

**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**

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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.