

AEROJET MINING AMENDMENT

Mitigated Negative Declaration



City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

May 2004

MITIGATED NEGATIVE DECLARATION
FOR
AEROJET MINING AMENDMENT
CITY OF RANCHO CORDOVA, CALIFORNIA

Prepared by:

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1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND), for the proposed Aerojet Mining Amendment project. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines.

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the 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 (CEQA Guidelines Section 15371). According to 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 identified potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant 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 CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

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, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova will serve as lead agency for the proposed Aerojet Mining Amendment project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and draft Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Aerojet Mining Amendment project.

1.0 INTRODUCTION

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 Project Description** - Provides a detailed description of the proposed project.
- **3.0 Environmental Setting, Impacts and Mitigation Measures** - Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact,” “less than significant,” or “potentially significant unless mitigation incorporated” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.
- **4.0 Cumulative Impacts** - Includes a discussion of cumulative impacts of this project.
- **5.0 Determination** - Provides the environmental determination for the project.
- **6.0 Report Preparation and Consultations** - Identifies staff and consultants responsible for preparation of this document, persons and agencies consulted, and references.
- **7.0 References** – List of references used to prepare the MND.

1.4 ASSUMPTIONS

The City of Rancho Cordova has adopted Sacramento County's General Plan by reference. All references to the County General Plan, including standards, shall be interpreted as the City's General Plan.

2.1 PROJECT LOCATION

The Aerojet Mining Amendment project site is located 3,300 feet south of White Rock Road, 4,000 feet west of Grant Line Road, and 5,200 feet north of Douglas Road. **Figures 1 and 2** show the project location and vicinity in relation to the surrounding community. This site is directly adjacent to the 600-acre Clark Mining Site, approved by the Sacramento County Board of Supervisors (Control No. 87-1727).

2.2 BACKGROUND

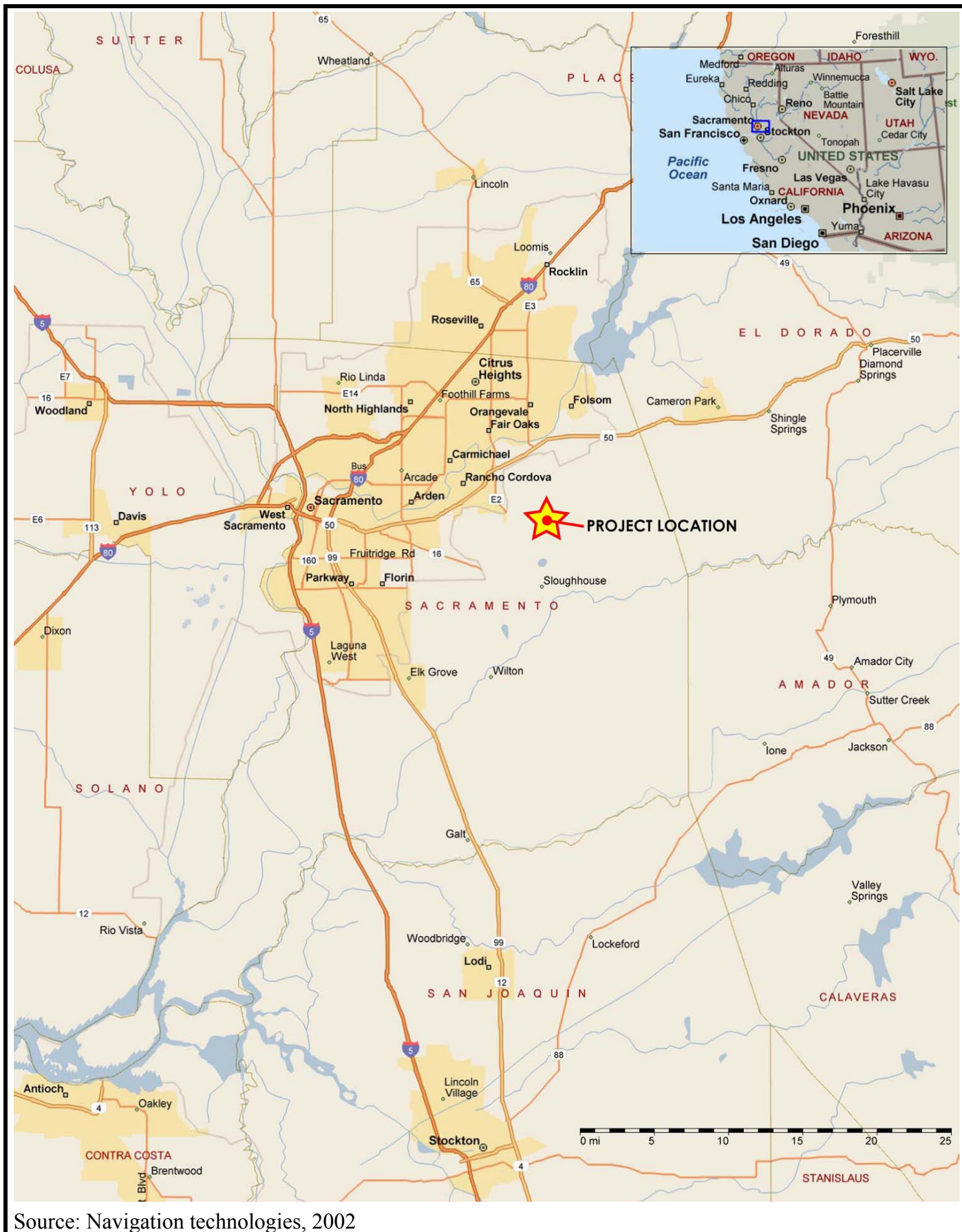
The proposed project involves an existing quarry wherein dredger tailings formed in the early twentieth century are being removed to create sand and gravel products. The permission to mine the site was originally granted by the County of Sacramento in 1999 to Aerojet General Corporation, the property owner, and American River Aggregates, the operator. At that time, Aerojet and American River Aggregates agreed to limit the total tonnage of aggregate removed from the site to 2.5 million cubic yards. This tonnage limitation set the mining depth for which the original 1999 zoning ordinance, conditional use permit, and mining and reclamation are conditioned. Since the original approval of the mining operation, American River Aggregates has been acquired by Grantline Road Properties, LLC. Grantline Road Properties, in turn, has come to agreement with Aerojet to have additional tonnage removed from the property.

2.3 PROJECT CHARACTERISTICS

The proposed project would involve aggregate reclamation on an approximate 180-acre site. Reclamation activities have occurred on this site in the past, and are currently in operation on adjacent sites. Tailings will be excavated by a front-end loader, and then transported to the ARA processing plant by dump truck and or conveyor belt system. The Teichert processing plant is located approximately 4000 feet to the west of the proposed site. The conveyor belt system is a temporary feature that is being used on the adjacent reclamation site, and can be extended to the proposed project site. Reclamation activities would occur during daytime hours (7:00 a.m. to dusk).

The Aerojet Mining Amendment project would include the following:

- **Rezone:** An amendment to Zoning Ordinance No. SZC 99-0066. The amendment modifies Condition 29 of Exhibit C of the ordinance to reflect new exhibits that depict the change in the final elevation of the mined areas.
- **Conditional Use Permit Amendment:** An amendment to the Conditional Use Permit issued by the Board of Supervisors of Sacramento County on December 9, 1999, known by Control Number 98-UPB-0503. The amendment modifies Conditions 30 and 31 of the Use Permit. These modifications will set the term of the permitted mining for a period of eight (8) years from the adoption of the new Use Permit and replace the referenced exhibits to reflect the change in the final elevation of the mined areas.
- **Mining and Reclamation Plan Amendment:** The Mining and Reclamation Plan amendment modifies the plan to depict the change in the term and depth of mining on the site.

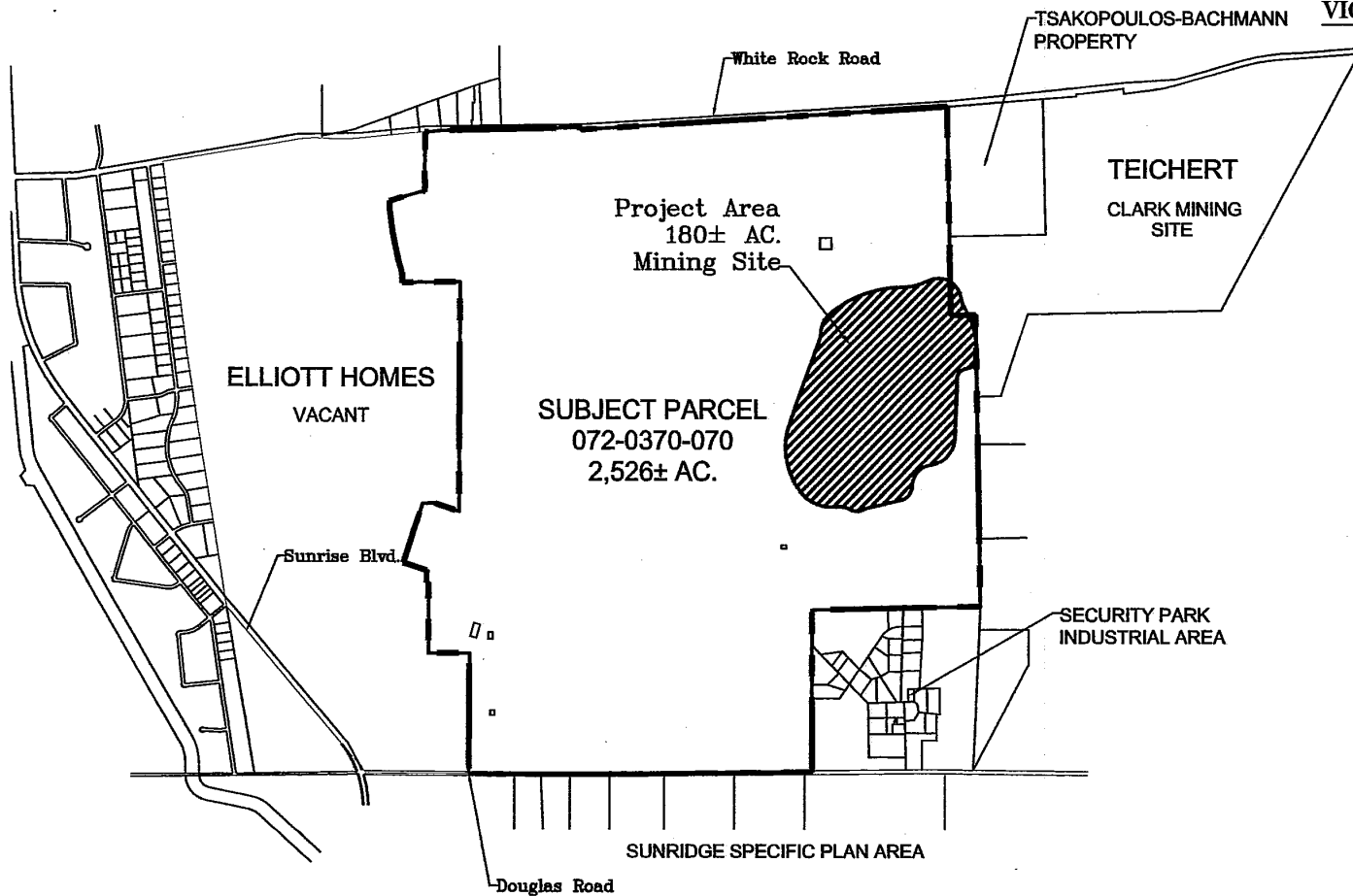
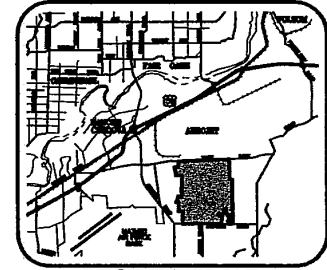


Source: Navigation technologies, 2002



FIGURE 1
REGIONAL LOCATION MAP

EXHIBIT 'A'
SITE LOCATION MAP
AEROJET MINING SITE



Source: G.C. Wallace, December 2003



FIGURE 2
SITE LOCATION MAP

2.0 PROJECT DESCRIPTION

2.4 REQUIRED PROJECT APPROVALS

In addition to the approval of the proposed project by the City Council of the City of Rancho Cordova, the following agency approvals may be required (depending on the final project design):

- Caltrans
- Sacramento County Water Agency (SCWA) Zone 40
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Central Valley Regional Water Quality Control Board (CVRWQB)
- Sacramento Metropolitan Utility District (SMUD)
- Sacramento Resource Conservation District (SRCD)
- California Department of Fish and Game (CDFG)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- County Sanitation District (CSD-1)

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Other CEQA considerations are evaluated in Chapter 4.0. The environmental issues evaluated in this chapter include:

- Land Use Planning, Population, and Housing
- Geophysical (Earth)
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

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

- **No Impact:** No project-related impact to the environment would occur with project development.
- **Less than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Potentially Significant Unless Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.
- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there is one or more "Potentially Significant Impact" entries when the determination is made, and EIR is required.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Aerojet Mining Amendment
2. **Lead Agency Name and Address:** City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Hilary Anderson (916) 361-8384
4. **Project Location:** The American River Aggregates project site is located 3300 feet south of White Rock Road, 4000 feet west of Grant Line Road, and 5200 feet north of Douglas Road. See **Figures 1** and **2** located within Section 2 of this document.
5. **Project Sponsor's Name and Address:** Grantline Road Properties, LLC
P.O. Box 15002
Sacramento, CA 95851-1002
6. **General Plan Designation(s):** Urban Development Area.
7. **Zoning:** Aerojet Special Planning Area
8. **Specific Plan:** The proposed project site is located approximately 1 mile north of the Sunridge Specific Plan Area, which was approved by the Sacramento County Board of Supervisors on September 18, 2002 (Resolution No. 2002-0901).
9. **APN Number:** 072-0370-070
10. **Description of the Project:** The Aerojet Mining Amendment project proposes the continued above grade removal of aggregate from a 180-acre site located within the Aerojet Special Planning Area. The proposed project would include a Rezone, Conditional Use Permit, and a Mining and Reclamation Plan.
11. **Surrounding Land Uses and Setting:** The project site is generally bounded by White Rock Road to the north, the Security Park Industrial Area located along Douglas Boulevard to the south, vacant land to the west, and the Clark Mining Site to the east.
12. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).**
 1. Caltrans
 2. Sacramento County Water Agency (SCWA) Zone 40
 3. Sacramento Metropolitan Air Quality Management District (SMAQMD)
 4. Central Valley Regional Water Quality Control Board (CVRWQB)
 5. Sacramento Metropolitan Utility District (SMUD)
 6. Sacramento Resource Conservation District (SRCD)
 7. California Department of Fish and Game (CDFG)
 8. U.S. Army Corps of Engineers (USACE)
 9. U.S. Fish and Wildlife Service (USFWS)
 10. County Sanitation District (CSD-1)

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/ Traffic |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | |

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Aerojet Mining Amendment project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration. (The discussion demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less-than-significant level. Therefore, an EIR is not warranted.)

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.
3. A "Less than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This category also applies when the impact has been previously addressed and it has been determined that there are no new impacts created by the project. This impact level does not require mitigation measures.
4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
5. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
6. "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document. This category could be checked if an impact is either "Potentially Significant" or "Less than Significant". Discussion will include reference to the previous documents.
7. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.
8. Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

9. Impacts that were originally classified as potentially significant on previous documents may now be indicated as less than significant. These particular impacts will be marked as "Less than Significant Impact" if the Specific Plan does not create any new impacts for the project area than those previously evaluated.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The project's potential visual resource impacts would be minimal. There are no scenic vista views available from the proposed project site. Mid-range views consist of rural homesteads, limited agriculture operations, and open space. Long-range views generally consist of rural/agricultural land uses, power transmission lines, industrial and aggregate operations and military/airport operations. Implementation of the project would not adversely affect views on nearby or distant scenic vistas; therefore, this impact is considered *less than significant*.
- b) *Less Than Significant Impact.* The nearest highways are United States 50 (US 50) and the Jackson Highway (State Route 16), which are not designated as a state scenic highway in the vicinity of the proposed project site. US 50 is approximately 4 miles north of the project site and State Route 16 is approximately 4 miles south of the project sites. Due to this distance, implementation of the projects would not damage scenic resources views from these highways. Therefore, this impact is considered *less than significant*.
- c) *No Impact.* The proposed project would help to change the site back to original grades that occurred prior to past mining activities. This would improve the visual character of the site and surrounding areas.
- d) *No Impact.* The proposed project would not create any new sources of light and or glare that could affect views in the area. Similar activities have been occurring on the "Clark Mining Site" directly adjacent to the proposed project site since 1989.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project site is not depicted on the CA Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as having prime farmland (P), farmland of statewide importance (S), and or unique farmland (U). Therefore, there is *no impact* to the conversion of significant farmland.
- b) *No Impact.* The proposed project site is not under Williamson Act Contract, nor is it currently being farmed.
- c) *No Impact.* See a) and b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project would not conflict and or obstruct implementation the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Quality Attainment Plan.
- b) *Potentially Significant Unless Mitigation Incorporated.* Sacramento County is a known area of non-attainment for State and Federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM10). Equipment used during reclamation activities could elevate emissions in the immediate vicinity of the project site. A list of equipment that could operate on the project site any given day are shown in **Table 1**:

Table 1
PROPOSED EQUIPEMENT

Number	Equipment	Use
1	D-9 Bulldozer	Grading/leveling
1	Front End Loader	Excavation/Leveling
1	Scraper	Grading/Leveling
1	Water Truck	Dust Control

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

2	Articulated Dump Trucks	Transport of Material
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The two articulated dump trucks would most likely not be used during reclamation activities due to the use of a conveyor belt system that moves reclaimed materials to the Teichert plant located on APN 073-010-001. This conveyor belt system would reduce PM10 emissions greatly by eliminating the need for dump trucks.

Mitigation Measures

The following mitigation measures are incorporated into the proposed project to reduce PM10 emissions.

MM 3.2a The project applicant shall require that the contractors water all haul roads at least twice daily during reclamation activities. This requirement shall be included as a note in the reclamation plan submittal.

Timing/Implementation: During all phases of the project.

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

MM 3.2b The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph when winds exceed 20 miles per hour. This requirement shall be included as a note in the reclamation plan submittal.

Timing/Implementation: During all phases of the project.

Enforcement/Monitoring: City of Rancho Cordova and SMAQMD.

MM 3.2c The project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the reclamation plan submittal.

Timing/Implementation: During all phases of the project.

Enforcement/Monitoring: City of Rancho Cordova and SMAQMD.

MM 3.2d The project applicant shall require that, when transporting reclaimed materials by truck during reclamation activities, two feet of freeboard shall be maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in the reclamation plan submittal.

Timing/Implementation: During all phases of the project.

Enforcement/Monitoring: City of Rancho Cordova and SMAQMD.

Implementation of MM 3.2a through MM 3.2d would result in a *less than significant* impact to air quality standards.

c) *Less Than Significant Impact.* See a) and b) above.

d) *Less than Significant Impact.* Reclamation activities associated with the proposed project are not associated with substantial pollutant concentrations. Furthermore, the

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

nearest sensitive receptor is a rural residence located approximately 800 feet southeast of the site. This is considered a *less than significant* impact.

- e) *Less Than Significant Impact*. The proposed project would not create odors that could affect a substantial number of people.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

DISCUSSION OF IMPACTS

- a) *Potentially Significant Unless Mitigation Incorporated.* A Biological Resource Assessment was conducted for the project site that indicated the presence of elderberry shrubs (Foothill Associates, 1998). The project applicant proposes to avoid elderberry shrubs; however, reclamation activities would have the potential to adversely affect this habitat for the Valley Elderberry Longhorn Beetle. Because the assessment is 5 years old, a new determinate survey for elderberry shrubs is required. The proposed project would also have the potential to adversely affect nesting raptors and Swainson's Hawk habitat.

Mitigation Measures

The following mitigation measures have been incorporated into the proposed project:

- MM 4.1a** The project proponents shall conduct (or update) determinate surveys for potentially occurring special status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species.
- If any of the special status species or their habitat are indicated, a detailed plan which describes the specific methods to be implemented to avoid any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance Plan shall be prepared in consultation with the USFWS and CDFG, and shall emphasize a multi-species approach to the maximum extent possible.
 - If on-site shrubs cannot be avoided, or if the City directs them to be transplanted, then a mitigation plan shall be developed and implemented in consultation with USFWS consistent with the conservation guidelines for the valley elderberry longhorn beetle, which includes one of the two following options:
 - Obtain credits at an approved mitigation bank;
 - OR
 - Implement an onsite mitigation and monitoring plan that includes transplantation of the shrub and planting of elderberry seedlings.

The mitigation plan shall be approved by the USFWS prior to acceptance by the City. Any required onsite mitigation shall be incorporated into subsequent improvement and construction plans.

Timing/Implementation: Prior to Site Disturbance.

Enforcement/Monitoring: City of Rancho Cordova Planning Department, USFWS and CDFG.

- MM 4.1b** If reclamation activities would result in a loss of Swainson's Hawk foraging habitat, the project's applicants shall mitigate for such loss by implementing one of the following alternatives:

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- For projects within a one-mile radius of an active nest site, the project proponent shall preserve 1.0 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a one to five mile radius of an active nest site, the project proponent shall preserve 0.75 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a five to ten mile radius of an active nest site, the project proponent shall preserve 0.5 acre of similar habitat for each acre lost within a ten mile radius of the project site. This land shall be protected through fee title or conservation easement (acceptable to the Department of Fish and Game).
- The project's proponents shall, to the satisfaction of the CDFG, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat.
- The project's proponents shall submit payment of a Swainson's hawk impact mitigation fee per acre impacted to the City of Rancho Cordova Planning Department in the amount set forth in Chapter 16.130 of the Sacramento County Code as such may be amended from time to time and to the extent that said Chapter remains in effect.
- Should the City Council of the City of Rancho Cordova adopt a Swainson's hawk mitigation policy/program (which may include a mitigation fee) prior to implementation of one of the measures above, the project proponent may be subject to that program instead.

Timing/Implementation: Prior to site disturbance.

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

MM 4.1c

Prior to each phase of reclamation activities, a preconstruction survey shall be performed between April 1 and July 31 to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the Department of Fish and Game shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, further action is not required.

Timing/Implementation: Prior to Site Disturbance.

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

Implementation of Mitigation Measures MM 4.1a through 4.1c would reduce impacts to special-status species to *less than significant*.

b) *Potentially Significant Unless Mitigation Incorporated. See a) above.*

c) *Potentially Significant Unless Mitigation Incorporated.* Reclamation activities associated with the proposed project could affect "Waters of the U.S." This is a potentially significant impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Mitigation Measures

The following mitigation measures have been incorporated into the proposed project:

MM 4.2a If wetland impacts occur, the project shall comply with Sacramento County's no net loss policies for wetland habitat acreage and values (CO-62, CO-70, CO-83, and CO-96), which establish minimum performance for a wetland avoidance/mitigation strategy.

Timing/Implementation: Prior to site disturbance.

Enforcement/Monitoring: City of Rancho Cordova Planning Department, US Army Corps of Engineers, USFWS, and CDFG.

MM 4.2b If the project needs to obtain a Clean Water Act permit then the project proponents shall submit a wetland delineation for the proposed development areas, and a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat or acreage and values is achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in consultation with the US Army Corps, the USFWS, and the CDFG, and shall incorporate the following components.

- A wetland delineation of the project site and any proposed off-site wetland preservation/creation site(s), verified by the US Army Corps of Engineers;
- The location of proposed wetland preservation, acquisition, and creation site(s);
- A detailed map of proposed wetland creation site(s) showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. Compensation wetlands shall be designed to:
 - Meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact.
 - Mitigate the loss of special status species habitat, including fairy/tadpole shrimp, as required by the USFWS and the CDFG;
- A monitoring plan designed to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. Monitoring shall occur for at least five years and until success criteria are met, and as required by the US Army Corps of Engineers, and the USFWS; and
- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

wetland habitat in perpetuity. The maintenance plan address buffering from adjacent uses, fencing, access, erosion control, and weed eradication.

Timing/Implementation: Prior to site disturbance.

Enforcement/Monitoring: City of Rancho Cordova Planning Department, US Army Corps of Engineers, USFWS, and CDFG.

Implementation of Mitigation Measures MM 4.2a and 4.2b would reduce the project's impact to wetlands to *less than significant*.

- d) *Less than Significant Impact.* Implementation of the proposed project would not interfere with the movement of any fish or wildlife species or impede the use of native wildlife nursery sites or corridors; therefore, this impact is considered *less than significant*.
- e) *Potentially Significant Unless Mitigation Incorporated.* The project site may contain oaks, cottonwoods, ornamentals and various orchard trees that could be adversely affected by reclamation activities.

Mitigation Measure

The following mitigation measure has been incorporated into the proposed project:

MM 4.3 The project applicants for the Aerojet Mining Amendment project shall submit (or update) a survey identifying the specific type, size, and location of all existing on-site trees. Existing on-site trees shall be protected and preserved to the maximum extent feasible. The removal of any native oak tree measuring six inches or greater in diameter at breast height (dbh) and the removal of any non-oak native tree (excluding cottonwoods and willows) measuring 19 inches or greater dbh shall be avoided.

Timing/Implementation: Prior to site disturbance.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measure MM 4.3 would reduce potential impacts to on-site trees to *less than significant*.

- f) *Less than Significant Impact.* Currently, there is not an adopted Habitat Conservation Plan (HCP) for Sacramento County or the SDCP/SRSP; therefore, the project would not conflict with such plans and the impact would be *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in " 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to " 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* An Archaeological and Historic Investigation was conducted for the proposed project site (City Staff, 2004)(See **Appendix A**). The investigation indicated that the Aerojet Mining Amendment project site was free of important cultural/historical resources and it was determined that the site has a low probability of such resources. However, mitigation is appropriate to ensure a less than significant impact to historic, archaeological, and or paleontological resources.

Mitigation Measures

The following mitigation measure has been incorporated into the proposed project:

MM 5.1 Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during reclamation activities, work shall be suspended and the City of Rancho Cordova shall be immediately notified. At that time, the City will coordinate any necessary investigation of the site with appropriate specialist, as needed. The project proponent shall be required to implement any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Timing/Implementation: During all phases of reclamation activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measure MM 5.1 would ensure that the project's potential cultural, historic, paleontologic, and archeological resource impacts are *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- b) *Less Than Significant Impact.* See a) above.
- c) *Less Than Significant Impact.* See a) above.
- d) *Less than Significant Impact.* There are no known cemeteries on the project site; however, due to the large Native American population in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites of areas of spiritual significance, which may not contain any surface evidence of occupancy. The project is not expected to result in any new cultural resource impacts. However, implementation of Mitigation Measure 5.1 would reduce any potential human remain impacts to *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a)

- (i) *Less than Significant Impact.* The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction or other seismic hazards is not

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- considered to be an issue of significant environmental concern due to the infrequent seismic history of the area. Therefore, this impact is considered *less than significant*.
- (ii) *Less than Significant Impact*. See response to a (i) above. The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area.
 - (iii) *Less than Significant Impact*. See response to a (i) above. The soil types of the Aerojet Mining Amendment site consist of Xerothents, dredge tailings, which do not constitute a potential impact for ground failure or liquefaction.
 - (iv) *Less than Significant Impact*. The project site is characterized by relatively low-lying dredger tailings; as such, the site has a very low potential for landslides.
- b) *Less than Significant Impact*. Grading activities associated with reclamation activities would remove vegetative cover and would expose soils to wind and surface water runoff. The project is subject to the Sacramento County Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. Therefore, this impact is considered *less than significant*.
 - c) *Less than Significant Impact*. The soil groups present on the project site have high percentages of clay, which expand with wetting and drying conditions. These soils present a mild geologic hazard due to high-shrink swell potential.
 - d) *Less than Significant Impact*. See c) above.
 - e) *No Impact*. The proposed project would not use a septic tank system or other alternative wastewater systems. The project proposes no wastewater systems; therefore, there is *no impact*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The proposed project would not involve the routine transport of hazardous materials; therefore, implementation of the project is expected to result in *less than significant* hazardous material transportation and disposal related impacts.
- b) *Less than Significant Impact.* Reclamation activities would include the use of heavy equipment, which involves the use of oils, fuels and other potentially flammable substances that are typically associated with project activities. However, these materials would be limited in quantity and stored off-site. This is considered a less than significant impact.
- c) *No Impact.* There are no schools within one-quarter mile of the proposed project site.
- d) *Less than Significant Impact.* The proposed project site is not listed as having past hazardous materials involvement. However, the project site is adjacent to the Sigma Landfill. To date, only miscellaneous trash, office furniture, and tires have been found in this below grade pit. Reclamation activities will maintain a minimum 50 horizontal feet from this landfill. The project site is also 250 feet northeast of the Alpha Complex. This facility was built and operated by McDonnell Douglas Corp. to test rocket engines. Trichloroethylene (TCE) was used to clean engine parts and has been found in soil and groundwater beneath the Alpha Complex. However, the entire Alpha Complex site is fenced, and available data indicates that TCE contamination does not extend to soil outside of the enclosed site. The separation of reclamation activities with these two adjacent sites would result in a *less than significant* impact.
- e) *Less than Significant Impact.* The project site is not located within the Comprehensive Land Use Planning (CLUP) area of the Sacramento Mather Airport, but is within two miles of the facility. Implementation of the project would not adversely affect operations of this facility and is not anticipated to result in safety related hazards or adverse impacts to people residing or working on the project site. Therefore, this impact is considered less than significant.
- f) *No Impact.* The project area is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.
- g) *Less than Significant Impact.* Implementation of the proposed project would not conflict with the Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan or any other adopted emergency response or evacuation plan. Therefore, this impact is considered less than significant.
- h) *Less Than Significant Impact.* The project site is not adjacent to wildlands and is in an area designated for urbanized land uses. Additionally, implementation of the project would not place residences or structure where they are intermixed with wildlands. Therefore, this impact is considered less than significant and does not require mitigation.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* Activities associated with the proposed project will not produce waste discharge. Furthermore, there are drainage swales and berms that route flows around the proposed project site. None of these drainage routes will be affected by the proposed mining. A natural berm separates the tailing areas from existing swales on undisturbed lands. The berm was constructed during the dredge mining operations to hold the water to float the dredges. The undisturbed lands will maintain their current drainage pattern. This is considered a *less than significant* impact.
- b) *Less than Significant Impact.* The proposed project would use a minimal amount of well - water to water on-site roads and surfaces. This would not significantly impact groundwater resources.
- c) *Less than Significant Impact.* No drainages exist within the highly disturbed dredger tailings of the project site. See a) above. This is considered a *less than significant* impact.
- d) *Less than Significant Impact.* See c) above and g) below.
- e) *Less than Significant Impact.* See a) and c) above.
- f) *Less than Significant Impact.* See a) above.
- g) *Less than Significant Impact.* The entire project site is located outside the 500-year floodplain. The proposed project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; therefore, this impact is considered *less than significant*.
- h) *Less than Significant Impact.* See g) above.
- i) *Less than Significant Impact.* See g) above.
- j) *No Impact.* The project site is not located near the Pacific Ocean, nor is it near a large water body that would be capable of creating seiches or tsunamis.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The proposed project area is currently undeveloped and is surrounded by limited development; as such, the project would not divide an established community. Therefore, this impact is considered *less than significant*.
- b) *Less than Significant Impact.* See a) above. The proposed project site is part of the Aerojet Special Planning Area, which allows for reclamation activities.
- c) *Less than Significant Impact.* Currently, there is no adopted Habitat Conservation Plan (HCP) in Sacramento County; therefore, *less than significant* impacts are expected.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project would not result in the loss of availability of a known mineral resource. Reclamation activities would allow use of the aggregate located on the site.
- b) *Less than Significant Impact.* See a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* An Environmental Acoustics Analysis was conducted for the proposed project site (Bollard and Brennan, 2004)(See **Appendix B**). This report concluded that reclamation activities associated with the proposed project would not exceed daytime Noise Ordinance Criteria. This is considered a less than significant impact.
- b) *Less Than Significant Impact.* See a) above. The nearest existing residence is approximately 1,200 feet southwest of the proposed project site. The Environmental Acoustics Analysis concluded that under worst-case scenarios when equipment was closest to the residence, that the proposed project would not exceed daytime Noise Ordinance Criteria. Since no reclamation activities will occur during nighttime hours, this is considered a *less than significant* impact.
- c) *Less Than Significant Impact.* See a) above.
- d) *Less than Significant Impact.* See a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- e) *Less than Significant Impact.* The Aerojet Mining Amendment project site is not located within the Comprehensive Land Use Plan Area (CLUP) of the Sacramento Mather Airport, which is approximately 2 miles west of the proposed site. Although, the project is within two miles of the airport, no adverse or excessive noise impacts are anticipated at the proposed site from operation of this facility. Therefore, this impact is considered *less than significant*.
- f) *No Impact.* There are no private airstrips within the vicinity of the proposed project site; thus, no impacts would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project does not include the development of homes, businesses, and/or infrastructure. Nor does the project include a business that would have customers.
- b) *No Impact.* The proposed project will not displace any existing housing.
- c) *No Impact.* See b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* Impacts to public services are not anticipated. No housing, businesses and/or infrastructure are proposed by the project. This would negate the need for additional public services such as fire, police, schools, and parks.
- b) *No Impact.* See a) above.
- c) *No Impact.* See a) above.
- d) *No Impact.* See a) above.
- e) *No Impact.* See a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project would not increase the use of existing parks or other recreational facilities.
- b) *No Impact.* See a) above. The proposed project does not include the construction of any recreational facilities.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project would not increase existing traffic in the area. There are anticipated to be six employees on-site, with no customers. The quantity of trucks will not increase because the supply of trucks for the proposed site will replace the trucks at other sites in the area. This will result in a negligible affect on traffic and circulation in the area.
- b) *Less Than Significant Impact.* See a) above.
- c) *No Impact.* The proposed project does not involve any aviation-related uses but is located within two miles of the Sacramento Mather Airport. The project site is not

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

located within the airport safety zones or within the approach and departure paths for aircraft using the airport and *no impacts* are anticipated.

- d) *No Impact.* Equipment and cars associated with reclamation activities would use existing roads. Reclamation equipment, farming equipment, buses, and automobiles have used these existing roads and intersections for years.
- e) *No Impact.* The proposed project site has multiple access points for emergency vehicles to enter and or exit.
- f) *No Impact.* Six employees would not need significant parking during reclamation activities. These employees would park in disturbed areas that are devoid of vegetation.
- g) *No Impact.* The proposed project would not conflict with any policies regarding alternative transportation.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project does not include any wastewater discharge.
- b) *No Impact.* The proposed project will not require the construction of any wastewater treatment facilities.
- c) *No Impact.* The proposed project would not increase stormwater runoff. Therefore, construction of stormwater facilities would not be required.
- d) *No Impact.* The proposed project has sufficient water supply from one off-site well. Water would be used only for dust control and would not be of significant quantity. A water truck would transport this water used for dust control.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- e) *No Impact.* See a) above.
- f) *No Impact.* The proposed project will not need solid waste disposal services.
- g) *No Impact.* See a) and f) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact Unless Mitigation Incorporated.* As noted in Sections I through XVI above, the Aerojet Mining Amendment project has the potential to result in significant impacts related to biological resources (i.e., special-status species and wetlands) and Air Quality (i.e. PM10 emissions).
- b) *Less Than Significant Impact.* The proposed project would not cause cumulatively considerable impacts when viewed in connection with other projects in the area.
- c) *Less Than Significant Impact.* The proposed project would not cause substantial adverse effects in human beings, either directly or indirectly.

4.1 CUMULATIVE IMPACTS

INTRODUCTION

This section addresses the project's potential to contribute to cumulative impacts in the region. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts."

CUMULATIVE IMPACT ANALYSIS

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project would result in **less than significant** impacts on aesthetic resources under cumulative conditions.

Agricultural Resources

The project would not result in cumulatively significant loss of agricultural resources or farmlands. The site is previously disturbed; therefore, **less than significant** impacts are anticipated.

Air Quality

The proposed project would contribute to cumulative air quality impacts in the vicinity. Mitigation measures contained in Section 3.0 (Subsection III, Air Quality) of this MND would reduce the impacts to a **less than significant** level.

Biological Resources

The project would contribute to cumulative biological resource impacts in the project vicinity; however, implementation of the proposed mitigation measures identified in Section 3.0 (Subsection IV, Biological Resources) of this MND would mitigate the project's contribution to a cumulative loss of biological resources to **less than significant**.

Cultural Resources

Implementation of the proposed project would not contribute to an increase in cultural resource impacts. However, mitigation measures identified in Section 3.0 (Subsection V, Cultural Resources) of this MND would ensure a **less than significant** cumulative impact.

Geology and Soils

Project-related impacts on geology and soils would be site-specific and implementation of the proposed project would not contribute to seismic hazards or water quality impacts associated with soil erosion. Therefore, the proposed project would have **no impact** on cumulative geophysical conditions in the region.

4.0 CUMULATIVE IMPACTS

Hazards and Hazardous Materials

The project would not contribute to hazards associated with the accidental release of hazardous materials; this cumulative impact is considered **less than significant**.

Hydrology and Water Quality

Cumulative Hydrology and Water Quality impacts are expected to be **less than significant**. The proposed project would return the site to a more natural hydrological state.

Land Use and Planning

The project site is part of the Aerojet Special Planning area, which allows for reclamation activities. Therefore, the project would result in **less than significant** cumulative land use and planning impacts.

Mineral Resources

The proposed project would not result in any site-specific or significant impacts to mineral resources and would result in **less than significant** impacts under cumulative conditions.

Noise

Implementation of project would not result in temporary and permanent changes in the ambient noise levels in the vicinity that exceed noise criteria. This is considered a **less than significant** to cumulative noise impacts.

Population and Housing

The proposed project does not include the development of houses, nor would it result in the displacement of any existing housing. Therefore, the project would result in **no impact** to cumulative population and housing impacts.

Public Services

The proposed project does not include the development of any structures and or infrastructure. Implementation of the proposed improvements would not result in a cumulative increase in severity of public service impacts. Thus, **no impact** to public services is anticipated.

Recreation

The proposed project would not increase the need for recreational facilities in the area. Therefore, the project would result in **less than significant** cumulative impacts.

Utilities and Service Systems

The proposed project would not require any additional utilities and or service systems. Therefore, the project would result in **no impact** to utilities and service systems under cumulative conditions.

Transportation/Circulation

The proposed project would only require six employees and two dump trucks per day. This would not increase traffic in the surrounding area, and therefore, would result in a **less than significant** impact.

Water

The proposed project would use a limited amount of well water from one off-site well for the purpose of dust control. This is not expected to deplete groundwater supplies in the area. Therefore, the project would result in a **less than significant** impact to water supply under cumulative conditions.

5.0 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 3 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature _____ Date: _____

Printed name: Hilary Anderson For City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project applicant for the proposed Aerojet Mining Amendment project has reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Signature _____ Date: _____

Printed name: _____ For _____

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND REFERENCES

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Bill Campbell	Principal Planner
Hilary Anderson	Environmental Coordinator
Bret Sampson	Associate Planner
Cyrus Abhar	City Engineer

6.2 PERSONS AND AGENCIES CONSULTED

Peter Christensen	SMAQMD
George Booth	Sacramento County Drainage and Flood Control
Rick Blackmarr	Sacramento County Department of County Engineering and Administration

7.0 REFERENCES

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