coloma Road, Gold Express Drive, Gold Country Drive, and South Bridge Street.

The flume, existing channel cross-section geometry, and culvert crossings restrict the flow capacity of Buffalo Creek downstream of the project site. Onsite water detention is proposed to mitigate the increased runoff due to the increase in the amount of impervious surface area, thereby keeping future flows within the capacity of the downstream drainage system. Runoff from the upstream side of the Folsom South Canal would be detained at two locations. The first location would be a linear basin approximately 200 feet wide, located adjacent to the Folsom South Canal along the west side of the project site. The second detention location would be east of the project site and consist of expanding existing detention facilities. The linear detention basin would have a pumped discharge, since ground elevations along the west side of the site are nearly the same as the invert of the flume. The pump station would be located immediately west of the inlet to the flume. The detention basins east of the project site would detain flows from the Buffalo Creek watershed east of the project area.

Runoff would be conveyed to the linear detention basin through drainage inlets and pipes. Other proposed storm-drainage improvements include deepening and widening Buffalo Creek between the expanded detention basins and flume. An open channel that runs north–south along the east side of the project would also be constructed to convey runoff from the east side of the project to Buffalo Creek.

Wastewater Facilities

The proposed project is located within the Sacramento County Sanitation District 1 (CSD-1) Sphere of Influence Expansion Area as delineated in the "CSD-1 Sewerage Facilities Expansion Master Plan" as well as the "CSD-1 Relief & Expansion Areas, November 2006" exhibit. CSD-1 is responsible for collector

and "trunk" sewer facilities serving the majority of urbanized Sacramento County. The proposed project would require annexation into the CSD-1 service area through the Local Agency Formation Commission (LAFCO). The majority of the project site lies within trunk sewer shed AJ-E, as shown on the CSD-1 Master Plan. A trunk-shed shift is being proposed to more closely align the boundaries of shed AJ-E with the proposed development boundary. The trunk-shed shift must be approved by CSD-1. The Sacramento Regional County Sanitation District (SRCSD) provides wastewater treatment and interceptor conveyance, and the proposed project will also need to be annexed into SRCSD system.

Sewer facilities within the project site would include collector and trunk sewer pipelines that would discharge to a proposed pump station shown on the CSD-1 Master Plan at the southwest corner of Westborough near White Rock Road. Per the Master Plan, discharge from the proposed pump station will be conveyed to the Aerojet Interceptor (AJI) and then to the Laguna Creek Interceptor (LCI) to the SRCSD wastewater treatment plant in Elk Grove. Due to the timing sequence for completion for AJI and LCI, anticipated for 2024, an interim route of conveyance is needed.

SRCSD is in the process of developing a long-term interim sewer solution that will serve the Sunrise Corridor until the AJI and LCI come online. This project is called the Mather Interceptor and is scheduled to be operational in 2010. This project will provide an interceptor connection at the intersection of Douglas Road and Sunrise Boulevard, at the southwest corner of the Rio Del Oro project south of Westborough. A force main and gravity sewer system will be constructed from the Westborough pump station to this connection point. These sewer facilities are included as part of the Rio Del Oro Sewer Master Plan and will be located within a greenbelt along the west side of the Rio Del Oro SPA.

In the event the Mather Interceptor is delayed, two alternative interim force main alignments are being evaluated. The first routes an interim force main west from Westborough along White Rock Road and connects to the existing Bradshaw interceptor near Kilgore Road on the west side of the Folsom South Canal. The second routes an interim force main north through the proposed drainage corridor crossing the Folsom South Canal at the existing Aerojet rail spur. From the railroad spur the force main follows Mercantile Drive north to Folsom Boulevard, connecting to the Folsom East Interceptor.

Water Supply

Long-Term Water Supply

Aerojet currently receives potable and raw water from the City of Folsom. Golden State Water Company (GSWC) provides service west of the Folsom South Canal (FSC). GSWC has filed an application with the California Public Utilities Commission to annex the project site into its service area. The Folsom City Council recently passed a resolution stating that Folsom would not contest GSWC's request to be the water purveyor for the proposed Westborough project.

Potable water is available to the project through agreements between Aerojet, the Sacramento County Water Agency (SCWA), and GSWC. Aerojet and SCWA have entered into an agreement that transfers the rights to groundwater extraction and treated by Aerojet (Groundwater Extraction and Treatment [GET] water) as part of their groundwater remediation program to Sacramento County. SCWA will be the wholesale provider of remediated groundwater to GSWC for the project. The conveyance and allocation of this remediated water is described in SCWA's Eastern Sacramento County Replacement Water Supply Project (RWSP).

After discharge of RWSP water to the American River, the remediated water will blend with much larger volume and flow of the American River and will travel down the American and Sacramento Rivers to a point just upstream of Freeport where an equivalent amount of water will be diverted into the proposed Freeport Regional Water Authority's (FRWA) Freeport Intake Facility. The water will be drawn from the Sacramento River at the Freeport Intake Facility, piped through FRWA's pipeline to the proposed SCWA Vineyard Surface Water Treatment Plant (SWTP) at the northeast corner of Florin and Vineyard Roads. Treated water will be conveyed to the intersection of Sunrise Boulevard and Douglas Road through the proposed North Service Area pipeline. Water will be conveyed to the south side of the project site through proposed transmission mains within the Rio Del Oro project. These facilities are described in SCWA's Water System Infrastructure Plan

Short-Term Water Supply

Because of the timing and potential delays associated with the ultimate water supply projects needed for the proposed project, an initial water supply may be necessary to provide water for the first phases of project development.

Until the FRWA facilities, the Vineyard SWTP, and the North Service Area Pipeline projects are completed, reliable water supply could be provided for initial phases of development through the SCWA Zone 40 Vineyard Well Field or existing available capacity in the GSWC water system. These potential short-term water supply sources will be described and analyzed in greater detail in the EIR.

Alternative Water Supplies

There are alternatives that could provide additional water to GSWC for servicing the proposed project. These include Deep Well Replacement, Well Head Treatment, and Blended GET water. These potential alternative water supply sources will be described and analyzed in greater detail in the EIR.

Connections to GSWC System

Each of these alternatives requires an extension of the existing GSWC distribution system across the FSC into the project. Two connections would be required to provide a looped (dual) water system. The primary point of connection would be a 24-inch transmission main near the intersection of Trade

Center Drive and Citrus Road, approximately 3,000 feet west of the project site. A new 18-inch transmission main would be constructed from this point east along Trade Center Drive to Mercantile Drive, then northeast on Mercantile Drive to the existing railroad spur, then south along the railroad spur right-of-way across the existing canal crossing to the project site. The second water connection would be made at an existing 12-inch water line within Hazel Avenue just north of the intersection with Folsom Boulevard. A water main would be extended from this point south along Hazel Avenue to Easton Valley Parkway. The water main would then extend west within Easton Valley Parkway to Westborough.

The onsite water distribution and storage system would consist of water pipelines and storage tanks sized to accommodate the proposed project.

Electricity, Gas, Telephone, Cable TV

It is anticipated that electrical, gas, telephone, and cable TV facilities would be extended into the project site by the service providers from existing lines along the major thoroughfares. These facilities may be extended into the site from White Rock Road or Folsom Boulevard on the north side of the canal. Offsite facilities will be required due to an absence of existing facilities adjacent to the site along White Rock Road.

Preliminary conversations with Sacramento Municipal Utility District (SMUD) have indicated that a 69 KV electric line would need to be extended into the project site from Folsom Boulevard in order to adequately loop their system. The proposed 69 KV electric line would cross the Folsom South Canal overhead near the proposed Rancho Cordova Parkway crossing.

Existing gas facilities on Folsom Boulevard serve the Aerojet operations and are planned south of White Rock Road to serve the Rio Del Oro project. It is anticipated that these facilities would be extended from Folsom Boulevard along the Hazel Avenue and Easton Valley Parkway alignments. Gas facilities would also be extended from White Rock Road on the south side of the project.

Road Improvements

The road network within Westborough would be a hierarchy of arterial (primarily for through traffic), collector (streets providing traffic circulation within the project site), and local roadways (streets providing access to residences and commercial facilities). The arterial roadways would include:

- Rancho Cordova Parkway: This roadway would run north-south and connect White Rock Road and the new interchange on U.S. 50. The proposed roadway cross-section would include six vehicle travel lanes, bicycle lanes, a landscaped median and landscape corridors with sidewalks on both sides. This roadway would serve as the primary north–south connector for the City east of Sunrise Boulevard. A grade-separated pedestrian crossing is

proposed approximately mid-point over the roadway to provide a pedestrian and bicycle connection.

- Easton Valley Parkway: This roadway is proposed to run east-west and begin at the intersection with Rancho Cordova Parkway. The proposed roadway cross-section would include up to six vehicle travel lanes, bicycle lanes, a landscaped median, and landscape corridors with sidewalks on both sides. This roadway would provide parallel capacity for U.S. 50, intersect with a future extension of Hazel Avenue, continue through the Easton Place and Glenborough developments, and may ultimately extend across Prairie City Road into the Folsom Sphere of Influence.
- Americanos Boulevard (tentative name) and Pennsylvania Boulevard: These roadways are minor arterials with a cross-section of four vehicle lanes, bike lanes, landscaped median, and landscape corridor with sidewalks on both sides.

The project would also provide a network of collector roadways to provide connectivity between neighborhoods and access to arterial roads. These roads would have two travel lanes, bicycle lanes, sidewalks, and landscaping. These roadways could include a raised median in certain locations.

As part of the City's overall roadway system or network, the City has identified in its Capital Improvement Program (CIP) the need for three new local street connections over the Folsom South Canal along the perimeter of the project to provide vehicular, bicycle, pedestrian, and transit connections to the surrounding communities.

- The first crossing would line up with an existing light rail signalized intersection north of the canal. When constructed, this crossing would provide motorized vehicle, bike, and pedestrian access to Folsom Boulevard and a proposed light rail station.
- The second crossing would extend the proposed local roadway connection between the middle school/ high school site and the commercial property in the northwest quadrant of the project area and connect to Mercantile Drive.
- The third crossing would occur in the southwest quadrant of the project area and tie into Sunrise Gold Circle.

Although review of the location of these crossings will be considered in the Westborough at Easton EIR, the construction timing and funding mechanism for each of the crossings over the Folsom South Canal has not been determined at this time. Funding and phasing, including the developers' obligation for a fair share of funding, will be discussed in the Specific Plan.

Project Approvals

The following proposals will be part of this project, to be considered by the City.

- Adoption of General Plan Amendments
- Adoption of Zoning Map Amendments
- Adoption of the Westborough at Easton Specific Plan
- Adoption of a public facilities financing plan
- Adoption of a public facilities infrastructure/phasing plan
- Approval of a development agreement between the City and the applicant
- Approval of a large lot tentative map
- Approval of a small lot tentative maps

Table 1, below, lists the permits and other approvals that may be necessary for the various project elements. Responsible agencies, listed in Table 1, would also use this EIR as part of their approval processes.

Table 1. Potential Permits and Approvals

Responsible Agency	Permit, Approval, or Consultation
U.S. Army Corps of Engineers (USACE)	Authorization under Section 404 of the Clean Water Act (CWA) for placement of fill within waters of the United States. Possible Section 106 consultation for cultural resources.
U.S. Fish and Wildlife Service (USFWS)	Incidental take authorization and consultation under Section 7 or Section 10 of the federal Endangered Species Act (ESA)
California Department of Education	Approval of new school sites to benefit from state funding.
California Department of Transportation—Potential Encroachment Permits.	Potential Encroachment Permits and approval for improvements to the U.S. 50/Rancho Cordova interchange.
Central Valley Regional Water Quality Control Board (Region 5)	NPDES Permit for construction, Discharge Permit, General Dewatering Order, and Section 401 Certification.
Sacramento Metropolitan Air Quality Management District	Consistency Determination of an Air Quality Management Plan, Authority to construct devices that emit air pollution (if required), and a Health Risk Assessment (if required). Permit for air emission generating equipment.
Bureau of Reclamation	Encroachment permit
Sacramento County LAFCO	Annexation to the service areas for County Sanitation District 1 and the Sacramento Regional County Sanitation District.
City of Rancho Cordova	Lead agency under CEQA: Specific Plan approval; General Plan Amendments, site plan approvals, design review, subdivisions, planned development districts, and grading and building permits; approval of infrastructure improvements, funding, and phasing; and approval of east-west roadway extension.
Trustee Agency	**Permit, approval, or consultation**
California Department of Fish and Game	Section 1602 Streambed Alteration Agreement for waters of the state; potential consultation under Section 2081 of the California Endangered Species Act (CESA)

Potential Environmental Effects

The EIR will contain analysis of both the short- and long-term impacts of implementation of the proposed Westborough at Easton project and associated infrastructure improvements. Below is a preliminary description of potential environmental issues to be addressed in the EIR. The issues to be addressed will be finalized after comments on this NOP are received. It is not yet known for which environmental issue areas significant impacts would occur. The analysis in the draft EIR will ultimately determine whether these impacts could actually occur, determine their level of significance, and propose feasible mitigation measures to reduce significant impacts. Thresholds for determining significant impacts will be based on applicable sections of the State CEQA Guidelines and regulatory agency standards.

Each section of the EIR will present a discussion of regulatory setting and existing conditions, thresholds of significance, methodology used to evaluate impacts, an evaluation of potential impacts, and, in the event that significant impacts are identified, appropriate mitigation measures.

Aesthetics and Visual Resources

The EIR will describe existing visual conditions, the project's visual impacts on surrounding receptors, and mitigation measures designed to reduce the significance of project-related aesthetics impacts. Adopted municipal plans from the City, County, and other general and specific area plans will be collected and reviewed for applicable guidelines, policies, and objectives pertaining to visual resources. Relevant project information, including community design issues, public comments and concerns, and aerial photographs will also be considered in the evaluation.

Air quality

The air quality analysis will describe existing air quality conditions and regulatory environment, the project's air quality impacts, and mitigation measures designed to reduce the significance of project-related air impacts. Meteorological and climatological data describing the existing air quality environment will be summarized using data collected by the Sacramento Metropolitan Air Quality Management District and the California Air Resources Board (ARB).

The analysis of air quality impacts will consider existing sensitive receptors in the project vicinity as well as the excavation of potentially contaminated soils. Construction-related emissions, including ozone precursors, CO, and PM10, will be estimated using emission factors obtained from the California Environmental Protection Agency and ARB, as well as information provided by the project

applicant. An evaluation of increased health risks associated with exposure of nearby sensitive receptors to construction-related diesel exhaust will also be performed. Operational emissions of ozone precursors, CO, and PM10 associated with mobile and area sources will be estimated using the URBEMIS2002 model and traffic data contained in the transportation and traffic technical report prepared for this project. In the event that localized CO modeling is warranted, the CALINE4 model and the latest version of ARB emission factors (EMFAC2002) will be used to estimate CO concentrations at the key intersections analyzed in the transportation and circulation analysis. The project will also be reviewed for consistency with AB 32, which will include an analysis of climate change and GHGs.

Biological Resources

The project site supports a number of important biological resources, including vernal pools, threatened and endangered species, other wetlands, cottonwood woodlands, oak tree habitat, raptor habitat and/or foraging areas, and VELB habitat. The EIR evaluation will include a review of the existing and available information that pertains to the project area, including a review of records from the California Natural Diversity Database, environmental documents prepared for the project by the applicant's biological team, and other available information. This information will be used to develop lists of special-status species and other sensitive biological resources that have the potential to occur in the project region. The impacts and mitigation measures section of the EIR will include an evaluation of potential impacts from onsite and offsite project elements on biological resources (e.g., special-status species, wetlands, riparian habitats, and protected trees) and will identify feasible mitigation measures to reduce potential impacts to a less-than-significant level.

Cultural Resources

The EIR will determine if significant cultural resources, including both prehistoric and historic resources, are present in the project area. Cultural resources specialists will review the previously prepared cultural resources inventory report for compliance with CEQA and with Section 106 of the National Historic Preservation Act, and an archaeologist will also conduct a brief field review of the project site to confirm the findings of the inventory report and to confirm that no potentially significant cultural resources are present in the project area. The Native American Heritage Commission (NAHC) and Native American organizations and individuals identified by the NAHC will be contacted for information about cultural resources important to Native Americans, and the City will request consultation with Native American groups identified by the NAHC.

The cultural resources section of the EIR will include information on the cultural setting of the project area, regulatory requirements, methods used in the analysis, identification of potential impacts on existing cultural resources, and feasible

mitigation measures, where available, that will reduce any impacts to a less-than-significant level.

Geology and Soils

The EIR will include a summary of existing geologic, soil, and mineral resource conditions in the affected area using project-specific geotechnical reports provided by the applicant, and existing maps and literature published by the U.S. Geological Survey, California Geological Survey, and Natural Resources Conservation Service. Based on information gathered from these sources, the EIR will qualitatively evaluate the project's potential to substantially alter existing soil and geologic conditions in the project area, and its potential to expose people and structures to substantial adverse impacts involving fault rupture, strong seismic ground shaking, seismic-related ground failure, landslides, expansive soils, soil erosion, and unstable geologic units. If necessary, mitigation measures will be identified to address potentially significant impacts.

In addition, past activities at the project area have resulted in soil contamination, which exists east of the project site. The EIR will disclose the extent of soil contamination, if any, and the status of remediation efforts, and will identify feasible mitigation needed in order to avoid health risks from contaminated soils, if development requires their removal.

Hazards and Hazardous Materials

This section of the EIR will evaluate hazards and hazardous materials in the project site and associated with project construction and operation to determine if the project will create a significant hazard to the public or the environment. Although the proposed project is adjacent to a Superfund site, it was not used for Aerojet's operations because it served as a buffer in the event of an explosion. The EIR will evaluate its relation to the Superfund site and discuss any onsite and nearby hazardous conditions. Analysis of the existing site conditions will be based on this background information and previous site assessments and hazards analysis. The potential for wildland fires will also be evaluated due to the project site's proximity to grasslands and woodlands, as will the potential for accidental release of hazardous substances during construction that could impact construction workers, nearby residents, and other sensitive receptors such as school children.

Hydrology and Water Quality

Water quality issues would arise due to the increase in impermeable surface that would result from the proposed project, as well as from potential impacts of construction. The EIR will consider increases in runoff and needed provisions

for onsite drainage facilities, and the need to examine the potential impacts of the extensive work necessary to prepare the existing mine tailings for development. Both onsite and offsite impacts will be addressed, including potential impacts on nearby surface water bodies such as Buffalo Creek and the American River.

The storm system infrastructure will be considered, as well as Federal Emergency Management Agency (FEMA)-identified floodplains. Risks to people or structures as a result of construction within FEMA floodplains will also be addressed. Potential public safety issues associated with the proposed onsite drainage systems (detention facility) and any potentially necessary measures to minimize these risks, including implementation of gradual slopes at the basin sides, signage, and/or fencing, will be discussed. Potential impacts existing on the Folsom South Canal from construction or operation of the project will also be addressed following coordination and informal consultation with the Bureau of Reclamation.

The proposed project may result in the filling of waters of the United States, making it subject to permitting by the USACE. Consideration of alternatives to the placement of fill (as required under Section 404) will be included in the documentation prepared in support of the EIR.

Groundwater contamination will be addressed in the Water Supply chapter of the EIR.

Water Supply

A history of hazardous waste disposal in the project area has resulted in the contamination of area groundwater. The ongoing Superfund remediation is utilizing groundwater extraction and treatment systems to extract and treat the groundwater with the oversight of the U.S. EPA and Regional Water Quality Control Board. At the same time, other efforts are underway that will provide water to Rancho Cordova and its environs. These include the regional Water Forum planning process, which identifies sources of water within the region and the means of filling future demands.

A Water Supply Assessment (WSA) for the proposed project will be prepared that will provide information about future supplies, their reliability, and provisions for securing any needed additional supplies. The WSA will be based on the existing conditions and utilize existing information to the maximum extent, including the Preliminary Water Supply Master Plan prepared by MacKay & Somps, SCWC's Master Plan, the Rancho Cordova General Plan and General Plan EIR, the Sacramento County Water Agency Zone 40 Water Supply Master Plan and EIR, the Water Forum Agreement and EIR, California Department of Water Resources (DWR) Bulletin 118, and other available information related to the surface and groundwater resources that may serve the proposed project. The WSA will follow the guidelines presented in DWR's *Draft Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001*. The EIR will address the potential cumulative water supply impacts of the proposed project and other reasonably foreseeable projects under buildout conditions of the

General Plan and under the 20-year projection period required by the SB 610. If water supplies are determined to be insufficient for the proposed project, or the project is anticipated to result in adverse impacts, the EIR will identify mitigation measures and other techniques that may be implemented by the City to reduce project impacts on water supply.

Land Use and Planning

This section of the EIR will address the compatibility of the proposed project with existing and planned land uses in the vicinity; it will also address the consistency of the proposed project with the General Plan and zoning ordinance, and other adopted plans and policies, including building height limitations, roadway exceptions, level of service policies, parking and landscape requirements, riparian exceptions and setbacks, minimization of grading, and tree removal requirements. Potential land use compatibility conflicts could occur between proposed sensitive users—such as residential, school, and park uses—and existing light industrial uses to the west, potential hazards and hazardous uses to the east and south, and the freeway to the north.

Mineral Resources

Most of the surface of the project site is covered with dredge tailings from prior placer mining of the site. The tailings are made up of sand, gravel, fine soils, and large river cobbles. In some areas, the finer grained soils support cottonwoods. The dredge tailings create a challenge for urbanization in that they are unsuitable for development in their current state and would need to be leveled. The work involved in grading the tailings to prepare the site for development would result in construction-related traffic, noise, and air quality impacts. This section of the EIR will describe the mine tailings and surrounding area, identify impacts associated with removing and/or building on mine tailings as applicable, and identify remaining or existing mineral resources on the project site and impacts associated with development over these resources. The EIR will also identify feasible mitigation measures that may be implemented by the City to reduce project impacts related to mineral resources.

Noise and Vibration

The EIR will assess the noise impacts associated with project implementation. Key noise issues to be addressed will include exposure of existing and proposed noise-sensitive land uses to construction, exposure of existing noise-sensitive land uses to project-related changes in traffic, and exposure of proposed noise-sensitive land uses to noise from traffic, aircraft, and proposed recreational activities. Existing noise conditions in the project area will be quantified based on noise monitoring to be conducted at selected locations, data from previous studies, and traffic noise modeling. Traffic noise levels along roadways leading

into the project site will be modeled under existing conditions using traffic data provided by the project traffic consultant and the Federal Highway Administration's Traffic Noise Model. Aircraft noise associated with operations at Mather Airport will be described based on the most recent noise contour mapping available from the airport.

Population and Housing

The effects of the proposed project on the projected population of Rancho Cordova and the surrounding areas will be quantified based on population projections by the California Department of Finance and the Sacramento Area Council of Governments (SACOG) and analysis of applicable policies from the General Plan. The effects of the proposed project on housing demand and on the housing supply, including affordable housing, will be assessed using information from the General Plan Housing Element. The Westborough at Easton EIR will also use any pertinent information available from the General Plan EIR. The EIR will discuss the project's conformity to SACOG's Blueprint smart growth policies and land use patterns. The General Plan provides broad guidance in the location and density of housing within this planning area. In addition, the General Plan's Housing Element establishes requirements for the provision of affordable housing within new developments. The EIR will discuss these requirements, including the opportunity for second units, and the project's level of compliance. Based on the assessment of project effects on population and housing, a determination will be made if the project will have a significant impact on housing or affordable housing.

Public Services

This section of the EIR will address potential impacts on public services by using background information from existing documents, including the General Plan and General Plan EIR as well as information from service providers. The EIR will describe existing services in the City; identify future service needs resulting from buildout of the project; and assess the proposed project's impacts on public services, including police, fire, and schools. The EIR will describe existing services in the City and evaluate these services relative to future service needs resulting from buildout of the project in the following key areas:

Police and Fire

Police protection is provided by the Rancho Cordova Police Department. The Sacramento Metropolitan Fire District provides fire and emergency response services. Based on information obtained from the service providers, existing fire and police services, including response times, locations of stations, and number of personnel will be described and future police and fire protection needs resulting from project buildout will be assessed. Mitigation measures needed to

reduce any significant impacts related to facilities to a less-than-significant level will be presented in the Draft EIR.

Schools

The EIR will discuss the existing and planned school facilities within the Folsom–Cordova Unified School District (FCUSD) that will serve the expected school-age children residing in the new development. The EIR will also identify the available capacity and any existing or potential deficits. Using the estimated generation factors by grade level provided by FCUSD, the EIR will identify potential impacts to school services and facilities at buildout of the project. Mitigation pursuant to Government Code Section 65995(h) will be presented in the Draft EIR.

Recreation

The EIR will quantitatively examine potential impacts on recreation infrastructure in the project vicinity, based on available information and projected demand created by the project in balance with the project's proposed recreation and open space facilities. The EIR will base the analysis on the applicable recreation standards in the General Plan and will consider compliance with the Cordova Recreation and Park District (CRPD) policies, including the CRPD's Quimby Act standard for dedication of parkland at 5 acres per 1,000 residents and 1.75 acres of open space per 1,000 residents. The EIR will also qualitatively analyze the potential impacts on existing City recreation facilities from an influx of new residents and the impacts resulting from construction and operation of parks and recreation facilities. Mitigation pursuant to CRPD policies will be identified if impacts are found to be significant.

Transportation and Traffic

To determine traffic conditions on critical transportation roadways, the EIR will analyze the traffic operations for U.S. 50 mainline freeway segments and freeway ramps, intersections, and roadway segments. The analysis will incorporate appropriate information from the General Plan, the CIP, the most recent Metropolitan Transportation Plan information, and modeling information identified through the City's participation in the Highway 50 Corridor Mobility Partnership. The EIR will include available data for use in the analysis of existing (Year 2006), base year (Year 2012), and cumulative (Year 2030) conditions. The project study area is anticipated to extend just north of U.S. 50, and to Grant Line Road on the south and east, and Excelsior Road to the west.

Impacts will be identified by comparing the analysis results to the City of Rancho Cordova, Sacramento County, and Caltrans significance criteria. For locations where a significant impact is identified, mitigation measures will be proposed to reduce the impact to a less-than-significant level. Mitigation measures may

include widening roadway segments, intersections and/or participation in a regional program to improve freeway facilities. Each mitigation measure will identify the specific action necessary, feasibility of the measure, responsibility for implementation, and expected level of significance after mitigation.

The EIR will also evaluate the effect of the proposed project on transit, bicycle, and pedestrian facilities using the City of Rancho Cordova and Sacramento County significance criteria. For significant impacts, the EIR will propose feasible mitigation measures to improve conditions for transit riders, bicyclists, and pedestrians to a less-than-significant level. The EIR will also provide a qualitative discussion of safety issues for vehicular, pedestrian, and/or bicycle users.

Utilities and Service Systems

This section of the EIR will address potential impacts on service systems by collecting background information from existing documents, including the General Plan and General Plan EIR, as well as consultation with service providers, including the City, FCUSD, PG&E, SMUD, and applicable cable and telephone providers. The EIR will describe existing services in the City; identify future service needs resulting from buildout of the project; and assess the proposed project's impacts on utilities and service systems, including water supply; wastewater collection, conveyance, and treatment; solid waste collection and storage; telephone; cable; and energy. City standard mitigation measures, regarding issues such as energy conservation and source reduction and recycling, will be included as applicable.

The EIR will describe the following existing services in the City and evaluate these services relative to future service needs resulting from buildout of the project:

Solid Waste

BFI contracts with the City and the County of Sacramento to provide collection and disposal services for those portions of the WPA within the existing city limits. The EIR will describe existing solid waste collection and disposal capabilities, including residential and commercial recycling service, and the location, capacity, and expected closure date of the landfill serving the proposed project. The EIR will estimate solid waste generation resulting from project buildout, identify potential impacts on solid waste service and landfill capacity, and identify appropriate feasible mitigation measures, if needed.

Wastewater

The EIR will describe the existing sewer service and increased demand on these systems resulting from the project and identify appropriate mitigation measures, as necessary.

Communications and Energy

The EIR will describe the existing telephone and cable service and distribution systems, the energy (gas and electric) distribution systems, and the existing capacity and demand on these systems.

Cumulative Impacts

Cumulative impacts refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The analysis will focus on the project's contribution to any cumulative impacts and whether that contribution is considerable when viewed in the cumulative context. The EIR will use a combination of the "list approach" and the "projection approach." The list approach will consider all past, present, and probable future projects that could contribute to a significant cumulative environmental impact, including planned developments under consideration in the City and the County, and other projects in the vicinity of the project site. The projection approach will consider development projections listed in the Sacramento County General Plan as a basis for area-wide conditions contributing to the cumulative impact.

Growth-Inducing Impacts

As required by State CEQA Guidelines Section 15126.2, the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, will be assessed in the EIR. The EIR will consider the project's General Plan Amendment (thereby increasing residential density), in terms of both exceeding the County's long-range growth projections and serving as compact, infill development within the urbanized setting. The EIR will also consider the growth-inducing effects of expansion of public services and utilities to accommodate the proposed project.

Irreversible impacts

As required by CEQA Guidelines Section 15126, the EIR will present information on the extent to which the project would result in an irreversible commitment of environmental resources.

Alternatives

The EIR will evaluate a reasonable range of feasible alternatives as required by CEQA Guidelines Section 15126.6. These alternatives will be selected to avoid, minimize, or compensate for significant adverse effects of the project. The City is soliciting suggestions for potential alternatives for evaluation in the EIR.

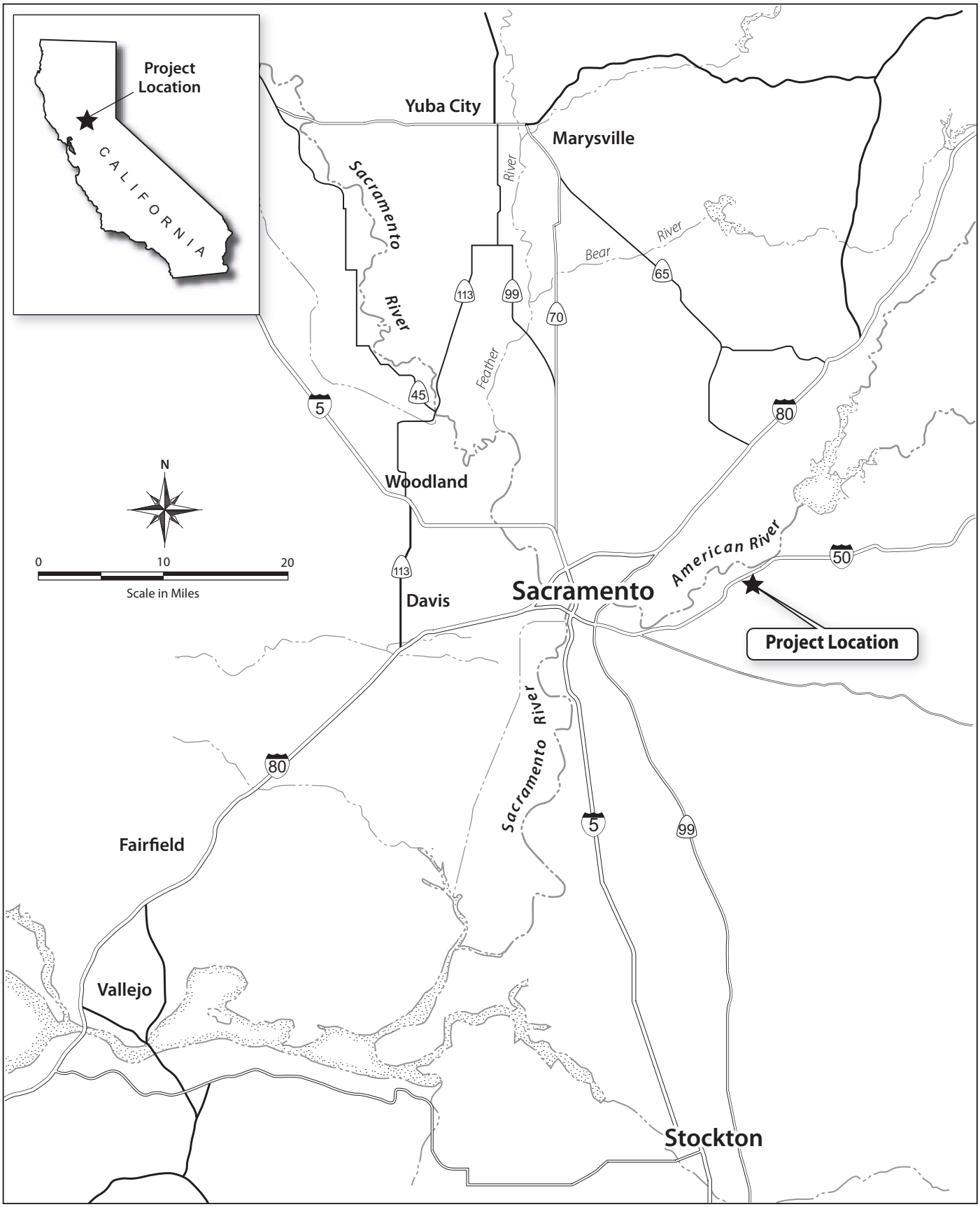

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Figure 1
Project Vicinity

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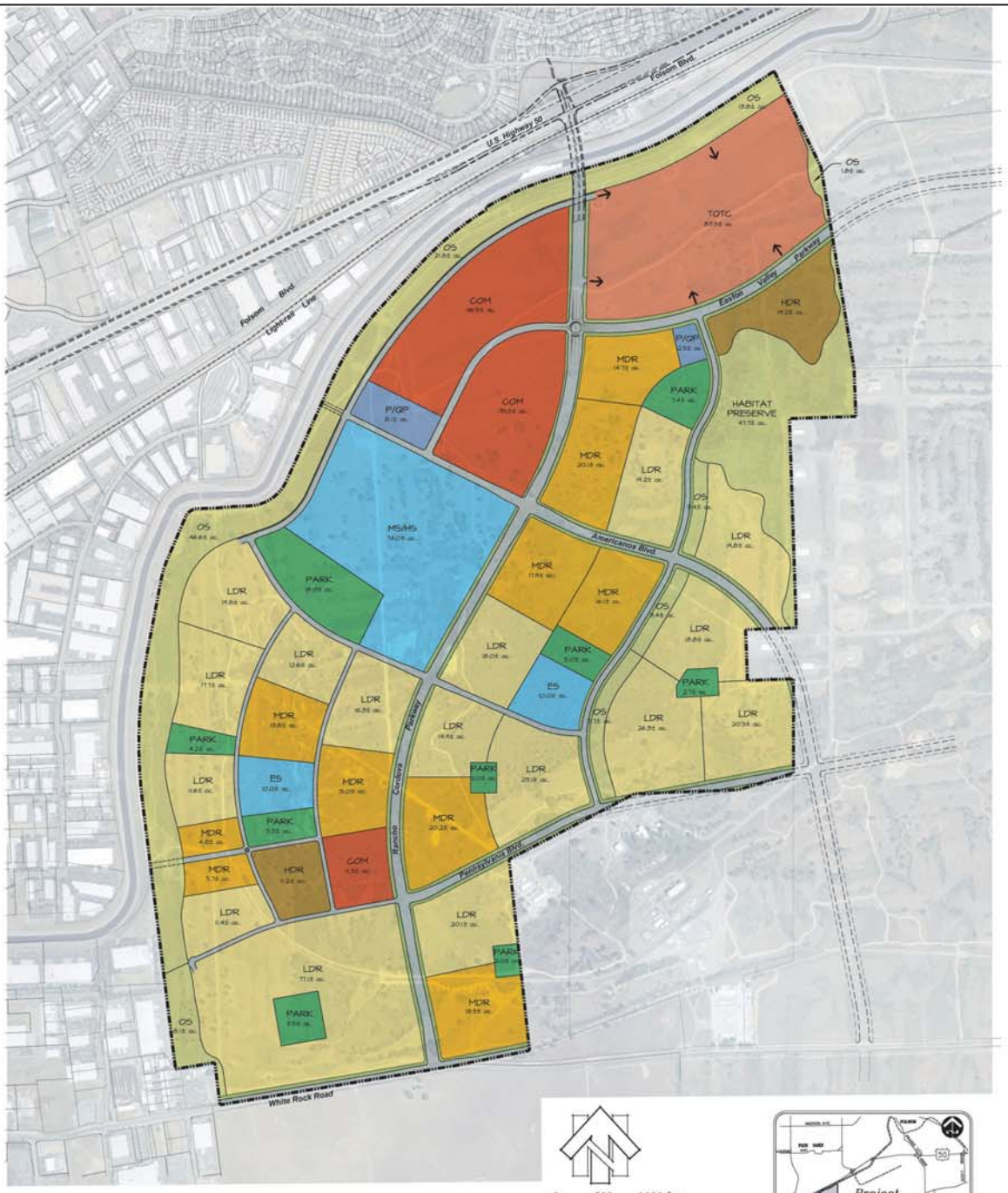
Figure 2
Project Location



Source: EDAW, MacKay & Somps

Future Road Not Part of Project			
Low Density Residential (LDR) (2.1-6.0 du/ac)	347.2± ac.	Open Space (OS)	104.6± ac.
Medium Density Residential (MDR) (6.1-18.0 du/ac)	146.8± ac.	Schools (ES, MS/HS)	94.0± ac.
High Density Residential (HDR) (18.1-40.0 du/ac)	30.4± ac.	Public/Quasi-Public	10.6± ac.
Commercial (COM)	93.3± ac.	Habitat Preserve	47.1± ac.
Transit Oriented Town Center (TOTC)	83.5± ac.	Roadway/Roadway-Landscaping	127.1± ac.
Parks	52.3± ac.	TOTAL AREA	1137.5± ac.

00132.07 EIR NOP (07-07)

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Figure 3
Proposed Land Use