

INTERNATIONAL DRIVE EXTENSION KILGORE TO SUNRISE PROJECT

Final Initial Study/Mitigated Negative Declaration/
Environmental Assessment



City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
April 2008

**INTERNATIONAL DRIVE EXTENSION KILGORE TO SUNRISE
PROJECT**

**FINAL INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION/ENVIRONMENTAL ASSESSMENT**

Prepared by:

CITY OF RANCHO CORDOVA

2729 Prospect Park Drive
Rancho Cordova, CA 95670
Phone 916.851-8700
Fax 916.851-8787

APRIL 2008

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Appendix A: Environmental Assessment and Finding of No Significant Impact

1.1 INTRODUCTION AND REGULATORY GUIDANCE

The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the federal Bureau of Reclamation (BOR), proposes to extend International Drive between its existing terminus at Kilgore Road to Sunrise Boulevard.

The proposed project is a joint project by the City of Rancho Cordova, BOR, and Caltrans as delegated by FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Rancho Cordova is the lead agency under CEQA. Caltrans, as delegated by FHWA, is the federal lead agency under NEPA, and BOR is a NEPA cooperating agency.

This document is a Final Initial Study/Mitigated Negative Declaration/Environmental Assessment (IS/MND/EA) for the International Drive Extension Kilgore to Sunrise Project, which incorporates the Draft IS/MND/EA by reference. The Final IS/MND/EA includes comments and responses on the Draft IS/MND/EA circulated on February 1, 2008 through March 3, 2008. The document provides justification for a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines 14 California Code of Regulations (CCR) Section 15000 *et seq.* Supplemental information has also been provided in the Minimal Environmental Assessment (Minimal EA) to support a Finding of No Significant Impact (FONSI) by the BOR pursuant to the National Environmental Policy Act (NEPA).

An initial study is conducted by a CEQA lead agency to determine if a project may have a significant effect on the environment. In accordance with the State CEQA Guidelines Section 15063, an Environmental Impact Report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A Negative Declaration may be prepared instead if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the City before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

1.0 INTRODUCTION

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether and EIS, or some lower level of documentation, will be required. NEPA requires that an EIS is prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. The context, referred to as the "affected environment" in this document, is the the geographic, social, and environmental contexts within which the project may have effects. Intensity is the severity of the potential impact, considered in context.

Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents. Another difference between NEPA and CEQA is that CEQA can utilize thresholds of significance to determine the level of impact to a given resource while NEPA determines level of significance based on context and intensity. Under NEPA, all impacts are discussed regardless of any thresholds amount and include mitigation measures where reasonable.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers." The City of Rancho Cordova Public Works Department has initiated preliminary design of the roadway improvements. The project lies within the city limits of the City of Rancho Cordova and requires approvals from the Rancho Cordova City Council. Therefore, based on the criteria described above, the lead agency for the proposed project is the City of Rancho Cordova.

According to Council for Environmental Quality (CEQ) Guidelines 1501.5(c), the following factors (which are listed in order of descending importance) shall determine lead agency designation when more than one federal agency is involved in the same action:

1. Magnitude of agency's involvement.
2. Project approval/disapproval authority.
3. Expertise concerning the action's environmental effects.
4. Duration of agency's involvement.
5. Sequence of agency's involvement

FHWA is anticipated to provide funding for construction of the proposed project. Effective July 1, 2007, Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program, pursuant to 23 CFR 773. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. Caltrans, by virtue of it being a transportation agency, has expertise concerning the

environmental effects of the proposed roadway widening action. Caltrans will act on behalf of FHWA as the NEPA Lead Agency.

The Bureau of Reclamation will need to issue an encroachment permit. Because Caltrans has a comparatively larger magnitude of involvement and also has expertise concerning the action's environmental effects, Caltrans, on behalf of FHWA, will be the NEPA lead agency. Bureau of Reclamation will be a cooperating agency for NEPA.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Final IS/MND/EA is to respond to comments raised by the agencies and the public. The Final IS/MND/EA includes an introduction, response to comments, and a Mitigation Monitoring and Reporting Program (MMRP), which has been identified to reduce or eliminate any identified significant and/or potentially significant impacts.

This document is divided into the following sections:

1.0 Introduction - Provides an introduction and describes the purpose and organization of this document;

2.0 Response to Comments - Written comments on the IS/MND/EA are reproduced in this section (except as noted), as well as responses to those comments;

3.0 Mitigation Monitoring and Reporting Program - The MMRP will provide for monitoring of project activities as necessary, in-the-field identification and resolution of environmental concerns, and reporting to City staff; and

4.0 Report Preparation - Identifies staff and consultants responsible for the preparation of this document.

2.0 RESPONSE TO COMMENTS

2.1 COMMENTS

This document contains comments received on the proposed International Drive Extension Project Draft Initial Study/Mitigated Negative Declaration/Environmental Assessment (Draft IS/MND/EA) and responses to those comments. While responding to comments on a Draft Initial Study/Mitigated Negative Declaration is not specifically required by CEQA, CEQA Guidelines Section 15074(b) requires that the lead agency consider any comments received on the Draft Initial Study/Mitigated Negative Declaration (IS/MND) prior to approving the project. This document provides evidence that the City of Rancho Cordova considered all comments received on the Draft Initial Study/Mitigated Negative Declaration.

2.2 COMMENTS RECEIVED ON THE MITIGATED NEGATIVE DECLARATION

The public comment period for the project was initiated on February 1, 2008 and ended March 3, 2008. Comments were received both by written letter and by telephone. The following letters and telephone comments were received during the comment period and are addressed in this section.

Letter/Telephone Call Number	Commenter	Affiliation
A	Matthew G. Darrow Senior Transportation Engineer	Sacramento County Department of Transportation 906 G Street, Suite 510 Sacramento, CA 95814
B	Jeff Rodrigues, CSS III Crime Prevention Specialist	Sacramento County Sheriff's Department/Rancho Cordova Police Department 2729 Prospect Park Drive Rancho Cordova, CA 95670
C	Salam Khan P.E.	Sacramento Area Sewer District Department of Water Quality Development Services 10545 Armstrong Ave. Mather, CA 95655
D	Humera Arshad, EIT Assistant Engineer	Sacramento Regional County Sanitation District 10545 Armstrong Avenue Mather, CA 95655
E	Terry Roberts Director	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 10 th Street Sacramento, CA 95812-3044
1	Walt Seifert Executive Director	Sacramento Area Bicycle Advocates 909 12 th Street, Suite 114 Sacramento, CA 95814
2	Dennis Vollman	Local Resident
3	Carol Sizenstatter District Manager	RREEF (Property Management for office building adjacent to project) 2860 Gateway Oaks Drive, Suite 370 Sacramento, CA 95833

2.0 RESPONSE TO COMMENTS

Written comments on the Draft IS/MND are scanned into this document on the following pages. Responses to those comments follow. Verbal comments received by telephone are summarized below and responses to those comments follow. To assist in referencing comments and responses, each commenter and issue that has been raised has been assigned a number. Responses are coded to correspond to each issue. Comments received from Agencies are coded with letters and comments received from the public are coded with numbers. Comments that present opinions about the project or that raise issues not directly related to environmental issues under CEQA are noted without response. Minor edits to the Draft IS/MND are indicated in revision marks (underline ~~strike through~~) format.

2.3 RESPONSE TO COMMENTS

Comment Letter #A: Matthew G. Darrow, Sacramento County Department of Transportation.

Municipal Services Agency

Department of Transportation
Tom Zlotkowski, Director



RECEIVED

FEB 11 2008

Terry Schutten, County Executive
Paul Hahn, Agency Administrator

RANCHO CORDOVA
PLANNING

County of Sacramento

Letter A

February 6, 2008

Ms. Melissa Logue

City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study for the International Drive Extension – Kilgore Road to Sunrise Boulevard Project

Dear Ms. Logue:

The Sacramento County Department of Transportation has reviewed the Mitigated Negative Declaration and Initial Study for the International Drive Extension – Kilgore Road to Sunrise Boulevard Project dated February 2008. We appreciate the opportunity to review this document, and have no comments at this time. If you have any questions please call me at 874-7052.

A-1

Sincerely,

Matthew G. Darrow
Senior Transportation Engineer

MGD:mgd

c: Steve Hong, IFS



"Leading the Way to Greater Mobility"

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com

2.0 RESPONSE TO COMMENTS

Response to Comment A-1: The commenter stated that the County Department of Transportation has reviewed the Draft IS/MND and had no comments on the document. Because no comments on the document were made, the City will not make any changes to the IS/MND and no further response is required.

Comment Letter #B: Jeff Rodrigues, Sacramento County Sheriff's Department/ Rancho Cordova Police Department.



Letter B

RECEIVED

RANCHO CORDOVA POLICE DEPARTMENT

FEB 26 2008

RANCHO CORDOVA PLANNING

Memorandum

February 22, 2008

To : MELISSA LOGUE
City of Rancho Cordova Planning Department

From : CSS III JEFF RODRIGUES, Crime Prevention Specialist
Sacramento County Sheriff's Dept./Rancho Cordova Police Dept.

Subject : INTERNATIONAL DRIVE EXTENSION KILGORE OT SUNRISE

The Rancho Cordova Police Department and the Sacramento County Sheriff's Department request the following condition/information be added to the Public Services section of this Mitigated Negative Declaration:

"The City of Rancho Cordova Police Department and the Sacramento County Sheriff's Department provide law enforcement services along the project alignment. The provision of law enforcement services is highly labor intensive and on patrol officer per thousand population is the standard most frequently used by law enforcement agencies to measure levels of service. Construction of the roadway may affect emergency response routes for law enforcement due to traffic controls and construction equipment along the affected roadways.

B-1

"This Project is not expected to significantly impact the ability of either agency to perform their functions; however response could be slowed due to construction-related traffic.

"Since law enforcement is an emergency service, the project applicant will notify the Crime Prevention Unit of the Rancho Cordova Police Department of routes, alternate routes, construction schedule, and overall timeline as soon as it is known, and will keep the Police Department updated throughout the project of any delays, alterations, or changes to the schedule and locations."

If you should have any questions, please feel free to contact me any time at 874-2736.

2.0 RESPONSE TO COMMENTS

Response to Comment B-1: The commenter requested additional language be inserted into Section 3.13: *Public Services* of the IS/MND. The nature of the language suggested in the comment, however, is more appropriate for inclusion into Section 3.15 *Transportation/Traffic* of the IS/MND. Item e) of this section addresses emergency vehicle access and emergency services response times during project construction, and identified that there could be disruption of emergency vehicle access and slow-downs in emergency service response times during project construction resulting from lane closures and other construction activities. This potential impact was identified as **less than significant** under CEQA because under standard provisions of Public Works projects construction contractors, the contractor would be required to provide a Traffic Management Plan, to be approved by Public Works, which includes provisions for minimizing emergency vehicle access obstructions during construction and notifying emergency service providers of pending closures and alternate routes.

In response to the commenter's suggestion on language to be inserted into the IS/MND, however, the City is providing minor modifications to Item e) of Section 3.15 *Transportation/Traffic* as follows:

e) *Would the project result in inadequate emergency access?*

Less than Significant Impact. The project would extend International Drive across the Folsom South Canal where it will terminate at Sunrise Boulevard, and would result in increased emergency access points of entry after project construction. During construction, it is anticipated that portions of the lanes on International Drive and Sunrise Boulevard will be closed. As a result the project may potentially slow emergency vehicle and law enforcement access through the project area during construction and slow emergency response. However, as part of project development, the construction contractor would develop plans for alternative emergency access, and submit these alternatives to emergency service providers for approval prior to the start of construction. Additionally, the contractor would be required to submit a Traffic Management Plan (TMP) that would include a construction schedule and an emergency access plan to accommodate emergency traffic during the construction period, and this plan would be provided to emergency agencies (i.e., fire and police departments, including the Crime Prevention Unit of the Rancho Cordova Police Department,) prior to the start of construction. The TMP would also be updated through the project, as necessary, to keep emergency service providers informed of changes in delays, alteration, or changes to the construction schedule or locations. Therefore, the proposed project would have a less than significant impact on emergency access.

These minor modifications to the IS/MND proposed above do not constitute "significant new information" as defined by Section 15088.5 of the CEQA Guidelines, therefore; these modifications do not require recirculation of the IS/MND prior to Certification by the Rancho Cordova City Council.

Comment Letter #C: Salam Khan, Sacramento Area Sewer District.



Letter C

RECEIVED

FEB 29 2008

RANCHO CORDOVA PLANNING

February 26, 2008
E225.000

Cori Resha
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

**Subject: Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study for International Drive Extension from Kilgore Road to Sunrise Boulevard
Location: International Drive from Kilgore Road to Sunrise Boulevard**

Board of Directors

Representing:

- County of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento

Mary K. Snyder
District Engineer

Christoph Dobson
Collection System Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

10545 Armstrong Avenue
Mather, California 95655
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

Formerly County Sanitation District 1

Dear Ms. Resha:

Sacramento Area Sewer District (District, formerly CSD-1) has reviewed the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration/Initial Study for the subject project. The Sacramento Regional County Sanitation District (SRCSD) may send their comments in a separate letter.

It is noted that the applicant proposes to extend International Drive from its current terminus at Kilgore Road to approximately 1,500 linear feet east to the Sunrise Blvd/Monier Circle (north) signalized intersection. The project is located at International Drive from Kilgore Road to Sunrise Boulevard in the city of Rancho Cordova.

The District does not have any specific concerns. We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval that we will propose after review of entitlement application documents, then mitigation measures within the EIR will adequately address the sewage aspects of the project and we anticipate a less than significant impact to the sewage facilities.

If you have any questions regarding these comments, please call Amandeep Singh at 876-6296 or myself at 876-6094.

Sincerely,

Amandeep Singh
For Salam Khan, P.E.
Department of Water Quality
Development Services

SK/CJ:clm

cc: File
SRCSD Development Services

Resha022608.ltr

C-1

2.0 RESPONSE TO COMMENTS

Response to Comment C-1: The commenter stated that the Sacramento Area Sewer District has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration prepared for the proposed project, and that they do not have any specific concerns about the project. The commenter did note that the Sewer District expects that the project would be subject to currently established policies, fees, and conditions approval that the Sewer District will propose after review of entitlement application documents.

It should be noted that, as discussed in *Section 3.16 Utilities and Services Systems* of the IS/MND, the proposed project is a roadway project, proposed by the City of Rancho Cordova Public Works Department as a city Capital Improvement Project (CIP), and would not require sanitary sewer services or facilities to accommodate the construction or operation of the project. Because the proposed project is a CIP project, the project does not have an "entitlement application" that will be reviewed by the Sewer District, which will not give the Sewer District a mechanism to provide conditions of approval for the project as discussed in the comment letter. However, as identified in the IS/MND, the project will not result in the need for any sanitary sewer services or facilities and would have no impact to these facilities, therefore; the City feels that the Sewer District will not find the need to provide any conditions of approval for this project.

Comment Letter #D: Humera Arshad, Sacramento Regional County Sanitation District.



Letter D

Wastewater Treatment

RECEIVED BY

MAR 04 2008

PMC

Technology in balance with nature

10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

February 28, 2008

Melissa Logue
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Ms. Logue:

Board of Directors
Representing:

- County of Sacramento
County of Yolo
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento
City of West Sacramento

Subject: Comments to the Initial Study/Mitigated Negative Declaration/Environmental Assessment for the International Drive Extension (Kilgore to Sunrise) Project

Sacramento Regional County Sanitation District (SRCSD) has reviewed the subject document, and has the following comments:

As stated in the environmental document, the applicant proposes to extend International Drive eastward by approximately 1,500 linear feet. The project also includes minor widening at the intersection of Kilgore Road and International Drive.

The existing SRCSD Bradshaw Interceptor Section 6B is located within the project's vicinity (Sheet C17 of the Bradshaw Interceptor Section 6B project is attached for your reference). Close coordination with SRCSD will be required during the design phase of the project to ensure minimal conflicts.

Sacramento Area Sewer District (formally County Sanitation District 1 [CSD-1]) will respond via separate correspondence.

If you have any questions regarding these comments, please do not hesitate to contact me at (916) 876-6130 or arshadh@saccounty.net.

- Mary K. Snyder
District Engineer
Stan R. Dean
Plant Manager
Wendell H. Kido
District Manager
Marcia Maurer
Chief Financial Officer

Sincerely yours,

[Handwritten signature]

Humera Arshad, EIT
Assistant Engineer

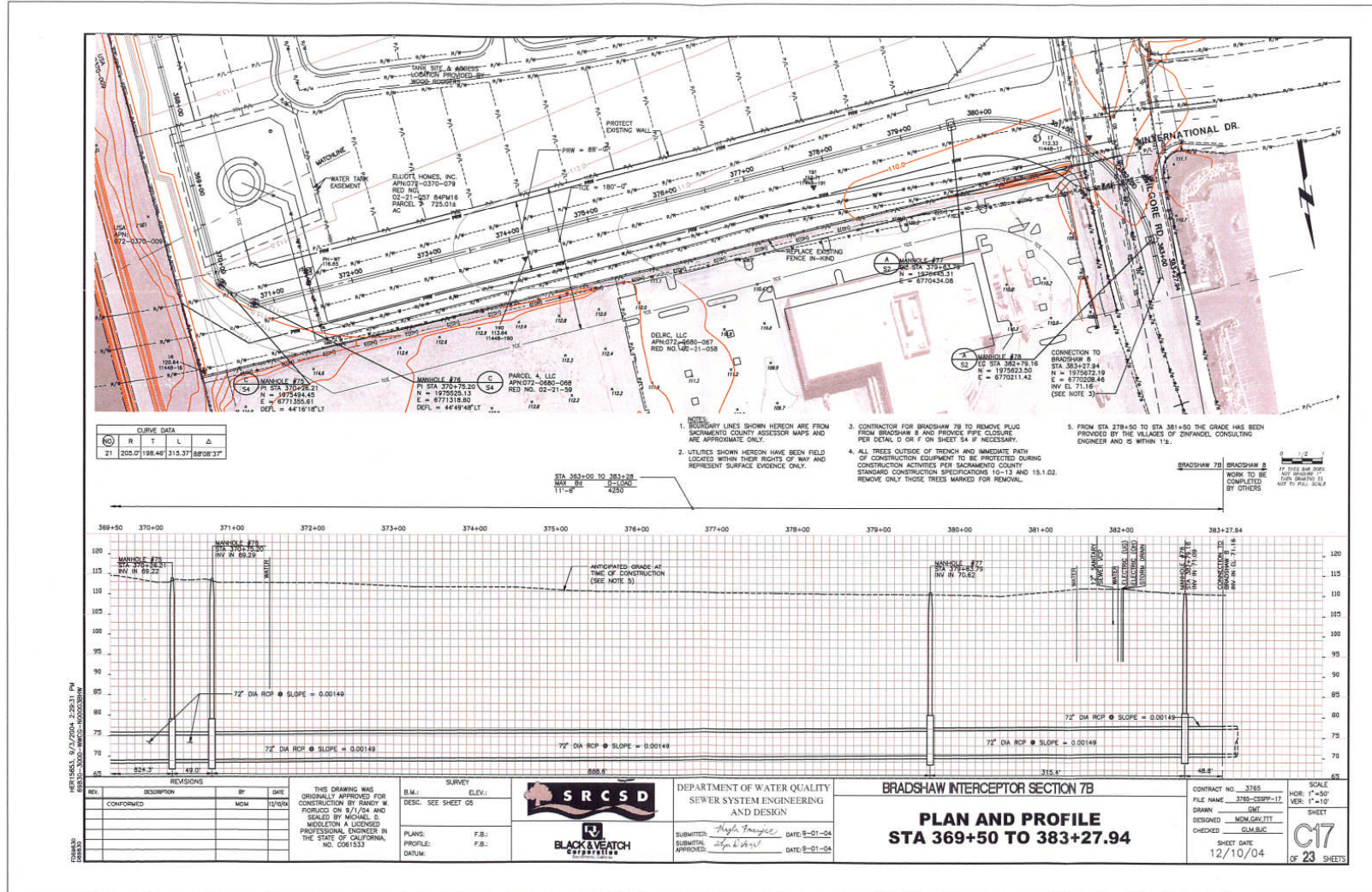
HA:ha (ha)

Attachments: Bradshaw Interceptor Sheet C17

cc: SRCSD Development Services
SASD Development Services

D-1

2.0 RESPONSE TO COMMENTS



2.0 RESPONSE TO COMMENTS

Response to Comment D-1: The commenter stated that the Sacramento Regional County Sanitation District (SRCSD) has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study/Mitigated Negative Declaration prepared for the proposed project, and notes that the existing SRCSD Bradshaw Interceptor Section 6B is located within the project's vicinity, and attaches a map showing the location of the interceptor. The commenter states that close coordination with SRCSD will be required during the design phase of the project to insure minimal conflicts with the proposed roadway project.

The City of Rancho Cordova and its design engineers are aware of the presence of the interceptor have conducted coordination with SRCSD staff to insure that no conflicts between the proposed roadway project and the existing interceptor occur during construction or operation of the roadway project. As roadway plans are finalized and construction initiated, City Public Works staff and the project's design engineers will continue to coordinate with SRCSD staff to insure no conflicts occur between the two facilities.

2.0 RESPONSE TO COMMENTS

Comment Letter #E: Terry Roberts, State Clearinghouse and Planning Unit.



ARNOLD SCHWARZENEGGER
GOVERNOR

Letter E

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

March 4, 2008

Melissa D. Logue
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: International Drive Extension Kilgore to Sunrise Project
SCH#: 2008022009

Dear Melissa D. Logue:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on March 3, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

E-1

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2008022009
Project Title International Drive Extension Kilgore to Sunrise Project
Lead Agency Rancho Cordova, City of

Type JD Joint Document

Description The proposed project would extend International Drive eastward from its existing terminus at Kilgore Road by approximately 1,500 linear feet to the Sunrise Boulevard/Monier Circle (north) intersection, including an approximately 112 linear foot six-lane bridge with left and right turn pockets over the Folsom South Canal. The existing four-lane International Drive would be re-stripped to include six (6) through-lanes from Prospect Park Drive to the intersection of Kilgore Road approximately 1,300 linear feet with minor widening at the Kilgore Road intersection to accommodate turn pockets. Monier Circle would be widened at the intersection approaches, as needed, to align with International Drive and the existing median on Sunrise Boulevard at the Monier Circle (south) intersection would be reconfigured to eliminate left turns onto Sunrise Boulevard.

Construction on Sunrise Boulevard would include approximately 5,200 linear feet of re-stripping to six lanes (from Fitzgerald Drive to White Rock Road) necessary for intersection accommodation. West of Sunrise Boulevard, along the Folsom South Canal frontage, the project would widen the pavement and install curb, gutter and sidewalk. A parking lot on the north side of International Drive could be modified to accommodate project construction. South of International Drive, a soundwall for an adjacent residential subdivision could be modified to provide noise mitigation, and "noise reducing" pavement would be used along the new International Drive roadway segment to further reduce noise.

The Bureau of Reclamation maintenance road for the Folsom South Canal would be modified to go under International Drive or connect at-grade to Sunrise Boulevard (yet to be determined), and the bicycle path between Sunrise Boulevard and the maintenance road would be modified to connect to International Drive and also go under the bridge. Additionally, the existing approach roadway, utilities, curbs, landscaping, street lighting, drainage systems, and traffic striping would be modified as necessary to accommodate the extended roadway and new bridge. The project is located within the City of Rancho Cordova.

Note: Blanks in data fields result from insufficient information provided by lead agency.

2.0 RESPONSE TO COMMENTS

Document Details Report State Clearinghouse Data Base

Lead Agency Contact

Name Melissa D. Logue
Agency City of Rancho Cordova
Phone (916) 361-8384
email
Address 2729 Prospect Park Drive
City Rancho Cordova
State CA **Zip** 95670

Project Location

County Sacramento
City
Region
Cross Streets International Drive between Kilgore and Sunrise Boulevard
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways US-50
Airports Mather Airport
Railways
Waterways Folsom South Canal
Schools
Land Use

The proposed project area is located on International Drive, which runs in an east/west direction perpendicular to Kilgore Road where it terminates. The City of Rancho Cordova General Plan Land Use indicates the presence of Low Density Residential, Medium Density Residential and Office/Mixed Use Land uses within the project area, as well as Public/Quasi-Public along Folsom South Canal and Special Planning Area east of Sunrise Boulevard. No agricultural land uses are located within the project area.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Geologic/Seismic; Flood Plain/Flooding; Landuse; Minerals; Noise; Public Services; Population/Housing Balance; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

Date Received 02/01/2008 **Start of Review** 02/01/2008 **End of Review** 03/03/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

2.0 RESPONSE TO COMMENTS

Response to Comment C-1: The commenter states that the State Clearing house submitted the IS/MND/EA to selected state agencies for review until March 3, 2008, and that no state agencies commented by that date. The commenter acknowledges that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA.

Because no comments on the document were made, the City will not make any changes to the IS/MND and no further response is required.

2.0 RESPONSE TO COMMENTS

Comment Letter #1: Walt Seifert, Sacramento Area Bicycle Advocates.



Letter 1

909 12th Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

February 4, 2008

Advisory Board

Jane Hagedorn
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Breathe California of
Sacramento-Emigrant Trails

Dr. Eric Heiden
Orthopaedic Surgeon
Sports Medicine UC Davis

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Manley, LLP

Craig Stradley
Principal
Mogavero Notestine
Associates

Jim Streng
Partner
Streng Brothers Rentals

City of Rancho Cordova Planning Department
Melissa Logue
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study for International Drive Extension

Dear Ms. Logue:

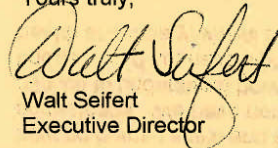
The project description does not contain enough information for us to comment on the notice. Does the project include bike lanes on the International Drive Extension? Will there be connections from International Drive to the Folsom South Canal bicycle trail? 1-1

Generally we do not favor roads with over four lanes because they are beyond human scale and are usually hostile environments for bicyclists and pedestrians. We have not reviewed the Initial Study for this project, but it is difficult to understand how construction of a six lane road and very costly bridge would not have significant air quality, greenhouse gas, circulation, health and safety, visual and aesthetic and community impacts. 1-2

We also have questions regarding the temporary closure of the Folsom South Canal bicycle trail. How long will the closure last, how many bicyclists will be affected, when will the closure occur and what notice and detour will be provided for bicyclists affected by the closure? 1-3

SABA is an award winning nonprofit organization with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We're working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation. 1-4

Yours truly,


Walt Seifert
Executive Director

cc Caltrans District 3 Environmental Branch M1

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award, League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year

Response to Comment 1-1: The commenter requests additional information on bicycle lanes in and near the project area. *Section 2.4 Project Description* of the IS/MND provides a full project description, including information on bicycle facilities related to the project. As noted in this section, the Folsom South Canal bicycle path would be modified to connect to International Drive and also go under the new International Drive bridge over the Folsom South Canal. Additionally, Item g) in *Section 3.13 Transportation/Traffic* of the IS/MND describes that the project would provide bicycle lanes along the International Drive roadway extension between Kilgore Road and Sunrise Boulevard.

Response to Comment 1-2: The commenter expresses disfavor of a proposed roadway that is larger than four lanes, and, while acknowledging that the commenter has not reviewed the IS/MND prepared for the project, states that he does not understand how the proposed six-lane roadway and bridge would not have significant air quality, greenhouse gas, circulation, health and safety, visual and aesthetic, and community impacts.

While the comment expressing disfavor of a six-lane roadway does not address the adequacy of the IS/MND, and no further response is required under CEQA, the City is providing additional information on how it was determined that the proposed project must be a six-lane facility. As described in *Section 2.1 Project Background* of the IS/MND, the proposed project was originally identified in the Circulation Element of the City's 2006 General Plan, along with other planned transportation resources within the City including major roadways, bikeways and trails, and transit opportunities such as light rail and buses. As identified in the Circulation Element of the City of Rancho Cordova General Plan, the project is needed to provide an additional key east-west route through the City, which would relieve pressure on Folsom Boulevard, Highway 50, and White Rock Road, all of which currently serve traffic moving through the northern portions of the City of Rancho Cordova in a east-west direction. As determined by traffic studies prepared to support the Circulation Element of the General Plan, it was determined that a six-lane facility is required to adequately accommodate both current and future traffic anticipated to utilize this segment of International Drive. A lesser number of travel lanes along International Drive would not serve to adequately accommodate current and future traffic volumes desiring to move in an east-west direction through the northern portion of the City, which would result in additional traffic congestion throughout the northern portion of the City.

To address the comment regarding the project's potential to cause significant air quality, greenhouse gas, circulation, health and safety, visual and aesthetic, and community impacts, the IS/MND clearly addresses these issues throughout the body of the document. While the IS/MND identified that the project could have significant impacts to some of the resources identified by the commenter, including Aesthetics, Air Quality, and Hazardous Materials, it should be noted that mitigation measures were identified that would sufficiently reduce any potential impacts to a less than significant level under CEQA.

Response to Comment 1-3: The commenter requests information on the closure of the Folsom South Canal Bicycle Trail, including information on how long the closure will last, how many bicyclists would be affected, when the closure would occur, and what notice and detour will be provided for bicyclists affected by the closure.

Section 3.15 Transportation/Traffic of the IS/MND addresses the closure of the bicycle lane along the Folsom South Canal. As discussed in this section, the closure is anticipated to affect a small number of bicyclists who use the trail for both recreational and commuting purposes. An exact number of bicyclists affected has not been determined, since data on the number of users of the Folsom South Canal bicycle trail is not available. Based on personal discussions with Bureau

2.0 RESPONSE TO COMMENTS

of Reclamation Staff, local residents who use the trail, members of SABA, including both the commenter and the SABA President, it appears that this segment of the trail is not heavily used.

Because a construction contractor has not yet been selected, and therefore a construction schedule has not been developed, it is not known at this time how long the closure would last. Based on best estimates from the project design engineers, the closure would occur at the initiation of project construction, when excavation of the bicycle lane would be required to provide sufficient vertical clearance between the trail and the new bridge overcrossing, and could last between two (2) and three (3) months, although this time may vary significantly depending on the construction contractor's work plan, weather, and other construction conditions. Additional periodic closures of the trail during the construction period may also be necessary for public safety purposes. Mitigation Measure **MM 3.15-1** has been identified, and will be incorporated into the construction contract, to require the construction contractor to limit the closure of the bicycle trail to only times where physical constraints or public safety require it to be closed, thus minimizing the closure of the trail to the greatest extent feasible.

Mitigation Measure **MM 3.15-2** outlines the required notification of bicyclists prior to any closure of the bicycle trail. Notice to trail users will include appropriate signage at the nearest entrances to the trail as well as notification to area bicycle organizations several days prior to the closure.

Section 3.15 Transportation/Traffic of the IS/MND indicated that the most likely detour route for bicyclist would be Sunrise Boulevard. At the time of the publication of the Draft IS/MND, an alternative route other than Sunrise Boulevard had not been identified. Since that time, the City Public Works department and the project design engineers have identified an opportunity for a temporary access to be constructed adjacent to the project construction area that would allow for connectivity between the Folsom South Canal bike trail and Oselot Way, located in the residential development adjacent to the project. Users could exit the trail just south of the project construction area, utilize Oselot Way and Sylvaner Drive to access Kilgore Road, and then re-enter the trail at White Rock Road. This temporary connectivity would allow trail users to utilize the entirety of the Folsom South Canal trail, except for an approximately 2,000 foot segment between White Rock Road and the project construction area. The City feels that this is a superior alternative to the Sunrise Boulevard detour described in the Draft IS/MND, which would have required trail users to utilize Sunrise Boulevard for a more than five mile segment as an alternative to the Folsom South Canal trail.

Response to Comment 1-4: The commenter provides information on the SABA organization and its membership and goals.

This comment does not address the adequacy of the IS/MND, therefore no response is provided.

Comment #2 (Via Telephone): Dennis Vollman, Area Resident.

Telephone Comment Summary: On February 4, 2008, Mr. Vollman telephoned Melissa Logue, Environmental Project Manager for the proposed project, in response to his receipt of the Notice of Intent to Adopt the IS/MND, which had been directly mailed to area residents and property owners within a 500 foot radius of the project area. Mr. Vollman asked how the project was being funded and if it would result in any fees or increased taxes on area resident.

Response to Telephone Comment: Ms. Logue explained that the project is currently funded by City funds collected under the Capital Improvement Program, but that the City is also seeking federal funding from various sources to supplement the City's expenditure for the project. Ms. Logue verified that no special fees or increased taxes would be assessed on area residents to fund the project.

2.0 RESPONSE TO COMMENTS

Comment #3 (Via Telephone): Carol Sitzenstatter, RREEF (Property Management for office building adjacent to project).

Telephone Comment Summary: On February 5, 2008, Ms. Sitzenstatter telephoned Melissa Logue, Environmental Project Manager for the proposed project, in response to her receipt of the Notice of Intent to Adopt the IS/MND, which had been directly mailed to area residents and property owners within a 500 foot radius of the project area. Ms Sitzenstatter desired to know more about the project and the project development process, since her company manages the office building located adjacent to the project.

Ms. Logue provided information on the location and nature of the project, including information that the project is a six-lane extension of International Drive between Kilgore Road and Sunrise Boulevard, and that there would be a bridge crossing of the Folsom South Canal. Ms. Logue guided Ms. Sitzenstatter to the location of the IS/MND posted on the City of Rancho Cordova' website, and told her that she can find more detailed project information and a discussion of the project's potential environmental impacts. Ms. Logue also instructed Ms. Sitzenstatter that she could review the IS/MND and provide written or telephone comments on the adequacy of the document, or could telephone again if she had any general questions on the project.

On February 13, 2008, Ms. Sitzenstatter telephoned Ms. Logue again, and asked if the project would affect the parking lot of the adjacent commercial building managed by RREEF. She indicated that Figure 3.1.1 of the IS/MND showed a project design that showed that the project would encroach into the parking lot of the building, and that if the project were to remove parking spaces at the building, that it could negatively affect RREEF's ability to lease the building to prospective tenants.

Ms. Logue explained that, upon the printing of the IS/MND, only preliminary plans for the project design were available, and that since the printing of the IS/MND, the design engineers had completed additional work on the project design, and with the refinement of the project design, were able to reduce the project footprint such that permanent encroachment into the adjacent parking lot and loss of parking spaces would not be required. Ms. Logue said that she would verify this information with the design engineers, and provide Ms. Sitzenstatter with an updated project plan showing the most recent project footprint for her information.

On February 15th, Ms. Logue telephoned Ms. Sitzenstatter to tell her that she had spoken with the project design engineers, and that they had completed 60% level of design plans for the project. Based on this level of design detail, the engineers felt at this time that it would be unlikely that the project would have permanent encroachment into the parking lot, but that this was not a "final" determination and could yet change before final design was completed. Ms. Logue indicated that the engineers felt approximately 90% certain that there would be no permanent encroachment into the parking lot, but that they couldn't guarantee that until final design is completed. Ms. Logue also explained that there could be temporary effects to the parking lot during project construction. These could include effects as minor as certain parking places be temporarily closed for several days during concrete work occurring adjacent to the parking lot to avoid accidental spillage or equipment damage to nearby vehicles, all the way to closure of the adjacent parking places for several weeks to accommodate construction equipment movement or materials in or near the parking lot. At this time, the engineers did not have enough design detail to provide a recommendation for appropriate actions to take at the parking lot during construction. Ms. Logue told Ms. Sitzenstatter that, as the project design was completed, if it was determined that either permanent or temporary encroachment on the parking lot would be required by the project, that a representative from the City will contact her to discuss either permanent or temporary right-of-way acquisition for the project, and

2.0 RESPONSE TO COMMENTS

communications between RREEF and the City would take place to determine appropriate compensation for the effects.

On February 19, 2008, Ms. Logue sent an email to Ms. Sitzenstatter to provide her with an updated site plan. This site plan is attached for the purposes of the Administrative Record. The text of the email is also provided here:

2/19/08 Via email to Carol Sitzenstatter:

Hello, Carol,

Attached, please find a figure showing the most current plans for the International Drive Extension project. These plans are at 60% level of completion. As you can see, we are currently anticipating that the project will not require any permanent acquisition of any parking spaces at your building. As the design engineers further refine the project design, we will know with a greater level of certainty that permanent effects to your parking lot will be avoided. We will also know more as the plans are further developed if any temporary effects to your parking lot may occur during construction. If temporary effects will occur, the City of Rancho Cordova will be in further contact with you to provide specific information and to discuss acquisition of any necessary temporary construction easements.

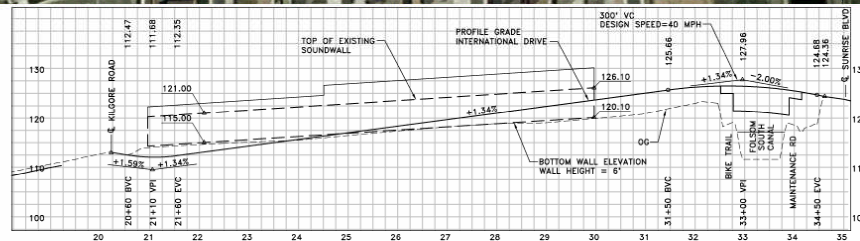
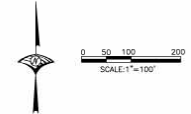
Thank you for your interest in this project. Feel free to contact me with any further questions you may have.

Melissa D. Logue
Environmental Planner
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
(916) 361-8384 office
(916) 361-1574 fax

2.0 RESPONSE TO COMMENTS

INTERNATIONAL DRIVE EXTENSION - INTERIM

CITY OF RANCHO CORDOVA
SACRAMENTO COUNTY
FEBRUARY, 2008



WOOD RODGERS
ENGINEERING • MAPPING • PLANNING • SURVEYING
3301 C St, Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95815 Fax 916.341.7767

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

3.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines, Section 15074(d), requires public agencies, as part of the adoption of a mitigated negative declaration, to adopt a reporting and monitoring program to ensure that changes made to the project as conditions of project approval to mitigate or avoid significant environmental effects are implemented.

The Mitigation Monitoring and Reporting Program (MMRP) contained herein is intended to satisfy the requirements of CEQA as they relate to the International Drive Extension Kilgore to Sunrise Project in the City of Rancho Cordova. The MMRP is intended to be used by City staff, project contractors, and mitigation monitoring personnel during implementation of the project.

The MMRP will provide for monitoring of construction activities as necessary in-the-field identification and resolution of environmental concerns, and reporting to City staff. The MMRP will consist of the components described below.

3.2 COMPLIANCE CHECKLIST

Table 3-1 contains a compliance-monitoring checklist that provides a synopsis of all adopted mitigation measures, a suggested monitoring action, identification of agencies responsible for enforcement and monitoring, and timing of implementation.

3.3 FIELD MONITORING OF MITIGATION MEASURE IMPLEMENTATION

During construction of the project facilities, the City of Rancho Cordova's designated construction inspector, in cooperation with City of Rancho Cordova Planning Staff, will be responsible for monitoring the implementation of mitigation measures. The inspector will report to the City of Rancho Cordova Department of Public Works, and will be thoroughly familiar with all plans and requirements of the project. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. Aided by **Table 3-1**, the inspector will typically be responsible for the following activities:

1. On-site, day to day monitoring of construction activities;
2. Reviewing construction plans to ensure conformance with adopted mitigation measures;
3. Ensuring contractor knowledge of and compliance with all appropriate conditions of project approval;
4. Evaluating the adequacy of construction impact mitigation measures, and proposing improvements to the contractors and City staff;
5. Requiring correction of activities that violate project mitigation measures, or that represent unsafe or dangerous conditions. The inspector shall have the ability and authority to secure compliance with the conditions or standards through the City of Rancho Cordova Public Works Department, if necessary;
6. Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project mitigation measures, or unsafe or dangerous conditions. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Rancho Cordova Public Works Department;

7. Maintaining prompt and regular communication with City staff;
8. Obtaining assistance as necessary from technical experts, such as archaeologists and wildlife biologists, to develop site-specific procedures for implementing the mitigation measures adopted by the City for the project. For example, it may be necessary at times for a wildlife biologist to work in the field with the inspector and construction contractor to explicitly identify and mark areas to be avoided during construction; and
9. Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

3.4 PLAN CHECK

Many mitigation measures will be monitored via plan check during project implementation. City staff will be responsible for monitoring plan check mitigation measures.

TABLE 3-1
MITIGATION MONITORING AND REPORTING PROGRAM-INTERNATIONAL DRIVE EXTENSION KILGORE TO SUNRISE PROJECT

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
<i>3.1 Aesthetic Resources</i>				
MM.3.1-1	The City shall provide compensation to residences that would require a 10-foot tall sound wall in the backyard area. This compensation is to be used by the property owner to purchase and install landscaping that would shield the view of the sound wall from the residential backyard area.	City of Rancho Cordova Development Services	During right-of-way acquisition	
<i>3.3 Air Quality</i>				
MM 3.3-1	The project shall provide a plan, for approval by Rancho Cordova Planning Department and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter reduction, compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. ¹	City of Rancho Cordova and SMAQMD	During all construction phases of the project	

¹ Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. However, this requirement is neither supported by Caltrans nor FHWA due to the State's obligations under the California Public Contract Code regarding restraint of competitive bidding process resulting from the requirement that newer equipment be used, thereby creating a potential disadvantage in bidding opportunities for smaller businesses that do not have inventories of such equipment.

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

<p>MM 3.3-2</p>	<p>The project representative shall submit to Rancho Cordova Planning Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	<p>City of Rancho Cordova and SMAQMD</p>	<p>During all construction phases of the project</p>	
<p>MM 3.3-3</p>	<p>The construction contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and Rancho Cordova Planning Department and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted to Rancho Cordova Planning Department an 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 regulations.</p>	<p>City of Rancho Cordova and SMAQMD</p>	<p>During all construction phases of the project</p>	
<p>MM 3.3-4</p>	<p>To off-set the project's construction emissions that would continue to exceed the SMAQMD daily NOx emission thresholds after implementation of the above mitigation, the City of Rancho Cordova shall pay, and obtain proof of payment of, an off-site air quality mitigation fee in the amount of \$16,781, as calculated by the SMAQMD Construction Emission Mitigation Fee Calculator.</p>	<p>City of Rancho Cordova</p>	<p>Prior to the start of ground disturbing activities</p>	

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

<i>3.4 Biological Resources</i>				
MM 3.4-1	To compensate for the permanent loss of potential foraging habitat, the City of Rancho Cordova shall preserve 0.75 acres of similar Swainson's hawks foraging habitat for each acre lost, within a ten-mile radius for the project site, or at a CDFG-approved Swainson's hawk preservation bank that services that project area.	City of Rancho Cordova Planning Department	Prior to start of construction activities	
MM 3.4-2	If proposed construction activities are planned to occur during the nesting seasons for avian species (typically March 1st through August 31st), the City shall retain a qualified biologist to conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity (no less than 100-feet outside project boundaries, where possible) of the construction area no more than 30 days prior to ground disturbance or tree removal. If active nests are located during preconstruction surveys, USFWS and/or CDFG shall be notified regarding the status of the nests. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a biologist deems disturbance potential to be minimal (in consultation with USFWS and/or CDFG). Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100-feet around the nest for raptors and 50-foot radius for migratory birds) or alteration of the construction schedule. No action is necessary if construction will occur during the non-breeding season (generally September 1st through February 28th).	City of Rancho Cordova Planning Department	No more than 30 days prior to start of construction	
MM 3.4-3a	<p>Prior to any groundbreaking activity, an Arborist Report shall be prepared by an arborist and submitted to the Planning Department for review. The report shall identify all native trees 6" diameter-at-breast-height (dbh) or larger and all non-native trees 18" dbh or larger that could be affected by the project. The report shall include the following minimum components:</p> <ul style="list-style-type: none"> • Tree species • Tree dbh (diameter at breast height, measured at 4.5 feet above ground level) • Tree dripline radius (measured from the trunk to the tip of the longest limb) • Overall health and condition of each tree • A map of the project site showing the location of each tree 	City of Rancho Cordova Planning Department	Prior to any groundbreaking activity	

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

<p>MM 3.4-3b</p>	<p>Prior to any groundbreaking activity, a Replacement Tree Planting Plan shall be prepared by an arborist or landscape architect and shall be submitted to the City Planning Department for review and approval. The Replacement Tree Planting Plan(s) shall follow the standards set forth in the City of Rancho Cordova Municipal Code, and shall include the following minimum elements:</p> <ol style="list-style-type: none"> a) Species, size, and locations of all replacement plantings. b) Method of irrigation c) A tree planting detail, including a 10-foot depth-boring hole to provide for adequate drainage. d) Planting, irrigation, and maintenance schedules. e) Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 5-year establishment period and to replace any of the replacement trees which do not survive during that period. <p>The Plan shall include enough replacement plantings to allow for inch-for-inch replacement of all trees called out by the City as appropriate candidates for mitigation. Replacement inches will be calculated based on the following size categories.</p> <ul style="list-style-type: none"> • One J-pot = ½ inch dbh • One 15-gallon tree = 1 inch dbh • One 24-inch box tree = 2 inches dbh • One 36-inch box tree = 3 inches dbh <p>In order to meet some of the mitigation requirement, existing native trees on-site proposed for removal that are less than 6" dbh and are in fair or better condition may be transplanted to the new planting area. If existing trees are successfully transplanted, mitigation requirements may be reduced.</p> <p>No replacement tree shall be planted within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement trees shall be 15 feet on-center. J-pots may be planted closer at the discretion of the City Arborist or the consulting arborist.</p>	<p>City of Rancho Cordova Planning Department</p>	<p>Prior to any groundbreaking activity</p>	
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3.0 MITIGATION MONITORING AND REPORTING PROGRAM

<p>MM 3.4-3c</p>	<p>To avoid damage during construction to trees proposed for preservation, the following protective measures are recommended:</p> <ol style="list-style-type: none"> 1) A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area. <ol style="list-style-type: none"> a) Protective fencing shall be installed at the driplines of the protected trees prior to the start of any construction work (including grading or placement of vehicles on site), in order to avoid damage to the trees and their root systems. This fencing may be installed around the outermost dripline of clusters of trees proposed for protection, rather than individual trees. Fencing shall be shown all project plans. b) No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of protected trees. A laminated sign indicating such shall be attached to fencing surrounding trees on-site. c) No grading (grade cuts or fills) shall be allowed within the driplines of protected trees. d) Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree. e) No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist. f) The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system shall be installed under the supervision of a certified arborist. Wherever possible, pervious concrete shall be used as an alternative to traditional concrete, when it is required under tree driplines. 	<p>City of Rancho Cordova Planning Department</p>	<p>Prior to and during construction activities</p>	
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3.0 MITIGATION MONITORING AND REPORTING PROGRAM

	<p>g) No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An above ground drip irrigation system is recommended.</p> <p>h) Landscaping beneath protected trees may include non-plant materials such as bark mulch or wood chips. The only plant species that shall be planted within the driplines of protected trees are those that are tolerant of the natural environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.</p> <p>2) Any protected trees on the site, which require pruning, shall be pruned by an arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines."</p> <p>3) No signs, ropes, cables (except those which may be installed by an arborist to provide limb support) or any other items shall be attached to the protected trees.</p>			
<i>3.7 Hazards and Hazardous Materials</i>				
MM 3.7-1	<p>Prior to start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by City of Rancho Cordova's Environmental Mitigation Monitor and the Storm Water Pollution and Prevention Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. Staging areas shall not be located near any stream, channel, or wetlands. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP).</p>	City of Rancho Cordova Development Services	Prior to start of construction and during project construction	
<i>3.8 Hydrology and Water Quality</i>				
MM 3.8-1	<p>Prior to construction, an erosion control plan and a SWPPP shall be prepared by the contractor and submitted to the City for approval. The erosion control plan shall be designed to limit the effects of soil erosion and water degradation during construction. This plan shall be prepared</p>	City of Rancho Cordova Development Services	During project design and construction	

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

	<p>and implemented in accordance with the requirements of the RWQCB's NPDES permit requirements, and shall include (but not be limited to) the following measures:</p> <ul style="list-style-type: none"> • Use of erosion control measures that utilize sediment traps, barriers, covers, or other methods approved by the Regional Water Quality Control Board; • Recommendations for mulching, seeding, or other suitable erosion stabilization measures as approved by the Regional Water Quality Control Board; • Plans for appropriate deposition and storage of excavated material; • Construction phasing; and • Cover all stockpiles of fill material during extended periods of rain. 			
3.11 Noise				
MM 3.11-1	Site preparation and construction activities along the International Drive extension portion of the project area (i.e., construction areas closest to sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. on weekends. Noise-generating construction equipment maintenance activities shall be limited to the same hours.	City of Rancho Cordova Planning Department	Prior to and during all construction phases of the project	
MM 3.11-2	Site preparation and construction activities along the Sunrise Boulevard portion of the project area (i.e., construction areas furthest away from sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. on weekends, whenever feasible. Noise-generating construction equipment maintenance activities shall be limited to the same hours, whenever feasible. Construction activities outside of these hours shall be allowed only when nighttime construction is necessary to complete improvements along Sunrise Boulevard while minimizing disruptions to traffic along this critical transportation corridor.	City of Rancho Cordova Planning Department	Prior to and during all construction phases of the project	
MM 3.11-3	Construction equipment shall be equipped with mufflers, in accordance with manufacturers' specifications. Additionally, equipment staging areas shall be located at the furthest distance possible from nearby residential land uses.	City of Rancho Cordova Planning Department	Prior to and during all construction phases of the project	
MM 3.11-4	If recommended improvements to the existing barrier height, as identified in mitigation measure MM 3.11-5 as necessary to reduce long-term traffic noise levels, are to be completed as part of the project, they	City of Rancho Cordova Planning Department	Prior to and during construction phase of the project	

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

	shall be substantially completed prior to conducting major onsite construction activities that would involve the frequent and reoccurring use of heavy-duty equipment. "Substantially completed" is defined as of sufficient length and height to block the line-of-sight between ground floor location of adjacent dwellings and on-site heavy duty construction equipment.			
MM 3.11-5	The existing sound barrier should be increased to a minimum height of 8 feet along the adjoining parcels identified as receptors 1 through 5 and to a minimum height of 10 feet for receptors 6 through 14. The height of the recommended sound barrier improvements are measured from the base elevation of the existing sound barrier. To diminish the overall aesthetic impact of the barrier, increases in height should occur gradually, preferably in increments of approximately 1-foot. In addition, it is recommended that adjoining segments of the existing sound barrier (not recommended for height improvement) be improved to provide for a gradual step-down in height. Recommended barrier heights are depicted in Figure 3.11.6 .	City of Rancho Cordova Planning Department	Prior to project completion	
3.15 Transportation/Traffic				
MM 3.15-1	The construction contractor shall minimize the duration of the closure of the Folsom South Canal bicycle trail to the shortest period necessary to complete construction activities. The bicycle trail shall only be closed to bicycle and pedestrian traffic when construction activities are such that they either physically disrupt movement along the trail (i.e., during trail excavation), or construction activities could present a safety hazard to individuals passing through the construction area. The trail shall remain open during regular trail hours, unless construction activities are occurring that require closure of the trail for either physical or public safety reasons.	City of Rancho Cordova Planning Department	During project construction	
MM 3.15-2	Signage shall be placed at the entrances to the trail at White Rock Road and Jackson Highway notifying users of the Folsom South Canal bicycle trail of the closure. The signage shall be of sufficient size, coloring, and placement that it will be easily visible to bicyclists who may pass by it at higher speeds. When feasible, this signage will also advise users of the trail of alternative routes they may use to move between White Rock Road and Jackson Highway in-lieu of through-access at the International Drive Extension construction site. When feasible, the signage shall be installed at least five days prior to the closure to notify users in advance of the closing. The signage shall be maintained throughout the duration of any trail closure. The City of Rancho Cordova shall also notify local bicycling groups and associations prior to closure of the bicycle trail, and	City of Rancho Cordova Planning Department	During project construction	

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

	notify them again of its re-opening, so that the groups may help disseminate the information to their members. Notification to bicycling groups and associations shall be made at least five days in advance of any trail closures, whenever feasible.			
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4.0 LIST OF PREPARERS

CITY OF RANCHO CORDOVA—LEAD AGENCY

Paul Junker	Planning Director
Cyrus Abhar	City Engineer
Kathy Garcia	Project Manager
Melissa D. Logue	Environmental Project Manager
Patty Medina	Assistant Environmental Planner

**Environmental Assessment
and
Finding of No Significant Impact**

**International Drive Extension
Kilgore to Sunrise Project**

**Prepared by:
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670**

**Prepared for:
U.S. Department of the Interior
Bureau of Reclamation
Mid-Pacific Region
Sacramento, CA**

April 2008

Background

The City of Rancho Cordova (City) seeks to receive an encroachment permit from the Bureau of Reclamation (Reclamation) for construction of a bridge for a proposed road extension project that would extend into the Reclamation's right-of-way. Folsom South Canal, which is under the jurisdiction of the federal Bureau of Reclamation, lies west of Sunrise Boulevard and runs parallel to the roadway throughout the project area. Sunrise Boulevard runs from the southern border of Rancho Cordova north into the City center, in Sacramento County, California.

The proposed project would extend International Drive eastward from its existing terminus at Kilgore Road by approximately 1,500 linear feet to the Sunrise Boulevard/Monier Circle (north) intersection. The extended International Drive is planned as a six-lane roadway and would include the construction of an approximately 112 linear foot 6-lane bridge with left and right turn pockets over the Folsom South Canal, which runs parallel to the west side of Sunrise Boulevard in the eastern portion of the project area.

The existing 4-lane International Drive would be re-stripped to include six (6) through-lanes from Prospect Park Drive to the intersection of Kilgore Road, approximately 1,300 linear feet, and minor widening would take place at the intersection with Kilgore Road to accommodate turn pockets. Monier Circle would continue as a 2-lane road, but would be widened at the intersection approaches, as needed, to align with International Drive. The existing median on Sunrise Blvd at the Monier Circle (south) intersection would be reconfigured to eliminate left turns onto Sunrise Blvd.

The project would improve the existing Kilgore/International intersection to a 6x6x4x4 intersection with pedestrian refuges and traffic signal, while the International/Sunrise/Monier Drive (north) intersection would be improved to a 6x6x6x2 intersection with pedestrian refuges and traffic signal.

Construction on Sunrise Boulevard would include approximately 5,200 linear feet of re-stripping to 6 lanes (from Fitzgerald Drive to White Rock Road) necessary for intersection accommodation. West of Sunrise Boulevard, along the Folsom South Canal frontage, the project would widen the pavement and install curb, gutter and sidewalk, approximately 2,600 linear feet, extending 1,100 south and 1,500 north of International Drive. South of International Drive, a soundwall for an adjacent residential subdivision would be modified to provide noise mitigation. Furthermore, a parking lot on the north side of International Drive would be modified to accommodate project construction.

Modifications to the Folsom South Canal maintenance road and bike path will be part of this project. The Bureau of Reclamation maintenance road for the Folsom South Canal would be modified to go under International Drive or connect at-grade to Sunrise Blvd (yet to be determined), and the bicycle path between Sunrise Blvd and the maintenance road would be modified to connect to International Drive and also go under the bridge. Additionally, the existing approach roadway, utilities, curbs, landscaping, street lighting, drainage systems, and traffic striping would be modified as necessary to accommodate the extended roadway and new bridge. The project is located entirely within the City of Rancho Cordova.

Purpose and Need for Action

Purpose:

Since before its incorporation in July of 2003, Rancho Cordova has experienced a high rate of growth. Many new communities and commercial businesses have been developed in various parts of Rancho Cordova, resulting in increased traffic and congestion. The City anticipates rapid economic growth in the coming years from additional housing development, and development of commercial, office, retail, and other employment-generating uses. Consequently, the City is anticipated to undergo sustained growth through the year 2030, with population expected to more than triple to an excess of 183,000 persons.

The Draft City of Rancho Cordova Draft General Plan (March 2006) Circulation Element depicts International Drive as a possible future expressway and as a key east-west route through the City. The purpose of the International Drive Extension Project is to reduce traffic impacts throughout the City Of Rancho Cordova due to proposed and approved development projects.

The specific objectives of the proposed project are to provide improved roadway access and traffic relief through the Sunrise Boulevard area. Under the proposed project, the City proposes to re-stripe a segment of existing International Drive to six lanes, and extend the roadway to the east to meet Sunrise Boulevard. The proposed project would fulfill the objectives of the Draft General Plan by balancing the roadway capacity needs with measures that would enhance Sunrise Boulevard and surrounding areas.

Need:

The Circulation Element of the Draft General Plan for the City of Rancho Cordova identifies acceptable Level of Service (LOS) levels for the city. In the General Plan, a LOS D is identified as the minimum acceptable LOS unless maintaining this LOS would be infeasible or conflict with other goals of the City.

The proposed project is needed to reduce traffic impacts throughout the City of Rancho Cordova due to proposed and approved development projects and to meet the goals and policies of the Draft General plan, which identify the roadway as a possible future expressway and as a key east-west route through the City. The proposed project, in its ultimate (2030) configuration, would also relieve pressure on Folsom Boulevard and Highway 50.

Additionally, recent environmental review of traffic impacts from development of the Preserve at Sunridge project (a large project within the SDCP/SRSP plan area) specifically identified the extension of International Drive as mitigation for traffic impacts. Service levels at the Sunrise/White Rock and Kilgore/White Rock intersections are anticipated to reach LOS F during peak hours by 2012 with the construction of the Sunridge project, which is an unacceptable LOS under the City of Rancho Cordova General Plan requirements.

Proposed Action and Alternatives

No Action: Reclamation would not provide the requested encroachment permits and the City would not proceed with the proposed roadway extension project. International Drive would not be extended east to Sunrise Boulevard, and a bridge over the Folsom South Canal would not be constructed.

Proposed Action: Reclamation would provide the City of Rancho Cordova the requested encroachment permit to construct a bridge over the Folsom South Canal and maintenance road, allowing for construction of the International Drive Extension-Kilgore to Sunrise Project. The proposed project would result in a six-lane roadway configuration beginning west of Kilgore and extending east to Sunrise Boulevard. This roadway extension project would include the construction of a six-lane bridge over the Folsom South Canal to provide connectivity to Sunrise Boulevard from Kilgore Road. The proposed project would provide traffic relief and improve roadway access throughout the Sunrise Boulevard area.

Alternative Action: No other feasible alternative actions were identified for the proposed roadway extension project. No other option investigated included the extension of other roadways providing similar access to the northern city centers, or the construction of new roadways providing a similar access corridor. Neither of these options would result in reduced environmental impacts compared to the proposed project and therefore were dismissed as project alternatives.

Affected Environment and Environmental Consequences

The NEPA and CEQA environmental review processes both require similar environmental analysis of potential impacts caused by the implementation of a proposed project. These environmental review processes include overlap over several areas of investigation. These concurrent areas of analysis include review of impacts to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology, hazardous materials, hydrology/water quality, land use, mineral resources, noise, population, public services, recreation, transportation/traffic, and utilities. Outside of the scope of the CEQA review process, NEPA also requires analysis of potential impacts from a proposed project to Environmental Justice and Indian Trust Assets.

This Environmental Assessment analysis is included as an amendment to the Mitigated Negative Declaration prepared for the project, which was completed as a part of the CEQA review process. This amendment is attached to include an investigation of potential environmental impacts to Environmental Justice and Indian Trust Assets not required in the CEQA analysis. This amendment seeks to completely address all areas of concern involved in the NEPA Environmental Assessment process not covered within the CEQA document.

Indian Trust Assets

Indian Trust Assets (ITAs) are legal interests in property or rights held in trust by the United States for Indian tribes or individuals. Indian reservations, Rancherias, and allotments are common ITAs. Other ITAs include traditional use areas. No ITAs have been identified within the proposed project area for the International Drive Extension-Kilgore to Sunrise Project, and therefore no effect from the proposed project is expected.

Environmental Justice

Executive Order 12898 requires each Federal Agency to identify and address disproportionately high and adverse human health or environmental effects, including social and economic effects of its program, policies, and activities on minority populations and low-income populations. The proposed International Drive Extension-Kilgore to Sunrise Project involves no change in existing or similar land uses, and only seeks to widen and extend an existing roadway through an open space parcel among Industrial and Office Space land uses. Additionally, no residential development or minority or low-income populations exist in or near the project area that would be affected by the proposed project. The project would not divide an established community, would not result in relocations of residents, and would not result in a social or economic change in a low-income or minority community. Additionally, there would be no disproportionately high and adverse human health or environmental effects to minority or low-income populations as a result of implementation of the proposed project. No effects to Environmental Justice are expected from the project.

Consultation and Coordination with Others

During development of the proposed project, the City of Rancho Cordova consulted with the following representatives:

- Bureau of Reclamation representatives Laura Caballero, Folsom South Canal Resource Manager; and Kathy Schroeder, Realty Specialist for the Folsom South Canal.
- California Department of Transportation representatives Laura Walsh, Environmental Coordinator, Caltrans District 3, Local Assistance; Suzanne Melim, Biologist, Caltrans District 3, Benjamin Tam, Noise Specialist, Caltrans District 3.
- Members of the local community who participated in the Public Outreach Meeting, sponsored by the City of Rancho Cordova, and held on December 12, 2007.

Finding of No Significant Impact

**United Department of the Interior
Bureau of Reclamation
Mid-Pacific Region**

**Central California Area Office
Folsom, California**

Finding of No Significant Impact

**International Drive Extension
Kilgore to Sunrise Project**

Draft Initial Study/Environmental Assessment

FONSI # _____

Recommended: Laura Caballero
Natural Resource Specialist _____
Date

Concur: Robert Schroeder
Chief,
Resource Management Division _____
Date

Approved: Mike Finnegan
Area Manager,
Central California Area Office _____
Date

**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION**
Central California Area Office,
Folsom, California

Approval by United States for

**INTERNATIONAL DRIVE EXTENSION
KILGORE TO SUNRISE PROJECT
ENVIRONMENTAL ASSESSMENT**

Finding of No Significant Impact

Lead Agency:

U.S. Department of the Interior
Bureau of Reclamation
Central California Area Office
Folsom, California

This Finding of No Significant Impact (FONSI) for the International Drive Extension-Kilgore to Sunrise Project has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). The Central California Area Office of the Bureau of Reclamation (Reclamation) has found that the Proposed Action would not significantly affect the quality of the environment; therefore, an Environmental Impact Statement (EIS) is not required.

ALTERNATIVES CONSIDERED

The proposed action is to provide traffic relief and improve roadway access throughout the Sunrise Boulevard area. The project would widen and extend International Drive to the east to provide connectivity to Sunrise Boulevard. Approximately 5,200 linear feet of existing roadway along International Drive would be re-striped to allow for the addition of two new through lanes (one in each direction) for an ultimate 6-lane configuration beginning west of Kilgore and extending east to Sunrise Boulevard. East of the existing terminus at Kilgore Road, the roadway would be extended by approximately 1,500 feet, including the construction of an approximately 112-foot six-lane bridge over the Folsom South Canal. The existing intersection of International Drive and Kilgore would be modified to allow for the added lanes and their respective turning functions. The existing maintenance road along the Folsom South Canal, as would a bike trail along side the canal, would be modified to allow for the bridge and roadway extension. Construction of the project would require temporary closure of the Folsom South Canal bike trail for an estimated period of approximately two to three months. The project would provide a construction detour for users of the trail via Oselot Way, adjacent to the trail. The project would require the removal of excavated soils and the need for other soils to be imported. Reclamation would provide the City of Rancho Cordova the requested encroachment

permit to construct a bridge over the Folsom South Canal and maintenance road, allowing for construction of the International Drive Extension-Kilgore to Sunrise Project. The roadway extension project would take approximately 6 months total to complete.

Under the No Action alternative, International Drive would not be extended east to Sunrise Boulevard, and a bridge over the Folsom South Canal would not be constructed. Reclamation would not provide the requested encroachment permits and the City would not proceed with the proposed roadway extension project.

FINDINGS

An Initial Study/Mitigated Negative Declaration (IS/MND) with a Finding of No Significant Impact (FONSI), distributed for public review in February of 2008, has been prepared to disclose potential environmental impacts pursuant to NEPA. The following discussion identifies why any effects of the Proposed Action are not considered significant.

1. The Proposed Action will have no significant effects to air quality upon implementation of mitigation measures. Construction emissions will be temporary and short-term; however emissions during portions of the project will exceed thresholds established Sacramento Metropolitan Air Quality Management District. The City will mitigate these impacts through mitigation measures that require the use of equipment with reduced emissions, and through payment of mitigation fees to off-set the project's contribution to emissions. Land clearing and grading activities, which produce dust, will be controlled by watering as needed throughout the duration of the project.
2. The proposed action will have no significant effect on biological resources. The project area has the potential to provide foraging habitat to Swainson's hawk; however the loss of foraging habitat that could result from the project would be mitigated for through purchase of foraging habitat mitigation credits at a California Department of Fish and Game-approved Swainson's hawk mitigation bank near the project area. Mitigation measures have also been incorporated into the project to insure project construction does not disturb any active nests of migratory birds that may nest in trees within the project area.
3. The proposed action will have no effect on cultural or historic resource because cultural investigations did not identify any sensitive resources or resources eligible for inclusion in the National Register of Historic Places in the project area.
4. The proposed action will have no significant effect on geology and soils because ground disturbing activities will only occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to construct the project.
5. The proposed action will have no significant effect from hazardous materials. A toxics inventory survey conducted by Kleinfelder in February 2006 identified four sites near the project area that appear on the Cortese list of hazardous materials, however it was stated that it is unlikely that the project site would be affected by contamination from these materials. The project would require only minor excavation to complete the project in most portions of the site; therefore the roadway extension would not expose hazardous materials to the public. The potential for fuel spills by the earth moving equipment (dozer) would be minimized through the designation of a refueling station on site and implementation of spill prevention measures.
6. The proposed action will have no significant impact on hydrology and water quality because ground disturbing activities will be focused to occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to construct the project.

7. The proposed action would have no impact on land use and planning as the proposed action is identified in the City of Rancho Cordova General Plan Circulation Element as a future roadway expansion. Additionally, the project would take place within existing municipal and federal right-of-way and the new roadway construction would not interfere with future Industrial-Office park development taking place near the area.

8. The proposed action will not result in significant effects from noise at adjacent sensitive receptors, after implementation of mitigation (sound wall construction) to reduce the project's noise at adjacent receptors. During construction, the project could result in short-term construction related noise increases; however construction would be limited to daytime hours and would be subject to City of Rancho Cordova noise ordinances, and would therefore not be a significant noise impact from project construction.

9. Road improvements under the proposed action will have a positive impact on transportation and traffic by improving traffic levels of service for motorists traveling in an east-west direction through the area and by relieving traffic congestion elsewhere in the area.

10. The proposed action would have no effects to environmental justice. No disproportionately high or adverse environmental or human health effects on minority or low-income communities have been identified for the proposed alternative.

11. The proposed action would have no impact to Indian Trust Assets because none are present within or near the project area.

12. There will be no significant cumulative impacts from the proposed action since the project is consistent with land use and circulation plans identified in the Rancho Cordova General Plan, all potentially significant environmental effects would be mitigated for to reduce them to less than significant levels, and any environmental effects from the proposed action, when considered together with the potential effects from other projects or actions in the area, would not significantly contribute to cumulative effects to environmental resources.

CONCLUSIONS

Reclamation has fully evaluated the information and analysis contained in the EA for the International Drive Extension-Kilgore to Sunrise Project, as summarized above. On the basis of these considerations, Reclamation has determined that the EA adequately and accurately addresses the environmental issues and impacts of the Proposed Action and finds that the Proposed Action is not a major federal action that will significantly impact the quality of the human environment. Therefore, an EIS is not required and will not be prepared for this project, based on the fact that there will be no long-term adverse impacts on the human environment resulting from the International Drive roadway extension.