

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,

Salam Khan
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.

Sincerely yours,

Humera Arshad, EIT
Assistant Engineer

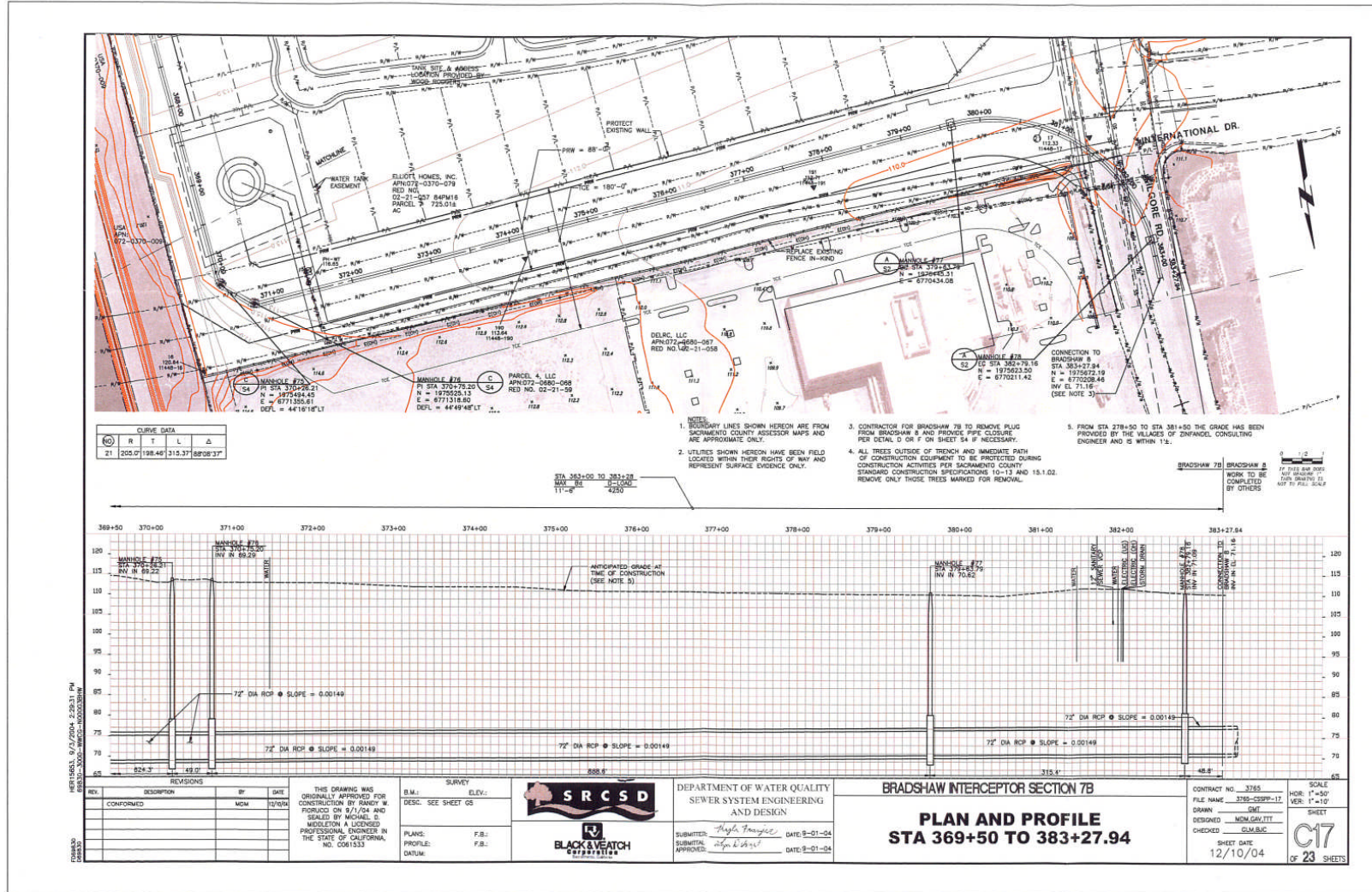
HA:ha (ha)

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.

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
CEO
Breathe California of
Sacramento-Emigrant Trails

Dr. Eric Heiden
Orthopaedic Surgeon
Sports Medicine UC Davis

Wendy Hoyt
President
The Hoyt Company

Matt Kuzins
President
Matt Kuzins & Kumpany

Michele McCormick
Principal
MMC Communications

James Moose
Partner
Remy, Thomas, Moose and
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:

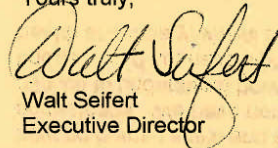
The project description does not contain enough information for us to comment on the notice. Does the project include bike lanes on the International Drive Extension? Will there be connections from International Drive to the Folsom South Canal bicycle trail? 1-1

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.

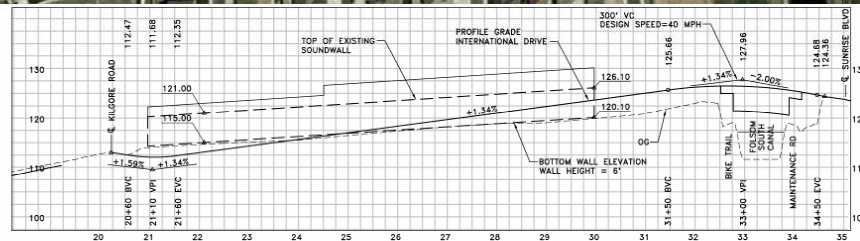
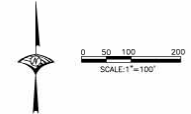
Thank you for your interest in this project. Feel free to contact me with any further questions you may have.

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