JAEGER/CHRYSANTHY
MAJOR ROAD, SANITARY SEWER, WATER TRANSMISSION MAIN, AND DRAINAGE PROJECTS

Mitigated Negative Declaration

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

January 2006

MITIGATED NEGATIVE DECLARATION
FOR
JAEGER/CHRYSANTHY
MAJOR ROAD, SANITARY SEWER, WATER TRANSMISSION MAIN, AND DRAINAGE PROJECTS
CITY OF RANCHO CORDOVA, CALIFORNIA

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FIGURES

TABLES

1.0 Introduction

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects (hereafter referred to as "the proposed projects"). This MND has been prepared in accordance with the 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.

In June 2002, the Sacramento County Board of Supervisors certified a Master EIR for the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP). The proposed projects are mentioned in general in the SDCP/SRSP Master EIR, though project specific impacts due to these projects were not all identified or mitigated within the Master EIR. A Master EIR is intended to provide a detailed environmental review of plans and programs upon which the approval of subsequent related development proposals can be based. A Master EIR must, to the greatest extent feasible, evaluate the cumulative impacts, growth-inducing impacts and irreversible significant effects on the environment of specific, subsequent projects. The review of subsequent projects that have been described in the Master EIR can be limited to the extent that the Master EIR has already reviewed project impacts and set forth mitigation measures (see Public Resources Code Section 21156).

A Master EIR enables a lead agency to perform limited environmental review of subsequent projects proposed within five years of certification of the Master EIR, in accordance with the following requirements:

- The lead agency for the subsequent project is the lead agency or any responsible agency identified in the Master EIR.

- The lead agency prepares an Initial Study that analyzes (1) whether the subsequent project may cause any significant effect on the environment that was not examined in the Master EIR, and (2) whether the subsequent project was described in the Master EIR as being within the scope of the project.

- If the lead agency determines that a subsequent project will have no significant effect on the environment not previously identified in the Master EIR and that no new or additional mitigation measures or alternatives may be required, no new environmental document may be required. However, the lead agency must make a written finding that the subsequent project is within the scope of the project covered by the Master EIR, and must incorporate all feasible mitigation measures or feasible alternatives set forth in the Master EIR that are appropriate to the project.

- If the lead agency determines that a subsequent project may have an additional significant effect on the environment that was not identified in the Master EIR, the lead agency must prepare either a mitigated negative declaration, an EIR, or a focused EIR.

  (Pub. Resources Code, § 21157.1.)

The SDCP/SRSP Master EIR was "tiered" from the Sacramento County General Plan Update EIR and, as noted above, is a Master EIR upon which the environmental review for future development projects within the planning area, such as the Preserve at Sunridge project, may rely. Subsequent projects expected to be within the scope of the SDCP/SRSP Master EIR would include future planning/development approvals for properties within the Community Plan area that are consistent with the permissible development densities and intensities established by the Community Plan, such as the proposed projects, studied in this Initial Study.

In addition to the rules governing the preparation and use of master EIRs, other provisions of CEQA govern site-specific review of the project at hand. Public Resources Code Section 21083.3 limits CEQA review of certain projects consistent with an approved general plan, community plan, or zoning action for which an EIR was prepared to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The proposed projects are qualified projects pursuant to Section 21083.3 (a), which provides in pertinent part:

> *(a) "If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an Environmental Impact Report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report.*
>
> *(b) If a development project is consistent with the general plan of a local agency and an Environmental Impact Report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior*

Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report."

CEQA Guidelines Section 15183 provides guidance on the criteria to be used in making a determination as to whether Section 21083.3 will apply. Specifically, Guideline Section 15183, subdivision (b), provides as follows:

(b) "In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those, which the agency determines, in an Initial Study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located, and

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

CEQA Guidelines Section 15183, subdivision (f), provides guidance as to certain categories of effects that, as a matter of law, are not considered "peculiar" to a project. This provision states in part as follows:

(f) "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect."

This Initial Study/Mitigated Negative Declaration for the proposed projects is devoted to discussing the basis upon which this partial exemption provided by Section 21083.3 is utilized for the proposed projects. Most importantly, it summarizes the findings of the County relating to the prior EIR and how the criteria set forth in Guidelines Section 15183 have been met.

The SDCP/SRSP Master EIR studied the environmental effects of the approval of a General Plan Amendment, a Community Plan Amendment, adoption of the Sunridge Specific Plan, Rezone, a Zoning Ordinance Amendment, General Plan Transportation Diagram Amendments, 2010 Bikeway Master Plan Amendments, a Large Lot Tentative Subdivision Map, and an Amendment to existing Williamson Act contracts. The SDCP/SRSP Master EIR considered such changes in the context of the SDCP/SRSP project area, taking into consideration the overall impacts of the development of the entire area. The SDCP/SRSP Master EIR identified a number of potentially significant impacts associated with the development of the Community Plan, including some that could not be feasibly mitigated to less than significant levels. In approving the SDCP/SRSP project, the Sacramento County Board of Supervisors adopted findings of fact and a statement

of overriding considerations for those impacts that could not be mitigated to less than significant levels

Impacts deemed in the SDCP/SRSP Master EIR to be significant and unavoidable based on both project specific and cumulative impacts:

- Wetland impacts
- Special status species impacts
- Certain traffic impacts
- Certain air quality impacts

Impacts deemed potentially significant and mitigable:

- Construction-related impacts
- Land use compatibility
- Rendering plant compatibility
- General Plan consistency
- Transit service
- Sewer service development
- Groundwater Impacts
- Drainage
- Certain traffic impacts
- Certain air quality impacts
- Certain biological impacts
- Traffic noise

The section entitled "Summary of Impacts and Their Disposition," beginning on page 17.1 of the SDCP/SRSP Master EIR, provided a summary of the findings leading to the conclusions of significance for each of the categories listed above. In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and the relative impact of the subject project in each of those categories is provided in this Initial Study for the proposed projects.

This Initial Study/Mitigated Negative Declaration hereby incorporates the SDCP/SRSP Master EIR by reference. The SDCP/SRSP project received final approval on July 17, 2002. The Sacramento County Board of Supervisors certified the SDCP/SRSP Master EIR as adequate and complete on June 19, 2002. As noted earlier, the SDCP/SRSP EIR is a Master EIR, and the discussions of general issues included in it are in some cases applicable to the proposed projects.

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 (the City) will serve as lead agency for the proposed projects.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed projects.

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 projects.

- **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 "less than significant with mitigation incorporation" 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 these projects. Cumulative impacts are those impacts that, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts are either less than cumulatively considerable, in which case no EIR is required, or cumulatively considerable. If one or more cumulative impact is found to be cumulatively considerable, that impact must be mitigated to a less than cumulatively considerable level, or an EIR would be required.

- **5.0 Determination -** Provides the environmental determination for the projects.

- **6.0 Report Preparation and Consultations -** Identifies staff and consultants responsible for preparation of this document and a list of persons and agencies consulted.

- **7.0 References –** Provides a list of references used to prepare the MND.

1.4 REGULATORY FRAMEWORK

The County of Sacramento adopted their General Plan in December of 1993. This plan is currently undergoing an update.

Upon incorporation in July 2003, the City adopted the existing Sacramento County General Plan to serve as the City's General Plan and guide development in the City until the formal adoption of its own General Plan. On May 17, 2004 the Rancho Cordova City Council officially kicked off the preparation of the first Rancho Cordova General Plan. As part of the process of creating its first General Plan, the City has adopted an interim General Plan that is comprised of four parts – the Vision Book; the Circulation Plan; the Land Use Map Book; and the Draft General Plan. The Vision Book establishes the conceptual vision of the City and reflects the compilation of ideas from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas that relate to specific sites and issues, as well as ideas that are more conceptual in nature. The Circulation Plan describes the basic roadway, bikeway, transit, and pedestrian system that will form the backbone of the City as it develops. The General Plan Land Use Book, and associated General Plan Land Use Map combine geographical areas of the City with generalized and specific land use designations to guide the City's future development patterns. The intent of the General Plan Land Use Map is to establish a variety of new land use designations that reflect more mixed, and in some cases, a higher density of development envisioned for the City. These mixed-use categories provide for residential, commercial, and office uses all on a single site. The Draft General Plan provides the framework and some initial City Policies to be included in the final City General Plan Per Government Code §65360(b), new development proposals and actions by the City will be examined for their consistency with all four parts of this Interim General Plan, allowing the City to begin improving the quality of development in Rancho Cordova.

1.5 ASSUMPTIONS

The proposed road, sewer, water, and drainage projects were anticipated in the SDCP/SRSP Master EIR. However, the exact alignments and design of these facilities were not known at the time that the EIR was certified; therefore, project specific impacts were not analyzed or mitigated fully in the previous document. The proposed projects will accommodate the approved and anticipated projects within the SDCP/SRSP area and will specifically serve the Sunridge Park, Sunridge Lot J, Montelena, Anatolia IV, and Sunridge East projects, which are all projects foreseen in and consistent with the SDCP/SRSP. As the proposed projects will directly serve the previously planned and CEQA-analyzed growth under the SDCP/SRSP, the proposed projects by themselves are not considered to be growth inducing.

The City of Rancho Cordova Public Works Department has indicated that the name of Jaeger Road will be changed in the near future to Rancho Cordova Parkway. Once this action has been taken by the City, all references to Jaeger Road in this document can be understood to refer to Rancho Cordova Parkway.

2.0 Project Description

2.1 PROJECT LOCATION AND EXISTING CONDITIONS

The proposed Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects (hereafter referred to as "the proposed projects") consist of capital improvements to Jaeger Road from Douglas Road southward to Chrysanthy Boulevard, sewer infrastructure improvements under Jaeger Road and "Street Y" in the Lot J project, and drainage improvements along portions of Jaeger Road and Chrysanthy Boulevard in the area of the Montelena project. Additionally, water infrastructure improvements would be installed under Jaeger Road from Douglas Road southward to Chrysanthy Boulevard, and along Chrysanthy Boulevard for approximately 2,894 feet. See **Figure 1** and **Figure 2** for the regional location of the projects. The proposed improvements are all within the City of Rancho Cordova (the City) limits.

Jaeger Road is currently a dirt and gravel road between Douglas Road and Kiefer Boulevard. Proposed construction includes the portion of the road from Chrysanthy Boulevard northward to Douglas Road. Land uses surrounding the Jaeger Road portion of the projects include low-density residential and estate residential. The property to the east of the existing Jaeger Road consists of natural undeveloped wetlands and one large estate-size residential property. The land immediately adjacent to Jaeger Road is planned for residential development under the Montelena project to the west and the Lot J project to the east.

The portion of Chrysanthy Boulevard in which the proposed projects lie has not been built. The roadway is partially constructed to the west of the project areas. Proposed construction includes installation of water and drainage infrastructure within the planned roadway alignment and within the roadway right-of-way. Land uses surrounding the Chrysanthy Boulevard portion of the projects include low density residential to the north, and open space to the south. The properties to the north and south of Chrysanthy Boulevard contain some wetlands and are planned for residential development under the Montelena and Anatolia IV projects.

2.2 PROJECT BACKGROUND AND FUNDING

The City of Rancho Cordova Draft Circulation Plan, adopted by the City on May 16, 2005, established several roadway improvements, some of which were identified as mitigation for the traffic generated from development of the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) area. These improvements call for the widening of Sunrise Boulevard and the construction of Kiefer Boulevard and Jaeger Road. Additional improvements proposed by the project would provide critical connections to services for development of the SDCP/SRSP plan area.

The cost of the Major Road project would be funded through a combination of the SDCP/SRSP Public Facilities Financing Plan and District 3 County Roadway and Transit fees, which includes fees from area developments and other County sources. The cost of the Sanitary Sewer project would be funded through the SDCP/SRSP Public Facilities Financing Plan. The cost of the Water Transmission Main project would be funded by a combination of the SDCP/SRSP Public Facilities Financing Plan and Sacramento County Water Authority (SWCA) water fees. The Drainage project would be funded through the SDCP/SRSP Public Facilities Financing Plan.

2.3 PROJECT PURPOSE AND OBJECTIVES

The proposed projects are outlined in general within the SDCP/SRSP Master EIR. The guiding principles of the Sunrise-Douglas Community Plan as they relate to transportation and circulation and the provision of public facilities are as follows:

"Guiding Principle CI-1: Provide a safe, efficient, and convenient circulation system for motorists, cyclists, and pedestrians. Provide for transportation modes appropriate to authorized land uses.

Guiding Principle CI-2: To the extent practical, minimize air quality impacts resulting from automobile use.

Guiding Principle CI-4: To the extent practical, minimize traffic congestion on city streets.

Guiding Principle CI-5: Maintain traffic safety.

Guiding Principle CI-8: To the extent practical, minimize the impact of major circulation system improvements on natural resources." (Sunrise-Douglas Community Plan, p. 4-2)

The transportation guiding policies developed for the SDCP/SRSP were derived from the main goal of the Sacramento County General Plan Circulation Plan, Section 5, Transportation Policy Plan, which states:

> *"A balanced transportation system that moves people and goods in a safe and efficient way that minimizes environmental impacts, that is supported by urban land uses, and that serves rural needs."* (p. 61)

The public facilities guiding policies developed for the SDCP/SRSP were derived from the main goal of the Sacramento County General Plan Public Facilities Element, Section 2, Wastewater Collection and Treatment, which states:

> *"A safe, efficient, and environmentally sound public sewer system and treatment facility serving all urban development."* (p. 5)

The intent of the projects is to fulfill the objectives of the SDCP/SRSP by providing for interim roadway capacity needs to serve the Montelena, Lot J, and the proposed Preserve at Sunridge projects as well as other projects in the SDCP/SRSP area. The proposed projects would include roadway improvements to support increased Levels of Service (LOS) on roadways as a result of development of the SDCP/SRSP plan area. The specific objectives of the proposed projects are listed below:

- Provide improved roadway access along Jaeger Road;
- Accommodate the needs of bicyclists and pedestrians;
- Provide drainage to handle stormwater and normal surface water runoff along the road portions and to connect drainage in the Montelena project;
- Plan for future transit service;
- Provide safe corridors for pedestrians;
- Provide a sanitary sewer and a water transmission main to serve the Lot J, Montelena, The Preserve at Sunridge, Anatolia II, and Anatolia IV subdivisions as well as other projects in the SDCP/SRSP plan area; and,
- Provide for installation of future utility services.

2.4 PROJECT CHARACTERISTICS

The proposed projects are divided into four specific capital improvement projects. The Major Road project consists of the construction of approximately 0.65 linear miles of roadway. The Sanitary Sewer project includes the installation of approximately 0.89 miles of sanitary sewer within the roadway right-of-ways. The Water Transmission Main project would install approximately 1.21 miles of water main within the roadway right-of-ways. The Drainage project would install approximately 0.13 miles of storm drain within roadway right-of-ways and 0.24 miles of drainage ditch within the Montelena Project area.

The Major Road project proposes the construction of Jaeger Road from Douglas Road southward to Chrysanthy Boulevard. The Sanitary Sewer project proposes the installation of a sewer main under Jaeger Road from Douglas Road southward to Chrysanthy Boulevard, as well as a line running through the Lot J project area to the western edge of the Sunridge Park project along "Street Y". The Water Transmission Main project proposes the installation of a water main under the same portion of Jaeger Road as well as the portion of Chrysanthy Boulevard from Jaeger Road westward for approximately 2,894 feet. The Drainage project proposes to install storm drains under Jaeger Road from Douglas Road to Chrysanthy Boulevard, as well as connections to the Montelena and Lot J properties on either side of Jaeger Road. Also included in the Drainage project is the creation of an open drainage ditch along the southeast corner of the Montelena project. All four projects will occur in generally the same area of potential effect and all four projects are composed of capital improvements designed to serve the uses of the SDCP/SRSP. Except where expressly noted in Section 3.0 of this document, environmental impacts of all four projects will be analyzed concurrently within this MND. A more detailed summary of improvements proposed by the four projects follows.

MAJOR ROAD PROJECT

The Major Road project proposes to construct Jaeger Road from Douglas Road southward to Chrysanthy Boulevard (planned). Improvements include two lanes northbound and one lane southbound on Jaeger Road, including left turn lanes for both directions at "Street X" and "Street Y" as they are delineated on the improvement plans. At a point approximately 1,540 feet north of Chrysanthy Boulevard the roadway will narrow to one lane in each direction southward to Chrysanthy Boulevard. For locations of these improvements, see **Figure 3** at the end of this section.

Improvements to Jaeger Road also include the installation of streetlights and fire hydrants on the eastern side of the street as well as a sidewalk on that side that alternates between attached and meandering paths. The western sidewalk and other improvements would be constructed from Douglas Road southward all the way to Chrysanthy as part of the Montelena Project. The eastern sidewalk would be constructed from Douglas Road southward to the point where the road narrows, at which point the sidewalk would cease. Also proposed is a median for the entire length of Jaeger Road. This median would be landscaped in those locations where no left-turn lanes were required. Intersections to be constructed include "Street X", "Street Y", and the northern half of the intersection with Chrysanthy Boulevard. "Street X" and "Street Y" are temporary names given to the two major east-west streets within the Lot J project until such time as the streets are given permanent names. The location of these streets is shown in **Figure 3** at the end of this section.

In the future, Jaeger Road will be reconfigured to include two lanes northbound and two lanes southbound for its entire length. The addition of the western-most lane as well as frontage improvements on the west side of the road will be constructed as part of the Montelena project.

The final improvements to the southern-most 1,540 feet of the east side of Jaeger Road would be constructed as part of the Preserve at Sunridge project. These ultimate improvements would not require additional right-of-way for Jaeger Road and would have essentially the same impacts to the environment as the above improvements. Therefore, this document analyzes environmental impacts from construction of the road to its ultimate width of two lanes each way.

SANITARY SEWER PROJECT

The Sanitary Sewer project proposes the installation of a 24-inch sanitary sewer main under Jaeger Road from Douglas Road southward to "Street X", and a 27-inch sanitary sewer main under Jaeger Road from "Street X" southward to Chrysanthy Boulevard where it will connect with a 36-inch Sewer Transmission Main constructed under the Anatolia III Major Roads, Sewer Force Main, and Water Transmission Main projects (ARSW). An 8-inch sewer connection to the Lot J project will be installed at "Street X". A 15-inch sewer main would be installed under "Street Y" in the Lot J project for approximately 1,312 feet, nearly to the edge of the adjoining Sunridge Park project. Also included in the Sanitary Sewer Project is the construction of a temporary maintenance road for the purpose of providing access to the sewer main. This maintenance road would be constructed of gravel and would be 12 feet wide for the most part. For locations of these improvements, see **Figure 4** at the end of this section.

The sanitary sewer will be installed using the open cut method, which consists of an open trench in which the line is installed and then buried using the material excavated for the trench. Excess soil left after installation of the sewer force main will be used for fill during the Major Road project. For those locations where the sanitary sewer would cross any wetlands, potentially impacting them, the bore and jack method of installation would be used. The bore and jack method requires the excavation of a pit down to the depth of the pipe (and beyond by one to two feet) where a machine is then lowered into the pit and used to push a metal casing through the soil. Once the casing is pushed through to a receiving pit, any voids outside the casing will be sealed using pressure grouting and the sewer main will be installed within the casing. If the applicant is able to secure all necessary U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service permits for take and fill of wetlands, bore and jack would not be necessary and the entire sewer line would be installed using the open cut method and/or in line with the provisions of the permit(s).

WATER TRANSMISSION MAIN PROJECT

The Water Transmission Main project proposes to install a 24" water transmission main (T-main) under Jaeger Road from Douglas Road southward to Chrysanthy Boulevard and then westward under Chrysanthy for approximately 2,894 feet. Also included in the Water Transmission Main project is the construction of a temporary maintenance road for the purpose of providing access to both the water line and the sewer infrastructure installed under Chrysanthy Boulevard as part of the ARSW projects. This maintenance road connects with the maintenance road to be built as part of the Sanitary Sewer project above. For locations of this water t-main and the associated maintenance road, see **Figure 5A** and **Figure 5B** at the end of this section.

DRAINAGE PROJECT

The Drainage project proposes the installation of storm drain infrastructure under Jaeger Road. The diameter of the storm drains to be installed changes drastically throughout the area due to capacity requirements and connections with adjacent projects. The smallest lines to be installed would be 12 inches in diameter. The largest lines would be 60 inches in diameter. See **Figure 6A** and **Figure 6B** for locations of the storm drains proposed by the Drainage project.

Also proposed in the Drainage project is the installation of an open drainage channel in the southeastern corner of the Montelena Project area. This drainage ditch would serve to channel stormwater flows from the roadway and the Montelena project southward along Jaeger Road then westward along Chrysanthy Boulevard. The drainage ditch would connect to planned drainage infrastructure in the Anatolia I and II projects. The ditch would be comprised of a 10-foot wide channel with sloping sides on either side up to the existing grade. These sloping sides would have a slope of 3:1 and would be hydroseeded to encourage plant growth in order to prevent erosion. In those locations where existing features in the Montelena project would drain into the channel, the side of the channel facing the Montelena project will be reinforced with riprap in order to minimize erosion of the channel. The ultimate width of the channel and the sloping side varies throughout the project area due to changes in the existing grade and the ultimate depth of the channel. See **Figure 6A** and **Figure 6B** for a depiction of the channel location.

CONSTRUCTION METHODS

For the majority of the Sanitary Sewer and Water Transmission Main projects, standard open cut trenching will be used to install the pipelines. However, wetlands exist within the project areas and necessitate the use of additional construction methods for the Sanitary Sewer installation. See **Figure 7A** and **Figure 7B** at the end of this section for locations of wetlands along the construction area of effect, as well as identification of the types of wetlands existing on the site. Installation of the sewer main under wetlands is to be implemented using the bore and jack method to avoid any impacts to wetlands along the route. Bore and jack installation allows the applicant to install the pipeline below the clay lens which makes up the bottom of the wetlands, therefore avoiding any impacts to those wetlands. Locations of bore and jack operations are depicted on **Figure 4**. Impacts to any wetlands from the proposed projects are addressed in this document and especially in Checklist IV – Biological Resources in Section 3.0 of this MND. All bore and jack pits are to be constructed to City and County standards and will employ Best Management Practices (BMPs) to improve safety and minimize impacts. Bore and jack operations during installation of the Sanitary Sewer project will be subject to and consistent with Section 37 of the County of Sacramento Standard Construction Specifications.

2.5 RELATIONSHIP TO ADJACENT PROJECTS

The proposed projects are part of a larger network of capital infrastructure required to serve development planned in the SDCP/SRSP plan area. Numerous adjacent projects and their respective environmental review documents are related to the proposed projects.

Improvements to Jaeger Road proposed in the Major Road project would connect to previously analyzed and approved improvements to Douglas Road in the north and to the remaining portion of Jaeger Road in the south. Improvements to Douglas Road were reviewed in the Anatolia Subdivisions and Development Agreement MND, adopted by the Sacramento County Board of Supervisors in 2003. Environmental review of improvements to Jaeger Road south of the proposed projects was covered in the ARSW MND, adopted by the City of Rancho Cordova on September 30, 2005 (State Clearinghouse Number 2005082109). Environmental review of roadway improvements to Chrysanthy Boulevard will be included in environmental review for the Montelena project and the Anatolia IV project (currently being prepared by the City). The final improvements to the western side of Jaeger Road, which will reconfigure the street to its final four lanes as well as install streetlights, fire hydrants, and sidewalks on the western side, will also be analyzed as part of the Montelena project. Final roadway improvements to the southern-most 1,540 feet of the east side of Jaeger Road will be constructed by the proposed

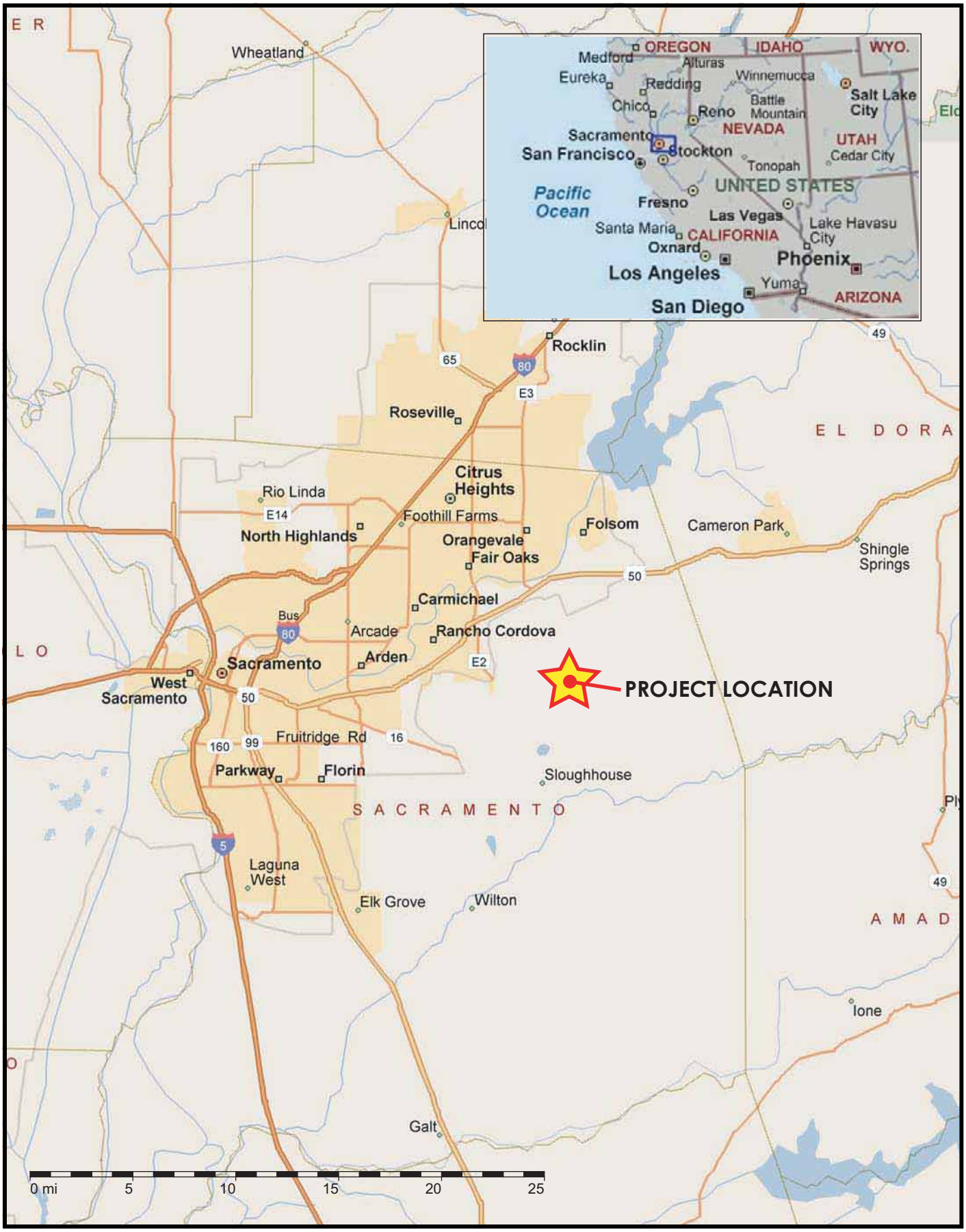
Preserve at Sunridge project, the environmental effects of which were analyzed in the Draft EIR for that project (State Clearinghouse Number 2004092051).

The sanitary sewer main to be installed as part of the proposed projects will connect to a sewer line to be installed under Douglas Road in the north and to a 36-inch sewer transmission main to be installed under Chrysanthy Boulevard as part of the ARSW projects. The water T-main to be installed as part of the proposed projects connects with a water pipeline under Douglas Road in the north. Environmental review of both the sewer line and the water T-main under Douglas Road will be included in an addendum to the Anatolia Subdivisions and Development Agreement MND currently being prepared by the City of Rancho Cordova. Environmental review of the sewer transmission main under Chrysanthy Boulevard was covered in the ARSW MND.

2.6 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):

1) County Sanitation District (CSD-1)
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) California Department of Fish and Game (CDFG)
7) U.S. Army Corps of Engineers (USACE)
8) U.S. Fish and Wildlife Service (USFWS)



City of Rancho Cordova
Planning Development

FIGURE 1
REGIONAL LOCATION MAP

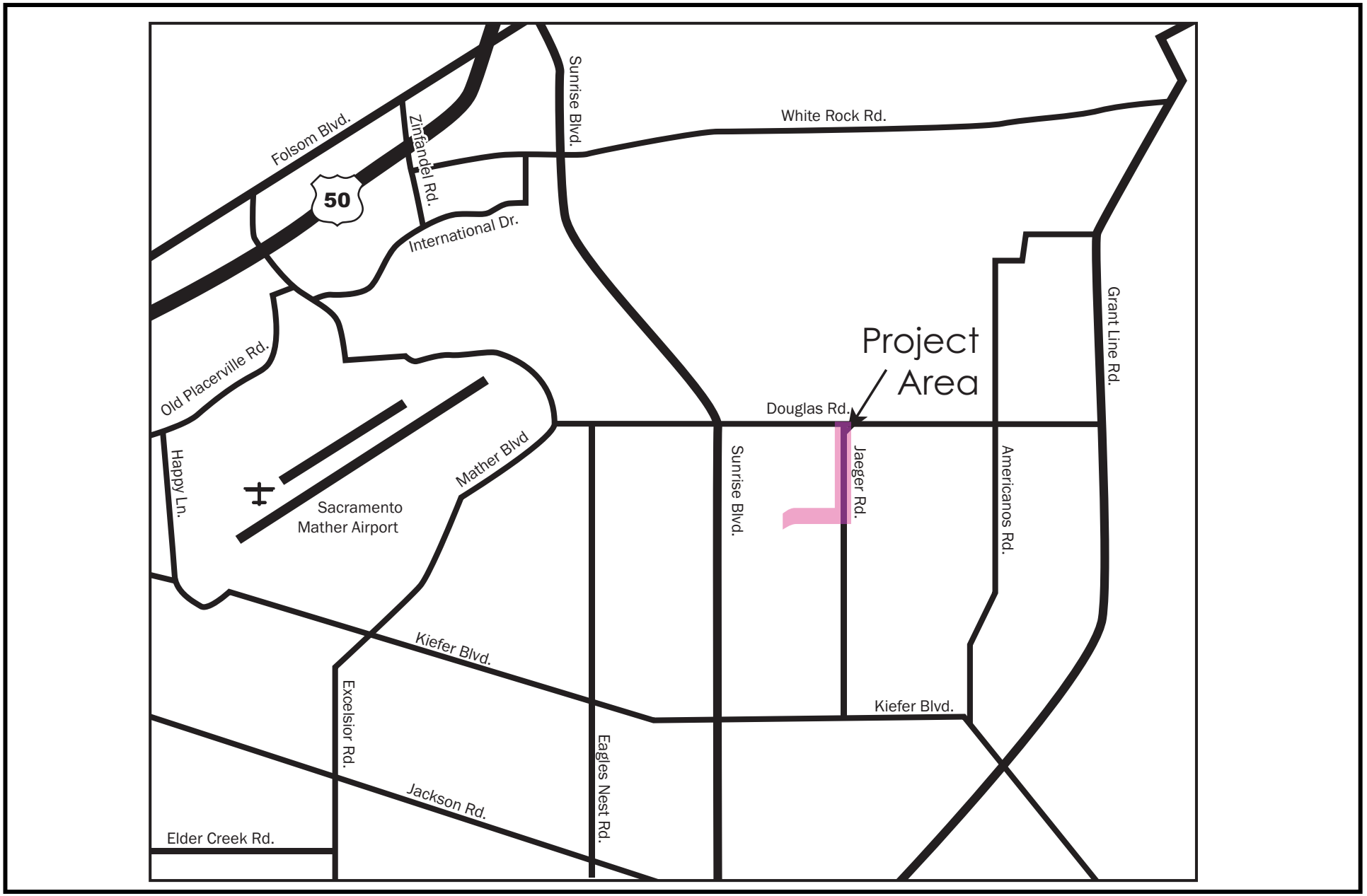


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FIGURE 2
PROJECT LOCATION

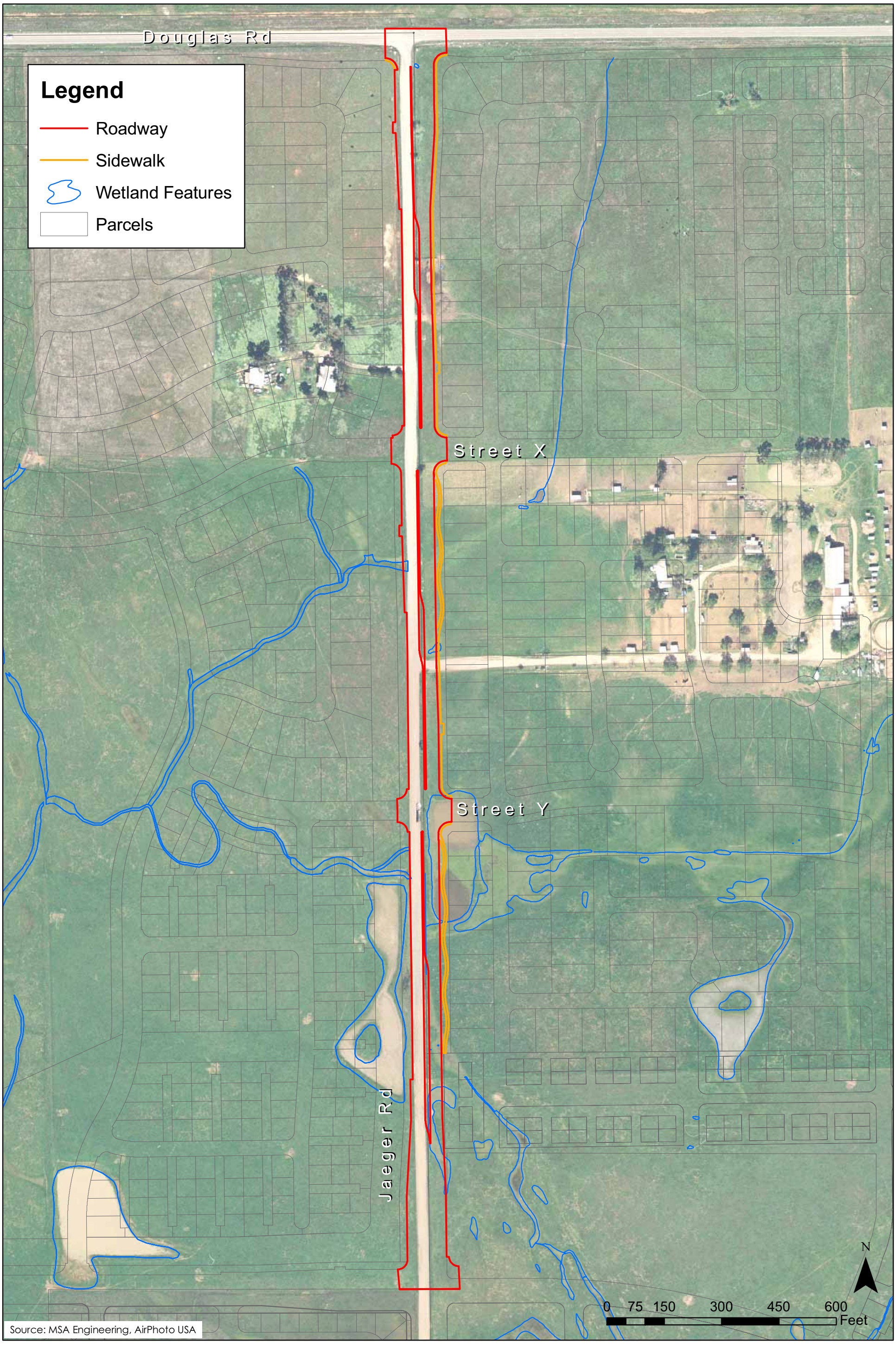

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Figure 3
Jaeger Major Road

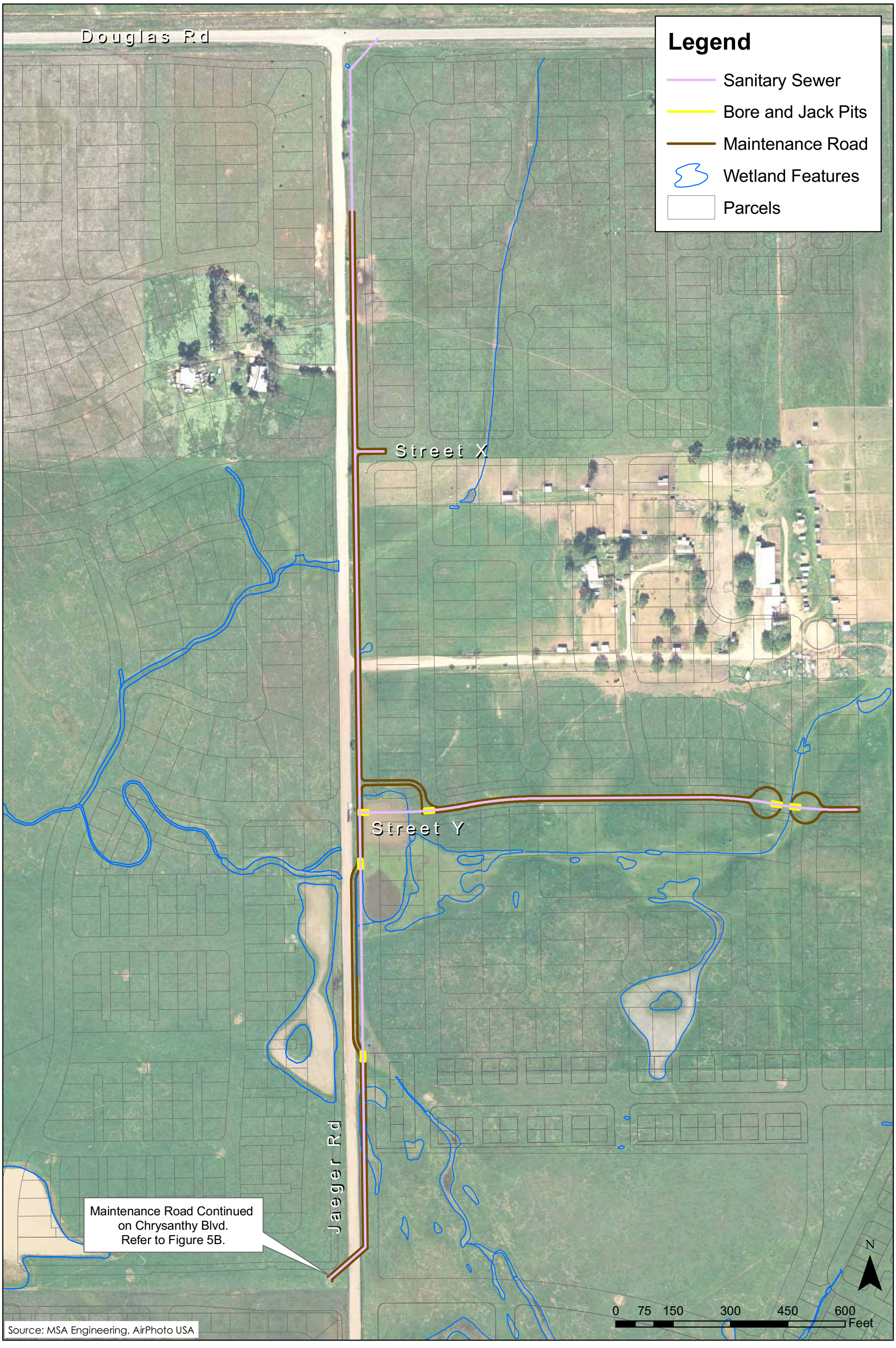

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Figure 4
Jaeger Sanitary Sewer

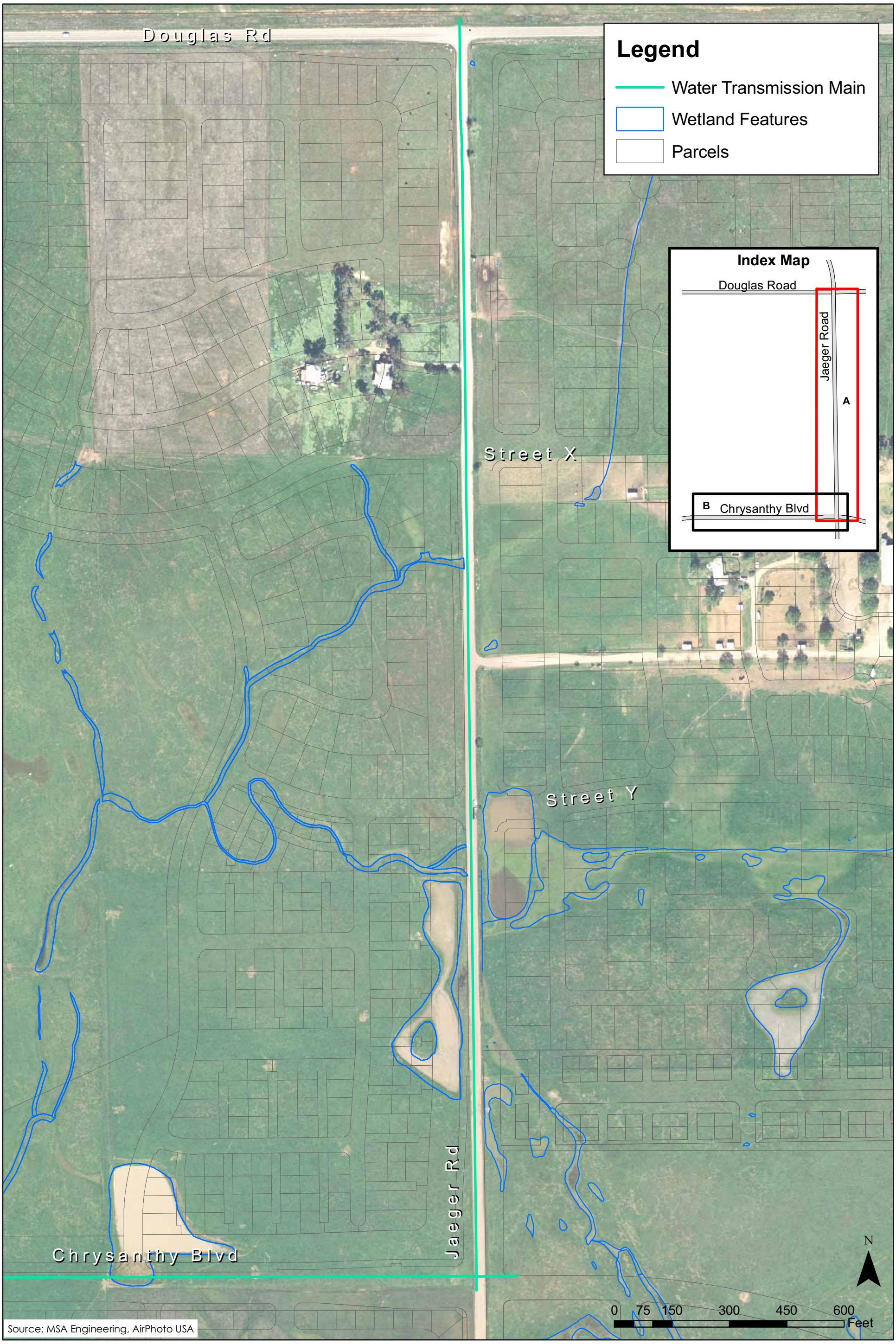

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Figure 5A
Jaeger/Chrysanthy Water Transmission Main

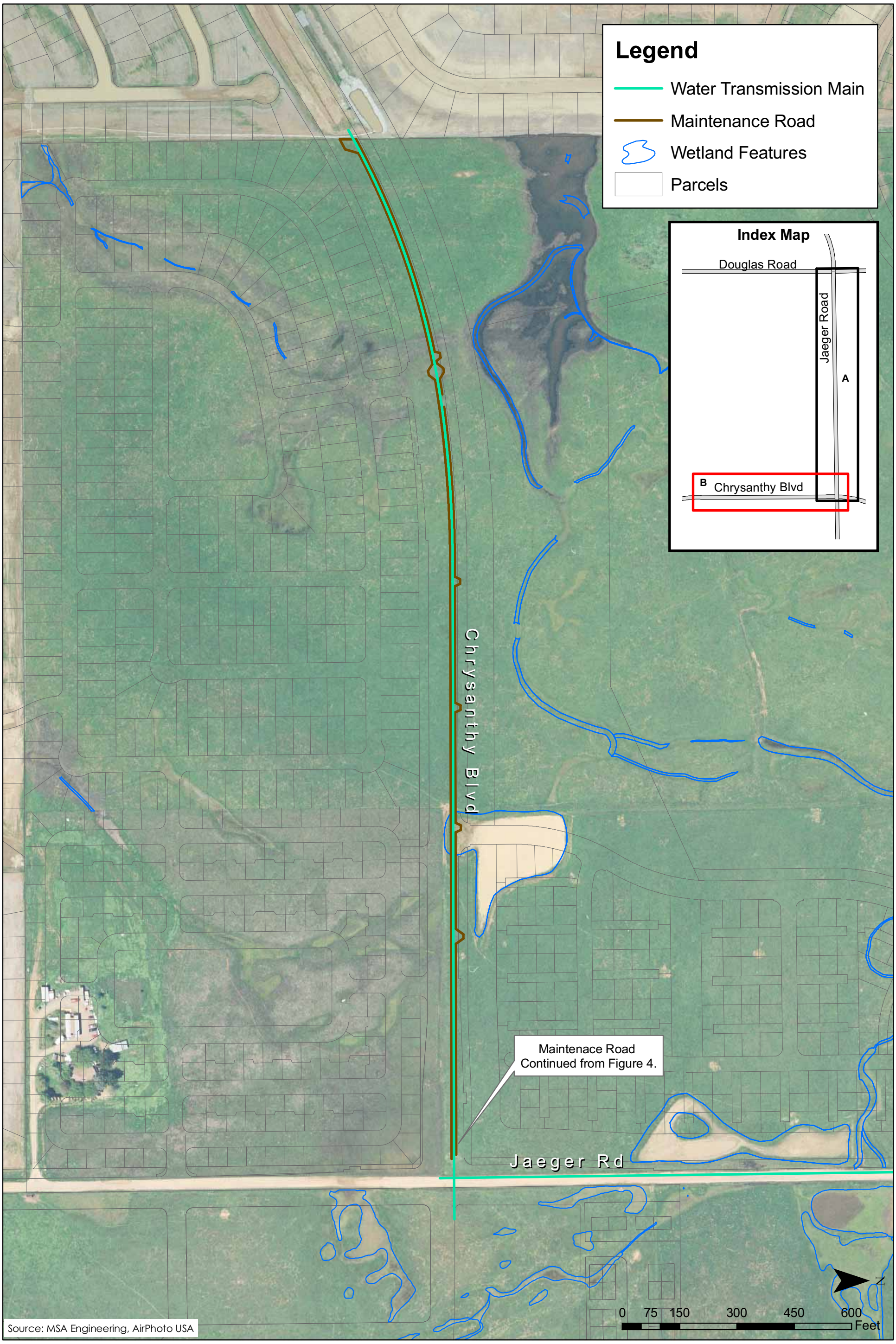

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Figure 5B
Jaeger/Chrysanthy Water Transmission Main

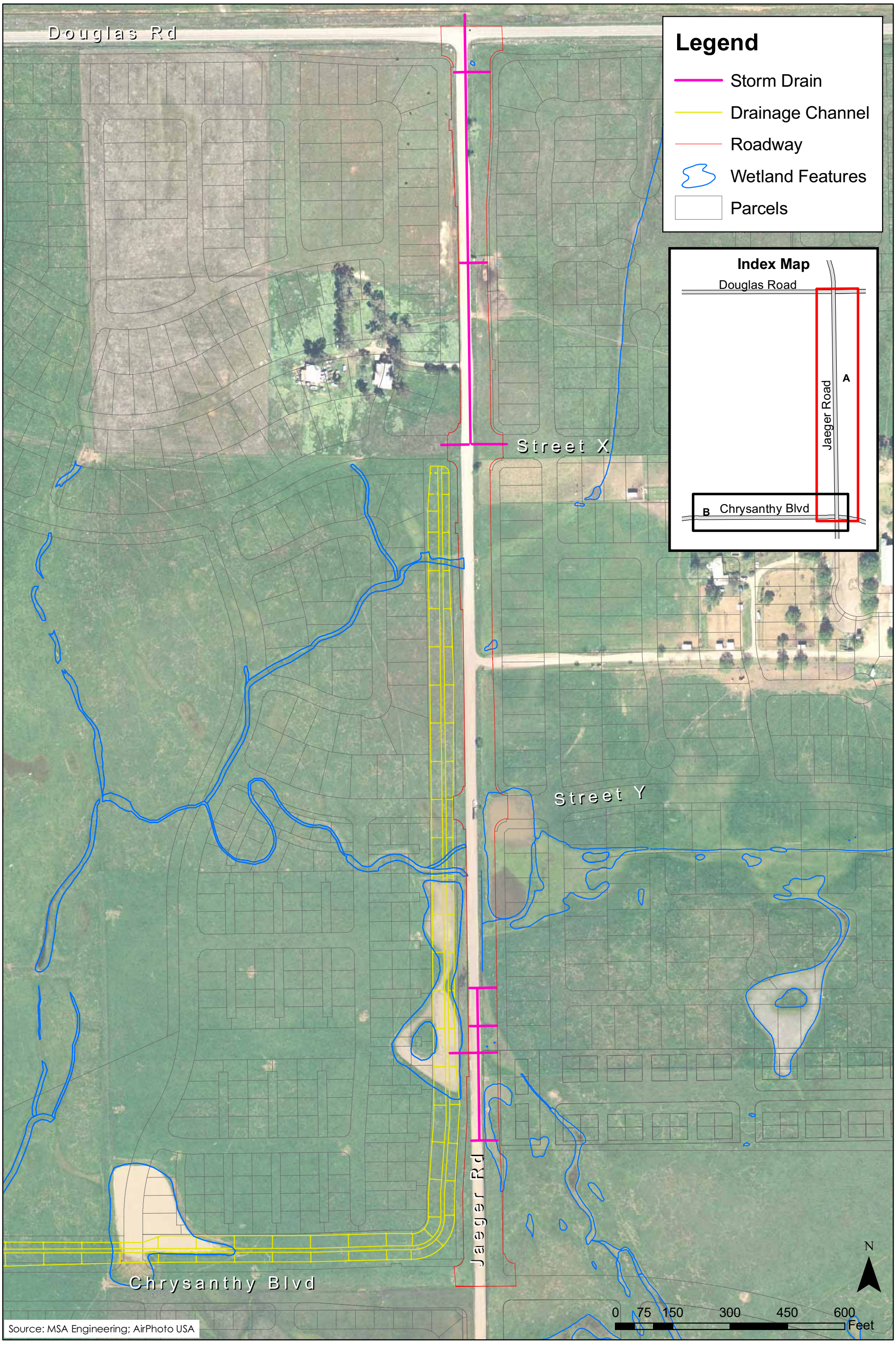

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Figure 6A
Jaeger/Chrysanthy Drainage

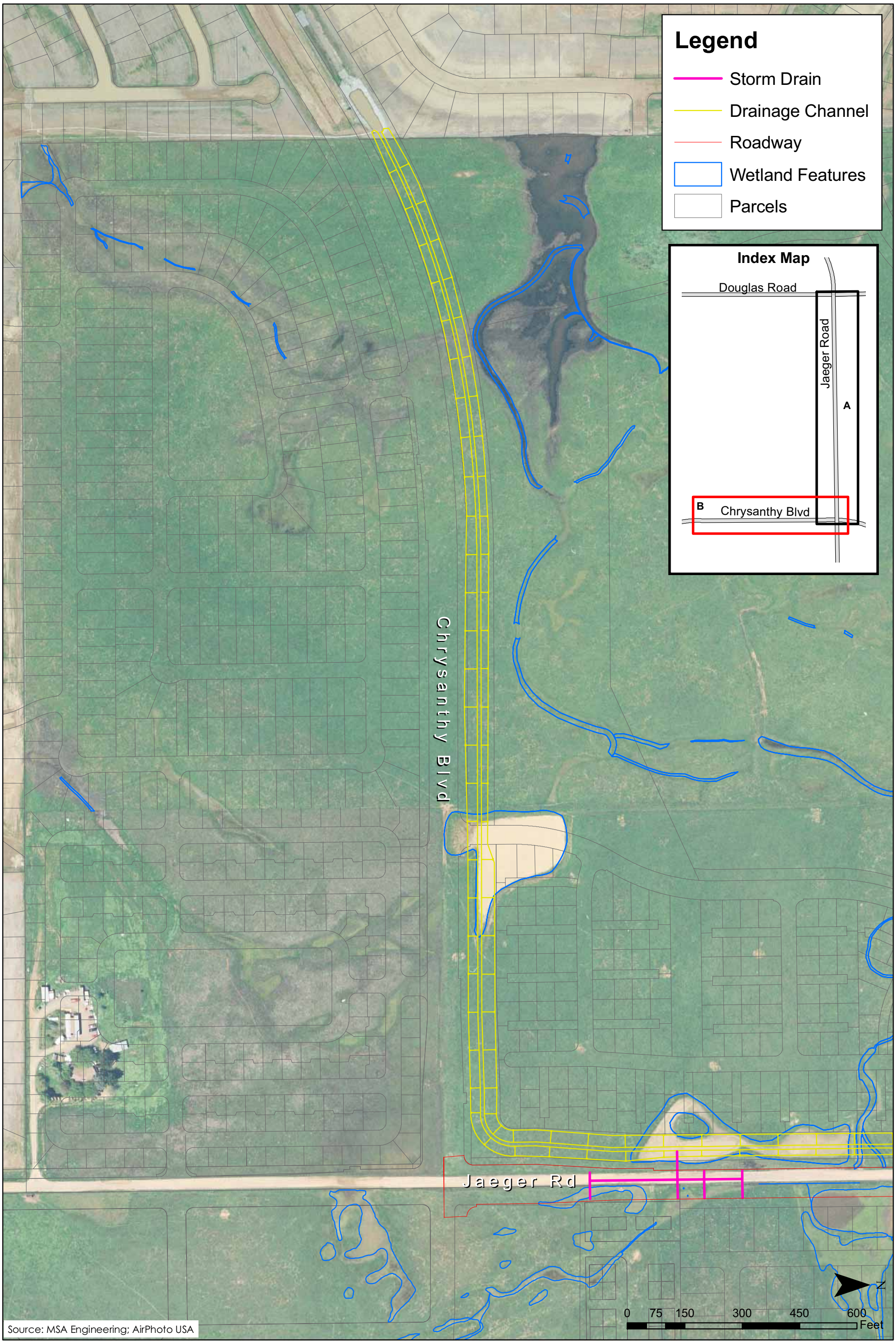

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Figure 6B
Jaeger/Chrysanthy Drainage

Douglas Rd

Index Map

Douglas Rd

Jaeger Rd

A

B

Chrysanthy Blvd

Jaeger Rd

Chrysanthy Rd

Legend

- Project Boundary
- Parcels

Waters Of the US

- Drainage Swale
- Depressional Seasonal Wetland
- Pond
- Riverine Seasonal Wetland
- Vernal Pool

Source: MSA Engineering, 2005; Wood Rodgers, 2005

N

0 75 150 300 450 600 Feet

City of Rancho Cordova
Planning Department

Figure 7A
Jaeger/Chrysanthy Wetland Delineation

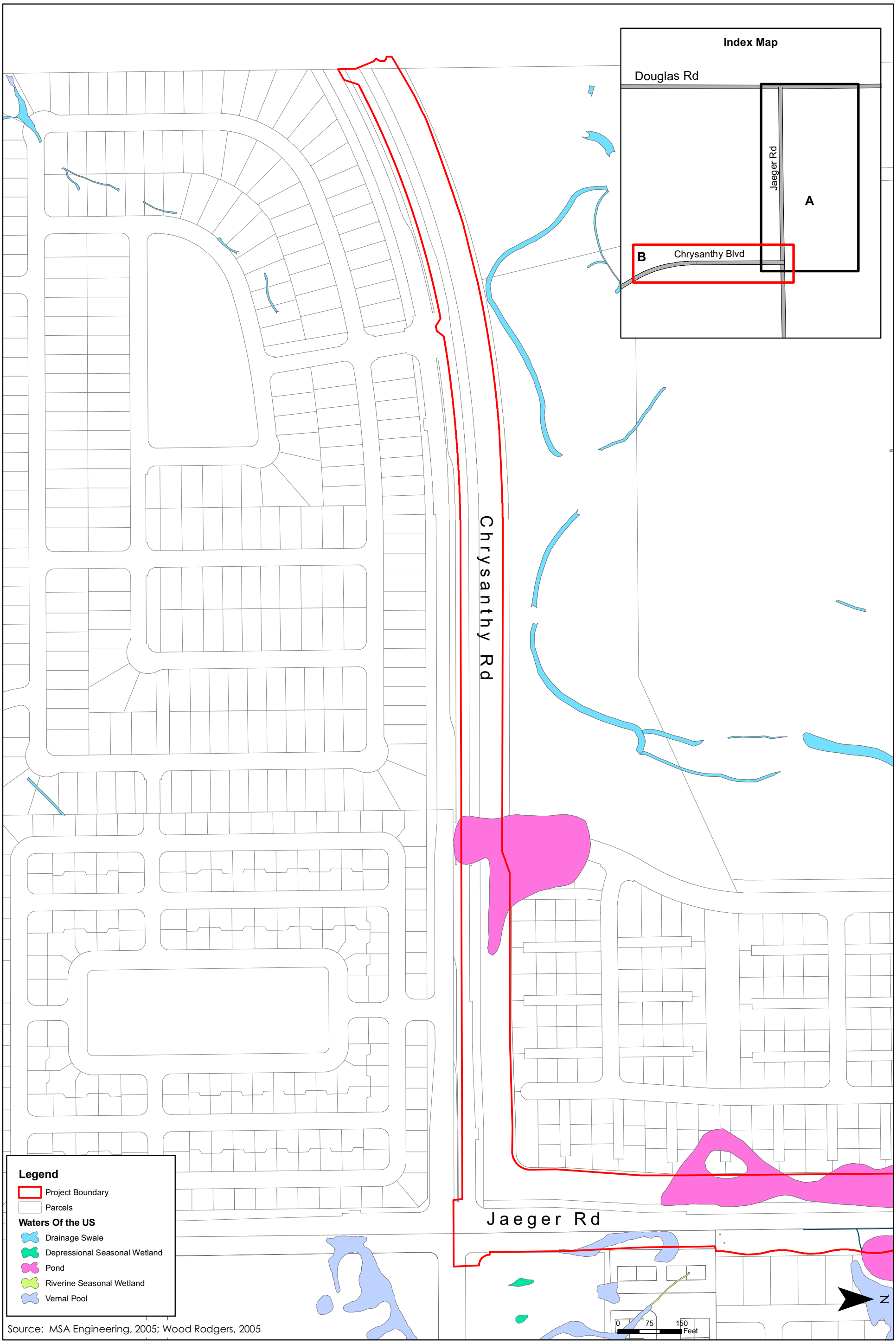

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Figure 7B
Jaeger/Chrysanthy Wetland Delineation

3.0 Environmental Setting, Impacts, And Mitigation Measures

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed projects, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 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 projects would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;

- **Less than Significant Impact with Mitigation Incorporation**: The proposed projects 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; or,

- **Potentially Significant Impact**: The proposed projects would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required. However, if that impact was adequately addressed in the SDCP/SRSP Master EIR, no further review of the impact is required and another EIR is not required.

3.2 INITIAL ENVIRONMENTAL STUDY

1. Project Title: Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects.

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 project site is located within the City of Rancho Cordova (the City). The projects are located on Jaeger Road from Douglas Road to Chrysanthy Road, and Chrysanthy Road from Jaeger Road westward for 2,894 feet.

5. Project Sponsor's Name and Address: River West Investments
7700 College Town Drive, #109
Sacramento, CA 95826

6. General Plan Designation(s): N/A

7. Zoning: N/A

8. General Plan: The project location is within the City of Rancho Cordova, a newly incorporated city that is in the process of preparing its first General Plan. While a Draft General Plan/Draft Environmental Impact Report is being prepared, the City has adopted interim policies and standards to guide and evaluate new development proposals and projects, including a Vision Book, Land Use Map Book, Circulation Plan, and Draft General Plan. The adoption of such interim policies and standards is consistent with Government Code Section 65360, which allows a new city in the process of preparing a General Plan to approve development and take other actions if it finds that a proposal is reasonably likely to be consistent with a General Plan proposal under consideration or study and it will not interfere with, or cause detriment to, the future adopted General Plan. For additional information about the City's interim policies and standards, please refer to Section 1.4 of this Initial Study/MND.

9. APN Numbers: 067-0030-012, 013, 014, 015, 017, 018, and 019; 067-0040-008, and 016.

10. Description of the Project: The proposed projects include capital improvements to one arterial roadway and the installation of sewer, water supply, and drainage infrastructure associated with the development of the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) plan area within exiting roadway right-of-ways. For a detailed description of the project see Section 2.0 of this MND.

11. Surrounding Land Uses and Setting: See Section 2.0 of this MND for information on surrounding land uses and area setting.

12. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement).

1) County Sanitation District (CSD-1)
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) California Department of Fish and Game (CDFG)
7) U.S. Army Corps of Engineers (USACE)
8) U.S. Fish and Wildlife Service (USFWS)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the projects, involving at least one impact that is a "Less Than Significant Impact with Mitigation Incorporation" as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Hazards & Hazardous Materials	☒ Public Services
☐ Agricultural Resources	☐ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☐ Transportation/Traffic
☒ Biological Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☒ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects (hereafter referred to as the "proposed projects"), as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Mitigated Negative Declaration (MND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level. Therefore, an Environmental Impact Report (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 ones 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 projects would not result in a substantial and adverse change in the environment. 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) "*Less than Significant with Mitigation Incorporation*" 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. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR.

7) Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an impact 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.

OVERVIEW OF THE DISCUSSION OF ENVIRONMENTAL EFFECTS

The proposed projects were anticipated in the SDCP/SRSP Master EIR. However, the project-specific impacts listed in **Table 1** were not analyzed or mitigated fully in the previous documents. This initial study/MND focuses on these areas. For each impact that was addressed and mitigated, as necessary, in a previous environmental document, a discussion of that analysis will be provided. In addition, the SDCP/SRSP Master EIR is hereby incorporated by reference in its entirety and is available for review from the City of Rancho Cordova.

REVISION OF SDCP/SRSP MASTER EIR MITIGATION MEASURES IN THIS DOCUMENT

For the proposed projects, some of the mitigation measures included in the SDCP/SRSP Master EIR have been updated and revised in this document in order to reflect site-specific and project-specific conditions and impacts, as well as changes to mitigation policies, programs, or ordinances that have occurred since the adoption of the SDCP/SRSP Master EIR and the Findings of Fact. The SDCP/SRSP Master EIR mitigation measures remain in full force and effect for the proposed projects. The revised mitigation measures proposed herein are not significantly different from, and are consistent with, the aims and intent of the original measures. For comparison purposes, the complete Mitigation Monitoring and Reporting Program (MMRP) for the SDCP/SRSP Master EIR is provided in **Appendix A**. The project applicants have communicated their consent to the mitigation measures set forth herein.

TABLE 1
IMPACTS NOT ANALYZED OR NOT MITIGATED FULLY UNDER SDCP/SRSP MASTER EIR

Description	Checklist/Item
Impacts to scenic vistas.	Aesthetics, Item a)
Impacts to scenic resources.	Aesthetics, Item b)
Impacts to air quality standards.	Air Quality, Item b)
Impacts to wetlands.	Biological Resources, Item c)
Impacts due to soil types.	Geology and Soils, Item e)
Impacts from hazardous emissions near schools.	Hazards and Hazardous Materials, Item c)
Impacts from discharge from construction uses of land.	Hydrology and Water Quality, Item e)

Description	Checklist/Item
Impacts to receiving waters.	Hydrology and Water Quality, Item f)
Impacts to waterways and water bodies.	Hydrology and Water Quality, Item g)
Impacts to existing community(ies).	Land Use and Planning, Item a)
Impacts to people from public airports.	Noise, Item e)
Impacts to parks from increased use.	Recreation, Item a)
Impacts to environmental goals.	Mandatory Findings of Significance, Item b)

Source: SDCP/SRSP Master EIR

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I.	**AESTHETICS** Would the projects:					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☒
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. There are no scenic vista views available from the project sites. Mid-range views consist of existing on-going residential and commercial development. Long-range views generally consist of rural/agricultural land uses, power transmission lines, industrial and aggregate operations and military/airport operations. Implementation of the projects would not adversely affect views on nearby or distant scenic vistas; therefore, impacts due to the Major Roads project's improvements as well as improvements under the sewer, water, and drainage projects would be *less than significant*.

b) *Less Than Significant Impact*. The nearest highways are US 50 and the Jackson Highway (State Route 16), which are not designated as state scenic highways in the vicinity of the project sites. As such, implementation of the projects would not damage scenic resources views from these highways. Additionally, no rock outcroppings or trees of any aesthetic value occur in the project sites. Therefore, impacts from implementation of all four projects would be *less than significant*.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified impacts due to changes in the character and quality of the site and found those impacts to be less than significant due to the fact that the County General Plan planned for conversion of the area from rural to urban land uses and mitigated those impacts in the General Plan EIR (SDCP/SRSP Master EIR, p. 4.32).

The proposed projects are typical of the planned development surrounding the site. The proposed projects are characterized as capital improvements consisting of road improvements and infrastructure improvements consistent with residential development. As such, the projects would not be intrusive or substantially degrade the existing visual character of the sites and their surroundings. Given the development proposed and planned in the vicinity of the project sites, all four proposed projects would have a *less than significant impact* on the visual character and quality of the sites and surroundings.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Aesthetic impacts addressed in the SDCP/SRSP Master EIR (see discussion "c)" above) included discussion of light and glare impacts and found those impacts to be less than significant due to the

planned development in the area and the fact that aesthetic impacts were mitigated in the County General Plan EIR (SDCP/SRSP Master EIR, p. 4.32).

Due to streetlights to be installed as part of the proposed major roads improvements, the major roads project would increase the level of light and glare in a developing area that is relatively unlit at night. Although additional light and glare would result, the proposed project would not create a substantial amount of light or glare that would adversely effect day or nighttime views in the area, beyond that required by the City for public safety purposes. Specific design and illumination would be subject to approval by the City. Therefore, the proposed Major Roads project's improvements would have a *less than significant impact*.

The Sanitary Sewer, Water Transmission Main, and Drainage projects are located entirely underground and would therefore not create any additional source of light or glare. Therefore, these projects would have a *less than significant impact* as well.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 projects:					
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?	☐	☐	☒	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR identified areas of prime farmland, unique farmland, and farmland of statewide importance (p. 4.30c). Impacts to those areas of farmland were not considered significant as they totaled less than 20 acres and County policy CO-55 states that impacts to farmland are only significant if they result from conversion of 50 or more acres (SDCP/SRSP Master EIR, p. 4.30).

The proposed projects do not lie within any of the areas of prime farmland, unique farmland, or farmland of statewide importance identified in the SDCP/SRSP Master EIR. None of the four proposed projects would convert prime farmland, farmland of statewide Importance, or unique farmland to non-agricultural uses. Given that the entire site is already zoned for urban development and all roadways and roadway alignments within the projects areas are already approved for development as roads, the projects' impact would be *less than significant*.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR identified areas within the plan area that are under or were under Williamson Act contract (p. 4.30a). According to the SDCP/SRSP Master EIR, the only remaining active contract in the plan area exists well north of Douglas Road and well east of the planned Americanos Boulevard. None of the four project sites are under a Williamson Act contract, nor are they currently zoned for agricultural use. Therefore, the four proposed projects would not result in conflicts and impacts with agricultural zoning, and impacts to existing Williamson Act contracts would be *less than significant*.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. See a) and b) above. No other changes to the environment would occur due to the proposed projects that could result in the conversion of farmland to non-agricultural uses. Therefore, all four proposed projects would have a *less than significant impact*.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 projects:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☒
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)?	☒	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR analyzed the impacts of overall development of the area and indicated that the air quality management district required an AQ-15 Air Quality Plan for development within the SDCP/SRSP (p. 11.20). Compliance with this requirement under the SDCP/SRSP ensures that development would not conflict with the air quality plan for the management district. As the proposed projects were generally described and included in the Master EIR, implementation of all four projects would not conflict with the air quality plan. Implementation of the projects would not conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan or the goals and objectives of the Sacramento County General Plan or Rancho Cordova's Interim General Plan. Therefore, implementation of all four proposed projects would have a *less than significant impact*.

b) *Potentially Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR found the impacts from development to air quality to be significant and unavoidable for both the Specific Plan and the Community Plan at buildout (pp. 11.18, 11.20-11.21). The City 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 construction activities could elevate emissions in the immediate vicinity of the project sites. Therefore, implementation of all four projects could create emissions that represent a *potentially significant impact*.

Mitigation Measures

Mitigation measures 3.1a through 3.1d (based on AI-1 and AI-2 of the SDCP/SRSP Master EIR, pp. 11.15, 11.20) are revised to apply to the proposed projects. Mitigation measure

MM 3.1e is based on mitigation to reduce NO_X emission from construction activities suggested by SMAQMD in their *Guide to Air Quality Assessment in Sacramento County* and through coordination by City Planning staff and SMAQMD.

MM 3.1a The project applicant shall water all exposed surfaces, graded areas, storage piles and haul roads at least twice daily during construction. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.1b The project applicant shall wash or sweep paved streets adjacent to construction sites daily to remove accumulated dust. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.1c The project applicant shall minimize the amount of material actively worked, the amount of disturbed area, and the amount of material stockpiled. This requirement shall be included as a note in all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.1d The project applicant shall require that, when transporting soil or other materials by truck during construction, 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 all project construction plans and in the improvement plan submittal.

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.1e The project applicant shall provide a plan for approval by the City and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction of the projects, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NO_x reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The prime contractor shall submit to the City and SMAQMD a comprehensive inventory of all off-road

construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs;

-and-

The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a month summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

In the event construction equipment meeting the requirements set forth above is determined not to be available, the project applicant shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *Before site disturbance and throughout construction activities of all four projects.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the Sacramento Metropolitan Air Quality Management District.*

Just as under the SDCP/SRSP Master EIR, implementation of MM 3.1a through MM 3.1e would not mitigate air quality impacts to a *less than significant* level. This impact was analyzed under the SDCP/SRCP Master EIR and remains significant and unavoidable for all four projects. As a result of finding the impact to be significant and unavoidable, the Sacramento County Board of Supervisors adopted the CEQA Findings of Fact and Statement of Overriding Considerations when it approved the SDCP/SRCP. The four proposed projects are within the scope of the approved SDCP/SRSP and the certified Master EIR. The proposed projects will not generate any environmental impacts that are peculiar to either the project or parcels, and which were not already studied as significant effects in the Master EIR. In addition, there is no information to indicate the proposed projects will increase the magnitude of the previously studied significant

effects. No further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

c) *Potentially Significant/Reviewed Under Previous Document*. The cumulative setting for the project areas under the SDCP/SRSP Master EIR would result in operational emissions of ROG, NOx, and PM10 that substantially exceeds SMAQMD thresholds. This cumulative setting includes the operational impacts to air quality from roadways and capital infrastructure (SDCP/SRSP Master EIR, pp. 11.13-11.14). This impact was analyzed under the SDCP/SRCP Master EIR and remains significant and unavoidable for all four projects. As a result, the Sacramento County Board of Supervisors adopted the CEQA Findings of Fact and Statement of Overriding Considerations when it approved the SDCP/SRCP. The four proposed projects are within the scope of the approved SDCP/SRSP and the certified Master EIR. The proposed projects will not generate any environmental impacts that are peculiar to either the project or parcel, and which were not already studied as significant effects in the Master EIR. In addition, there is no information to indicate the proposed projects will increase the magnitude of the previously studied significant effects. Therefore, no further environmental analysis or mitigation is required pursuant to Public Resources Code Section 21083.3. Additionally, mitigation measures 3.1a through 3.1e as well as adherence to the AQ-15 Air Quality Plan from the SDCP/SRSP Master EIR would reduce the extent of the emissions that exceed standards to the maximum extent possible.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR identified potential impacts to sensitive receptors from air pollution and found that with adherence to mitigation within the Master EIR, most notably the requirement to provide and follow an AQ-15 air quality plan, impacts would be reduced. However, even with mitigation, impacts would remain significant and unavoidable (SDCP/SRSP Master EIR, p. 11.20).

Land uses such as schools, hospitals, parks and elderly housing are considered sensitive to mobile and stationary sources of air pollution. No such uses are located within the projects' vicinity at this time. Additionally, implementation of mitigation measures MM 3.1a through 3.1e would reduce construction emissions to a *less than significant* level. While construction emissions would be reduced to *less than significant* levels, operational impacts from air pollution would remain potentially significant. As these significant and unavoidable impacts were already identified in the Master EIR, pursuant to Pub. Res. Code Section 21083.3 no further environmental analysis or mitigation of this impact is required.

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR identified potential impacts from odors to residents in developments within these project areas, but these impacts were due to the Sacramento Rendering Company and not from the proposed projects themselves (SDCP/SRSP Master EIR, pp. 11.17-11.18). Objectionable odors resulting from roadway, sewer, water, and drainage infrastructure improvements are generally related to asphalt laying and the use of tars, sealants, and other petroleum products. However, odors from these materials are temporary in nature. At the time of construction of roadway improvements and the sewer, water, and drainage infrastructure, only two residences, both large estate-size residential properties, will exist adjacent to the project site. However, as these odors are temporary and minor, substantial numbers of people will not be affected. Therefore, all four proposed projects would have a *less than significant impact*.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV.	**BIOLOGICAL RESOURCES** Would the projects:					
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?	☐	☒	☐	☐	☒
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?	☐	☒	☐	☐	☒
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?	☐	☒	☐	☐	☒
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?	☐	☐	☒	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☒
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?	☐	☐	☒	☐	☒

EXISTING SETTING

The SDCP/SRSP Master EIR addressed the potential biological impacts of development in a general (non site-specific) manner and applied mitigation measures to subsequent projects seeking approval in conjunction with the SDCP/SRSP. Subsequent projects in the SDCP/SRSP are required to prepare a wetland delineation, site-specific special-status species surveys, obtain appropriate state and federal permits, and to provide "fair-share" mitigation for known biological impacts.

Foothill Associates prepared a wetland delineation for the roadway improvements in July 2004 and updated the delineation in July 2005 (See **Figure 7A** and **Figure 7B** in Section 2.0 of this MND for a depiction of wetlands within and adjacent to the project boundary). The wetlands shown on **Figure 7A** and **Figure 7B** that lie within the Montelena Project (the area west of Jaeger Road and surrounding Chrysanthy Boulevard) are verified by the USACE. The findings of the delineation of wetlands in other areas of the project will be considered preliminary until verified by the USACE, which has not occurred to date.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. Impacts to special-status species were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (pp. 14.27–14.32). The alignment for the proposed project may contain suitable habitat for special status species (SDCP/SRSP Master EIR, p. 14.27). The potential impact of development within the SDCP/SRSP area on special status species was disclosed in the Master EIR as significant and unavoidable, for the reason that site-specific information for the area was not yet available, and therefore, the analysis in the Master EIR assumed that such habitat would not be avoided (p. 14.31). Therefore, the Master EIR proposed, and the Board adopted, mitigation measures that require future project proponents for development entitlements to conduct determinate surveys for special status species, prepare detailed mitigation plans designed to reduce the impact to such species to a less than significant level, and coordinate with the appropriate agencies to obtain the necessary permits. (Findings, pp. 120-121 (mitigation measures BR-6, BR-7).)

A recent Special Status Species Report prepared by Berryman Ecological for Lennar Communities found one burrow within the project area that shows signs of use by burrowing owls (*Athene cunicularia*). Burrowing owl is identified as a Species of Concern by the California Department of Fish and Game and as a Bird of Conservation Concern by the U.S. Fish and Wildlife Service. These burrows lie within the project area for the Water Transmission Main and Drainage Project. Implementation of the water and drainage projects would result in direct impacts to both the burrows and the burrowing owls. The planning process has begun to passively relocate the owl(s) and recreate the burrow in the nearby wetland preserve within the Montelena project to the north, in consultation with the California Department of Fish and Game, U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers. Movement of the burrows is the ultimate responsibility of the Montelena project and Centex Homes, not River West Investments, the applicant for the proposed Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects.

All four proposed projects are subsequent projects within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. The proposed projects would not create any new or additional significant special status species impacts that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, § 15178, subd. [c][1]). However, to ensure that the mitigation measures adopted for the Specific Plan are carried out at this project level, the City proposes the following mitigation measures, which are revisions to those previously adopted measures (BR-6, BR-7 and BR-8), made applicable to all four proposed projects.

Mitigation Measures

Mitigation measures MM 4.1b through 4.1d (based on BR-6, BR-7 and BR-8 of the SDCP/SRSP Master EIR) are revised to apply to all of the proposed projects.

MM 4.1a No site disturbance along the alignment of Chrysanthy Boulevard within the project area shall occur until such time as the City has confirmed that the burrowing owl burrows located within the alignment of Chrysanthy Boulevard have been successfully recreated and that the burrowing owl(s) have been passively relocated such that all requirements of the U.S.

Fish and Wildlife Service, the California Department of Fish and Game, and the U.S. Army Corps of Engineers have been met.

Timing/Implementation: Prior to issuance of grading permits for the Water Transmission Main and Drainage projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 4.1b 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 or assume species presence within the area of project activity.

- If any of the special status species or their habitat are indicated or assumed, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent possible.

- Where project impacts include taking of a federally listed species, a Section 10 Incidental Take Permit or a Biological Opinion resulting from Section 7 Consultation with the USFWS shall be obtained from the USFWS and permit conditions implemented, pursuant to the federal Endangered Species Act.

- Where project impacts include taking of a State listed animal species, a "2081-incidental take" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act.

Determinate surveys have been conducted for the alignment of Chrysanthy Boulevard and mitigation for impacts to special status species found in that portion has been initiated. Therefore, for the portion of the projects that lie within the alignment of Chrysanthy Boulevard, this mitigation measure is considered to be satisfied. This mitigation measure is still required for the remaining portions of the projects.

Timing/Implementation: Prior to issuance of grading permits for each of the four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 4.1c Prior to each phase of grading and construction, the applicant shall ensure that a preconstruction survey is performed between February 1 and September 1 to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) 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 will not be required.

If construction occurs between September 2 and January 31, no preconstruction survey is required. However, if a hawk is noticed during construction activities, construction activities will halt and the CDFG shall be notified prior to further actions.

Timing/Implementation: Prior to issuance of grading permits for each project and throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 4.1d The project applicant shall mitigate for the loss of Swainson's hawk foraging habitat by implementing one of the following alternatives:

- 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 California Department of Fish and Game [CDFG]); or,

- The project proponent 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.

Should the City Council of the City of Rancho Cordova adopt a Swainson's hawk mitigation policy/program prior to implementation of one of the measures above, the project proponent shall be subject to that program instead.

Timing/Implementation: Prior to issuance of grading permits for each of the four projects and throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measures MM 4.1a through 4.1c would reduce project-specific impacts to special-status species from all four proposed projects to *less than significant*.

b) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. See a) above.

c) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. Impacts to wetlands were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (pp. 14.22–14.24). The proposed projects sites contain wetlands (i.e., vernal pools, ponds and wet swales), which could be disturbed by grading and other site preparation activities. The potential impact of development within the

SDCP/SRSP area on wetlands was disclosed in the Master EIR as *significant and unavoidable*. The analysis in the SDCP/SRSP Master EIR also assumed that wetland-dependent species such as fairy/tadpole shrimp were present (p. 14.22). It was also assumed in the SDCP/SRSP Master EIR's analysis that such impacts would be mitigated with off-site compensation, rather than on-site preservation (p. 14.23). The SDCP/SRSP Master EIR noted that the County's General Plan policy mandating "no net loss" for wetlands acreage is applicable to all development within the SDCP/SRSP area, and that impacts to wetlands are also subject to federal regulation and permitting (p.14.23–14.24), if applicable. Sacramento County adopted a measure requiring future project proponents to prepare wetland delineations of their parcels and to submit wetland avoidance/mitigation, monitoring, and maintenance plans sufficient to comply with the County's "no net loss" wetlands policies (CO-62, CO-70, CO-83, and CO-96) and the applicable state and federal agencies' permitting requirements. (SDCP/SRSP EIR, pp. 117-118 [mitigation measures BR-2, BR-3, BR-4].) The County's measures also allowed for flexibility in achieving compliance with the no net loss policy, in order to accommodate future improvements in wetlands mitigation strategies (Findings, pp. 118-119 [mitigation measures BR-3 and SRSP zoning condition No. 62]). It is important to note that the City Draft General Plan has established policies NR.2.1, NR.2.2, and NR.2.3; which supersede County Policies CO-62, CO-70, CO-83, and CO-96. Policy NR.2.1 states:

> "*Policy NR.2.1: - Protect the wetland resources of City of Rancho Cordova by ensuring that there is no net loss of functions and values (including vernal pools and other wetland habitats) for special status species.*" (City of Rancho Cordova, Draft General Plan, Natural Resources Element, p. 7)

Overall the SDCP/SRSP Master EIR identified impacts to wetlands as potentially significant and unavoidable. The Master EIR stated that mitigation measures included in the Master EIR were sufficient to mitigate known impacts to wetlands but unknown details of project specific impacts and development projects planned for the Specific Plan area meant that overall impacts to wetlands could not be mitigated for and were therefore potentially significant and unavoidable. The project-specific impacts to wetlands from the proposed projects would cause a potentially significant impact that was not identified in the SDCP/SRSP Master EIR. Therefore, the following mitigation measures are proposed in order to reduce those impacts to a *less than significant* level.

Mitigation Measures

Major Roads, Water Transmission Main, and Drainage Mitigation Measures

All four proposed projects would directly and indirectly impact wetlands along Jaeger Road. These wetlands are depicted on **Figure 7A** and **Figure 7B** in Section 2.0 of this MND. The following mitigation measure (based on BR-2 and BR-4 of the SDCP/SRSP Master EIR) is revised to apply to the proposed road, water, and drainage projects.

MM 4.2a The applicant shall obtain all necessary U.S. Army Corps of Engineers (USACE) permits pursuant to Section 404 of the Clean Water Act, all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game (CDFG), pursuant to the Fish and Game Code, and Section 401 Water Quality Certifications from the Central Valley Regional Water Quality Control Board (CVRWQB) or the applicant shall show that existing USACE

permits cover the proposed activities and mitigate any potential environmental impacts to a less than significant level.

-and-

The project shall comply with City of Rancho Cordova no net loss policies (Policies NR.2.1, NR.2.2, and NR2.3 of the City Draft General Plan) for wetland habitat acreage and values, which establish performance standards for a wetland avoidance/mitigation strategy. The applicant shall submit an Avoidance/Mitigation Plan to the City of Rancho Cordova for review and approval.

This measure must be complied with to the satisfaction of the Rancho Cordova Planning Department.

Timing/Implementation: *Prior to issuance of grading permits for both phases of construction of the Major Roads project and prior to issuance of grading permits for the Water Transmission Main project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department*

Sanitary Sewer Mitigation Measures

The Sanitary Sewer project will install all sewer lines in open cut trenching, except for those locations along Jaeger Road and "Street Y" where the sewer main would cross or impact wetlands. In those locations, the sewer main will be installed using standard bore and jack operations, which allows for installation of the sewer line without puncturing the clay lens that makes up the bottom of the wetlands. For locations of these wetlands, see **Figure 7A** in Section 2.0 of this MND. The majority of locations for bore and jack operations are outside wetlands. However, one bore and jack pit, located on Jaeger Road, lies within a wetland and would impact it directly. This pit is located at the center of the intersection of Jaeger Road and "Street Y". The pit is currently shown to begin nine feet west of the centerline of Jaeger Road and end 16 feet to the east of the centerline of Jaeger Road. This would put the eastern portion of the pit directly in a wetland feature. Locations of all bore and jack pits are shown on **Figure 4** in Section 2.0 of this MND.

If a wetland feature were to be punctured or otherwise impacted by the bore and jack operations, potentially significant impacts could occur. Therefore, the following mitigation measures are provided to reduce potential project-specific impacts to wetlands from the proposed Sanitary Sewer project.

MM 4.2b The applicant shall obtain all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game, pursuant to the Fish and Game Code. The project shall comply with City no net loss policies (Policies NR.2.1, NR.2.2, and NR2.3 of the City Draft General Plan) for wetland habitat acreage and values, which establish performance standards for a wetland avoidance/mitigation strategy. A copy of all applicable permits and related materials shall be provided to the City Planning Department.

-or-

The project applicant shall avoid all waters of the U.S. by boring and jacking the sewer line at a sufficient depth under any waters of the U.S. to ensure that no wetlands are punctured or otherwise impacted. If required by site conditions, controlled density backfill such as bentonite or other non-toxic clay surfactant shall be used during the bore and jack operation to ensure that any damage to vernal pools or wetlands is minimized. If disturbance to the hardpan cannot be entirely avoided, such disturbance shall be minimized and repaired through placing impermeable plugs in the backfill trench. This shall consist of controlled density backfill including bentonite or other material commonly used to form hydraulic soil barriers. No surfactants other than non-toxic clay-based surfactants shall be used. All boring shall be conducted from one pit continuously through to the next pit. Boring from two pits towards a point between them is not permitted.

Timing/Implementation: Prior to site disturbance for the Sanitary Sewer Project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 4.2c The project applicant shall relocate all bore and jack pits so that they lie far enough from any jurisdictional waters of the U.S. such that no impacts to the waters would occur. All pits shall be located far enough away from vernal pools to ensure that no damage to the clay lens surrounding the pool occurs. These changes shall be included in all plans for the proposed project. Updated plans showing the relocated bore and jack pits shall be submitted to the City for review and approval.

If the applicant has secured all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game, pursuant to the Fish and Game Code, then this measure shall not be required.

Timing/Implementation: Prior to approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 4.2d The applicant shall submit a Wetland Avoidance/Mitigation Plan to the City for approval. The Wetland Avoidance/Mitigation Plan shall describe 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 accordance with the U.S. Army Corps of Engineers (USACE), and the U.S. Fish and Wildlife Service (USFWS), regulations, and to the satisfaction of the City. The Avoidance/Mitigation Plan shall ensure the following:

- The location of USACE verified wetlands and vernal pools onsite and for all offsite properties where grading activities and uses are proposed;

- Written verification of wetland delineation from USACE;
- 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 to the satisfaction of the USFWS. This will include written verification of USFWS acceptance.

- 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.

- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity.

- The project applicant shall provide a qualified onsite biological resources monitor, approved by the City, to ensure compliance with identified mitigation for the duration of all proposed activities. The construction manager shall submit bi-annual compliance reports to City monitor for review for a period of 5 years.

If the applicant has secured all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the California Department of Fish and Game, pursuant to the Fish and Game Code, then this measure shall not be required.

Timing/Implementation: Prior to approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 4.2e The applicant shall implement the following procedures in order to reduce any potential impacts to wetlands due to spillage of bore and jack materials or other activities related to bore and jack operations:

- Hazardous materials spills kits shall be maintained in proximity to aquatic habitats;

- Proper sediment control shall be performed to the satisfaction of the City;
- A spill prevention and response plan, approved by the City, shall be implemented;
- A qualified biological monitor, approved by the city, shall be on hand during all construction activities near specified drainage and riparian areas; and,
- A vacuum truck shall be available on-site at all times when boring under waters of the United States.

Timing/Implementation: *Spill prevention plan shall be submitted prior to site disturbance. Remainder of the measure throughout construction activities for the Sanitary Sewer project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Mitigation Measures for All Four Projects

Additional mitigation measures are required in order to reduce project-specific impacts from the four proposed projects to wetlands and other habitat in the project area.

MM 4.2f The applicant shall grant full access to the project site for City environmental staff to monitor construction activities and mitigation compliance. Access shall be granted during all construction activities. In addition, the City monitor(s) may issue stop work orders if mitigation non-compliance is identified.

Timing/Implementation: *Throughout construction activities for all four projects.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

MM 4.2g The applicant shall implement the following procedures in order to reduce any potential impacts to wetlands due to general construction activities:

- All erosion control measures required by the City shall be implemented throughout construction activities;
- Removal of cover vegetation shall be delayed until as close to the actual time of construction as is practicable;
- All open trenches required for installation of water and sewer infrastructure shall be backfilled within seven days and original surface contours shall be restored. This is only required prior to installation of the roadway;
- Construction equipment and associated activities shall be confined to the construction corridor;

- At no time will refueling of construction related equipment take place within 100 feet of the aquatic environment;
- All State and federal permits shall be adhered to; and,
- Post construction monitoring and supplemental revegetation where needed shall be planted.

Timing/Implementation: Throughout construction activities for all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

The SDCP/SRSP Master EIR addressed wetland impacts from a plan area perspective and concluded that the project would result in *significant and unavoidable* wetland impacts due to lack of future project-specific information (p. 14.24). However, implementation of mitigation measures MM 4.2a through 4.2g would reduce project-specific impacts to wetlands from all four proposed projects to *less than significant*.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* No wildlife nursery sites or movement corridors were indicated in the SDCP/SRSP Master EIR as existing within the project areas. Implementation of mitigation measure MM 4.1a would also identify any such nursery sites or movement corridors and mitigate for them. As such, implementation of the proposed projects would not interfere with the movement of any fish or wildlife species or impede the use of native wildlife nursery sites or corridors. Therefore, impacts from all four projects would be *less than significant*.

e) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The area of the proposed projects contains some existing trees, though entirely of non-native species. The SDCP/SRSP Master EIR analyzed the impact to trees in the plan area and established mitigation measure BR-9 in order to reduce this impact. Mitigation measure MM 4.3 (below), which is based on BR-9 of the SDCP/SRSP Master EIR (p. 14.33), would assure a *less than significant impact* from all four proposed projects.

Mitigation Measures

The following mitigation measure (based on BR-9 of the SDCP/SRSP Master EIR, p. 14.33) is revised to apply to all four proposed projects.

MM 4.3 Prior to the start of construction, the project proponent shall submit 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. Consistent with General Plan policies, 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 measuring 19 inches or greater dbh necessary to accommodate road construction, sewer installation, or water installation shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the project area. In addition, other non-native landmark size trees (19" or greater) may require mitigation.

Timing/Implementation: Prior to the issuance of grading permits for all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure MM 4.3 would ensure that impacts from all four proposed projects would be *less than significant*.

f) *Less Than Significant Impact/Reviewed Under Previous Document.* Upon adoption of the SDCP/SRSP Master EIR there was no Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) in effect for the project area. Neither an HCP or a NCCP been adopted since that time. In August 2005 the Sacramento Planning Department indicated that the South Sacramento County HCP was in the planning stages and that they expected an administrative draft within seven months. However, adoption of the final plan was not expected for more than two years, well after the completion of the four proposed projects. Since the upcoming Draft HCP hasn't been released to the public, it is impossible to ascertain if the proposed projects would be in conflict with the Plan. Therefore, all four proposed projects would have a *less than significant impact* to any local, regional, or state HCP, NCCP, or other conservation plan.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V.	**CULTURAL RESOURCES** Would the projects:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☒	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☒

EXISTING SETTING

A field assessment of cultural resources was performed in May of 1997 as part of the SDCP/SRSP Master EIR. The assessed area includes the proposed projects' areas. Additional investigations into factors relating to cultural resources were conducted in preparation for the Rancho Cordova General Plan. These investigations include a records search of the North Central Information Center of the California Historical Resources Information System at California State University Sacramento in June 2004, a sacred lands search completed by the Native American Heritage Commission (NAHC) in June 2004, and consultation with Native American individuals and groups identified by the NAHC. These investigations did not identify any significant cultural resources (e.g., prehistoric sites, historic sites, or isolated artifacts) within the boundaries of the proposed projects and no comments have been received, to date, from the Native American community. Additionally, other surveys that touched the boundaries of the entire SDCP/SRSP plan area recorded no resources near the project boundaries (SDCP/SRSP Master EIR, p 15.4 – 15.6).

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* As stated above, the surveys indicated that the proposed project sites are free of important cultural/historical resources and it was determined that the sites have a low probability of such resources. Implementation of the proposed projects is not expected to result in any new cultural resource impacts. However, the SDCP/SRSP Master EIR identified mitigation to reduce potential impacts on cultural and historical resources (SDCP/SRSP EIR, p. 15.9).

Mitigation Measures

The following mitigation measure (based on CR-1 of the SDCP/SRSP Master EIR, p. 15.9) is revised to apply to all four proposed projects.

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 development activities, work shall be suspended and the City shall be immediately notified. At that time, the City will

coordinate any necessary investigation of the site with appropriate specialists, as needed. The applicant 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 NAHC adhered to in the treatment and disposition of the remains.

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure MM 5.1 would reduce all four proposed projects' potential cultural, historic, paleontologic, and archeological resource impacts to *less than significant*.

b) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document*. See a) above.

c) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document*. See a) above.

d) *Less than Significant Impact/Reviewed Under Previous Document*. There are no known cemeteries on the project sites. However, due to the large Native American population known to reside in the general area in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites in areas of spiritual significance, which may not contain any surface evidence of occupancy. The proposed projects are not expected to result in any new cultural resource impacts. However, implementation of mitigation measure MM 5.1 (above) would ensure that potential human remains impacts from all four proposed projects would be *less than significant*.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI.	**GEOLOGY AND SOILS** Would the projects:					
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.	☐	☐	☒	☐	☒
ii)	Strong seismic ground shaking?	☐	☐	☒	☐	☒
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☒
iv)	Landslides?	☐	☐	☒	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☒
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
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?	☐	☐	☐	☒	☐

EXISTING SETTING

The Spink Corporation evaluated the soils within the SDCP/SRSP area, including the geological conditions of the proposed project sites. The SDCP/SRSP Master EIR concluded that the soil types and geologic conditions occurring within the SDCP/SRSP area are suitable for the land uses proposed for the development of the SDCP/SRSP and associated facilities to service the area, which includes the proposed projects (SDCP/SRSP Master EIR, pp. 13.18-13.19).

DISCUSSION OF IMPACTS

a)

(i) *Less Than Significant Impact/Reviewed Under Previous Document*. The project sites are not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active faults exist within the sites. The potential for impacts to public safety resulting from the rupture of a known earthquake fault is not considered to be an issue of significant environmental concern. Therefore, all four proposed projects would have a *less than significant impact*.

(ii) *Less Than Significant Impact/ Reviewed Under Previous Document.* 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. Therefore, all four proposed projects would have a *less than significant impact* from ground shaking.

(iii) *Less Than Significant Impact/ Reviewed Under Previous Document*. See response to a(i) above. The soil types of the project sites do not constitute a potential impact for ground failure or liquefaction, especially due to the fact that no active faults exist within the site areas. Therefore, impacts from all four proposed projects would be *less than significant*.

(iv) *Less Than Significant Impact/ Reviewed Under Previous Document.* The project sites are characterized by flat terrain; as such, the project site has very low potential for landslides. This impact would be *less than significant* from all four proposed projects.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* Grading activities associated with development of the proposed projects would remove vegetative cover and would expose soils to wind and surface water runoff. The proposed projects are subject to compliance with 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, all four proposed projects would have a *less than significant impact*.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The soil groups present on the project sites 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. The projects are subject to standard local design requirements that mitigate this issue. Therefore, impacts from all four of the proposed projects would be *less than significant*.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. See c) above.

e) *No Impact.* None of the four proposed projects would use a septic tank system or other alternative wastewater systems as an alternative to extension of existing facilities. The Sanitary Sewer project includes installation of a sewer main within roadway right-of-ways, which precludes the need for any septic system components, including tanks. Therefore, there would be *no impact* from any of the four proposed projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII.	**HAZARDS AND HAZARDOUS MATERIALS** Would the projects:					
a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☒	☐	☒
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?	☐	☒	☐	☐	☒
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☒
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?	☐	☐	☒	☐	☒
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?	☐	☐	☐	☒	☐
g)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☐

EXISTING SETTING

The initial Phase I Environmental Site Assessment (Phase I) was prepared for the SDCP/SRSP area by Wallace-Kuhl & Associates (July 29, 1997). Phase I identified potential hazardous impacts resulting from, including but not limited to: the exposure to off-site groundwater contamination; exposure to residual agricultural chemicals; potential Kiefer Landfill impacts; exposure to toxic air emission sources; exposure to PCB's and radon; and the potential of exposure to asbestos during the construction period.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The improvements to be constructed under all four projects do not require the transportation of large quantities of hazardous materials. However, as the Major Roads project would improve

existing roadways and add new roadways, the potential exists for increased transportation of hazardous materials to serve operations and uses outside the proposed project areas and the SDCP/SRSP area. Any transportation of hazardous materials would be required to adhere to any federal, State, and/or local policies and ordinances. Additionally, impacts to land uses that are or may be sensitive to hazardous materials transport, such as school sites, would be reviewed on a project-by-project basis within environmental review conducted for those projects. Any additional risks to those uses would be mitigated in those documents. Therefore, implementation of all four proposed projects would result in *less than significant* hazardous material transportation and disposal related impacts.

b) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Construction of the proposed projects would involve the use and handling of small amounts of hazardous materials, but would not 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. However, some portions of the proposed projects routes were identified as containing trash and debris that could potentially pose a threat during removal. Mitigation measures were identified in the SDCP/SRSP Master EIR for removal of existing debris prior to construction of roadway improvements.

Mitigation Measure

The following mitigation measures (based on TX-5, TX-6, TX-7, and TX-8 of the SDCP/SRSP Master EIR, pp. 16.18-16.20) are revised to apply to all four proposed projects.

MM 7.1a As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and disposed of or recycled off-site. All items shall be removed for ultimate roadway width expansion.

Timing/Implementation: Prior to issuance of grading permits and throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 7.1b If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD. This mitigation measure shall be applied to all four proposed projects

Timing/Implementation: Throughout construction activities of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 7.1c The applicant shall remove and properly dispose of all debris found on parcel 067-0040-016.

Timing/Implementation: Prior to construction activities of the Major Roads project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measures MM 7.1a through 7.1c would reduce potential underground storage tanks, and/or trash and debris impacts to *less than significant* for all four proposed projects.

c) *No Impact.* Construction of the roadways on the project sites has the potential to emit hazardous emissions or require the handling of acutely hazardous materials, substance, or waste. Public schools are proposed for the SDCP/SRSP area. However, these schools are only in the planning stages at this point and no schools exist in the vicinity of the proposed projects. After construction is complete, no handling or use of hazardous materials would occur due to the projects, nor would any hazardous emissions be created. Therefore, the proposed projects would have *no impact* to schools from hazardous materials or emissions.

d) *No Impact/Reviewed Under Previous Document.* The proposed improvements are not located on a site that was included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, proposed project improvements would not create a significant hazard to the public or the environment and *no impact* from a hazardous materials site is expected.

e) *Less Than Significant/Reviewed Under Previous Document.* The project routes are located northeast of Mather Airport and are not located within the Comprehensive Land Use Plan (CLUP) area of the airport, nor are the projects located within two miles of a public airport. Implementation of the proposed projects would not adversely affect operations of this facility and are not anticipated to result in safety related hazards or adverse impacts to people residing or working on the project. No above ground improvements are planned except for standard streetlights, which would not be tall enough to pose a hazard to aircraft as described in Federal Aviation Regulation Part 77. Therefore, all four proposed projects would have a *less than significant impact.*

f) *No Impact.* There are no private airstrips within the vicinity of the proposed project site – the nearest private airstrip, Rancho Murieta, is located approximately nine miles to the southeast. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, all four proposed projects would have *no impact* to hazards from nearby private airstrips.

g) *Less Than Significant Impact/Reviewed Under Previous Document*. Implementation of proposed improvements 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. On the contrary, increased roadway capacity and reduction of the level of service for existing roadways serves to improve emergency response and therefore help, not hinder, disaster and emergency planning. Therefore, impacts associated with all four proposed projects would be *less than significant*.

h) *Less Than Significant Impact.* The proposed projects would not construct any new residences or businesses that would cause the potential for exposure of additional people to wildland fires. Additionally, the project areas are within the Urban Services Boundary for Sacramento County and do not lie adjacent to any wildlands. If any large

fires were to occur adjacent to the project areas, the improvements associated with the Major Roads project would only serve to improve response times and add additional ingress and egress routes for firefighting activities. Alternative evacuation routes would be created as a result of the project as well, allowing residents to move out of any dangerous areas more effectively. Therefore, all four proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII.	HYDROLOGY AND WATER QUALITY Would the projects:					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☒
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)?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
e)	Create or contribute to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☐	☒	☐	☐
f)	Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☐	☒	☐	☐
g)	Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☒	☐	☐
h)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☒
i)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☒
j)	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?	☐	☐	☐	☒	☐
k)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
l)	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?	☐	☐	☐	☒	☐
m)	Inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified impacts due to drainage and surface water quality, finding potential impacts to water quality to be less than significant due to compliance with the Master Drainage Study for the SDCP plan area by the Spink Corporation (Master EIR, pp. 9.11-9.13).

Activities associated with the proposed projects have the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to roadway surface runoff. Unless the runoff is controlled, it would generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. Compliance with a Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), and applicable local ordinances and State requirements, would ensure that all four proposed projects would have a *less than significant impact* on water quality.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR found that development of the area could impact groundwater supplies and recharge and lowering of the groundwater table. However, these impacts were related to other areas of the project and not capital improvements.

The proposed projects would result in impervious surfaces on portions of the Sunridge Specific Plan area that are currently undeveloped. The Major Roads project and the drainage channel to be installed, as part of the Drainage project, would change the drainage of the site, decrease absorption rates, and increase run-off in the area. However, the roadways and drainage channel constitute a small percentage or the total ground area surrounding the project and would not substantially interfere with groundwater recharge. The water and sewer projects, as well as the storm drain portion of the drainage project, would be installed underground and would not substantially impact groundwater recharge. As such, impacts from all four proposed projects upon the groundwater supply would be *less than significant*.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* See discussions a) and b) above. The projects would alter the existing drainage pattern of the site and area, but would not alter the course of a stream or river and would not result in substantial erosion or siltation on- or off-site. Therefore, all four proposed projects would have a *less than significant impact*.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. A portion of the Major Roads project would involve the construction of impervious surfaces on sites that are currently undeveloped. Another portion of the project would increase impervious surfaces on undeveloped land in an area that already contains impervious surfaces. This would change the drainage of the site, decreasing absorption rates and increasing runoff incrementally in the area. The SDCP/SRSP Master EIR identified impacts to runoff and drainage from development in the area and found that impacts to runoff and drainage would be mitigated by implementing the improvements listed in the Final Master Drainage Study for the SDCP plan area conducted by the Spink Corporation in October of 1998 (SDCP/SRSP Master EIR, p. 9.12). Mitigation measure HY-2 within the SDCP/SRSP Master EIR requires compliance with this study and mitigates this effect to less than significant (SDCP/SRSP Master EIR, p. 9.12). Provided that improvements are designed and constructed according to the requirements of the City of Rancho

Cordova and the Regional Water Quality Control Board (RWQCB) and are consistent with the Final Master Drainage Study, all four proposed projects would have a *less than significant impact*.

e) *Less than Significant Impact*. See discussion a) above. In addition to compliance with a SWPPP, the use of the following BMP's as requested by the City and identified by the California Stormwater Quality Association (CASQA, January 2003) would further mitigate any operational impacts. This list is representative of recommended BMP's but does not constitute the only practices to be employed. All requirements of the SWPP shall be followed as well.

CASQA Identifier	**BMP Name**
NS-8	Vehicle and Equipment Cleaning
NS-9	Vehicle and Equipment Fueling
NS-10	Vehicle and Equipment Maintenance
WM-1	Material Delivery and Storage
WM-2	Material Use
WM-3	Stockpile Management
WM-4	Spill Prevention and Control
WM-5	Solid Waste Management
WM-6	Hazardous Waste Management

More information on these BMP's, including their implementation and requirements, is included in **Appendix B**. Use of these and other BMP's, as well as adherence with a SWPPP under discussion a) above would ensure that impacts from all four proposed projects would be *less than significant*.

f) *Less than Significant Impact.* See discussions a), b), and d) above.

g) *Less than Significant Impact.* See discussions a), b), and d) above.

h) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussions a), b), and d) above.

i) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed projects would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, provided that improvements are constructed as required by Sacramento County Water Quality Control Board. Additionally, the Drainage project would install additional drainage infrastructure and would increase the capacity of the area to handle stormwater discharge from adjacent projects and streets.

Because all four proposed projects would individually involve a land disturbance of more than five acres, the RWQCB would require a Construction Activity Storm Water General Permit. Compliance with requirements of the RWQCB would ensure that impacts from all four proposed projects would be *less than significant*.

j) *No Impact.* All four proposed projects constitute capital improvements and include the construction of roads, sewer, water, and drainage infrastructure. None of the projects include the construction of residential units. Therefore, for all four proposed projects there would be *no impact*.

k) *No Impact.* See discussion g) above.

l) *No Impact.* See discussion g) above.

m) *No Impact.* The project sites are not located near the Pacific Ocean, nor are they near a large water body that would be capable of creating a seiche or tsunami. Therefore, there would be *no impact* from all four proposed projects.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX.	**LAND USE AND PLANNING** Would the projects:					
a)	Physically divide an existing community?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project areas are currently being developed as part of the SDCP/SRSP. The proposed capital improvements are designated within the SDCP/SRSP Master EIR as facilities required to service the Plan Area; as such, the proposed projects would not divide an established community. Implementation of the projects is necessary to serve the approved development within the area designated for urban development and would not result in any additional land use impacts; therefore, all four proposed projects would have a *less than significant impact.*

b) *Less Than Significant Impact/Reviewed Under Previous Document.* Development of the proposed projects would not result in any additional significant land use impacts beyond those identified for the development of the SDCP/SRSP. The major roads, sanitary sewer, water transmission main, and storm drains are consistent with the adopted SDCP/SRSP plans and were generally identified as necessary to support full buildout of the plan. Therefore, all four proposed projects would have a *less than significant impact*.

c) Less Than Significant Impact/Reviewed Under Previous Document. Upon adoption of the SDCP/SRSP Master EIR there was no Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) in effect for the project area. Neither an HCP nor an NCCP have been adopted since that time. In August 2005, the Sacramento Planning Department indicated that the South Sacramento County HCP was in the planning stages and that they expected an administrative draft within seven months. However, adoption of the final plan was not expected for more than two years, well after the completion of the four proposed projects. Since the upcoming Draft HCP hasn't been released to the public, it is impossible to ascertain if the proposed projects would be in conflict with the Plan. Therefore, all four proposed projects would have a *less than significant impact* to any local, regional, or state HCP, NCCP, or other conservation plan.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X.	**MINERAL RESOURCES** Would the projects:					
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?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified the SDCP/SRSP plan area as containing mineral resources whose significance could not be determined with data available at the time(pp. 13.15-13.15a). The project sites are not identified by the California Division of Mines and Geology or in the City of Rancho Cordova General Plan as a high quality resource area (SDCP/SRSP Master EIR, p. 13.19). Aggregates exist in the general vicinity, though not specifically within the area of the four proposed projects. Most areas of aggregates of any quality that would be useful for construction are in the process of being mined at this time in order to clear the way for future development. As no such aggregate resources exist within the four project areas, all four proposed projects would have a *less than significant impact* to mineral resources.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* See discussion a) above for information on resources in the area. The City of Rancho Cordova General Plan does not designate the site as a mineral resource zone, nor did the County General Plan before incorporation of the City. Therefore, all four proposed projects would have a *less than significant impact*.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI.	**NOISE.** Would the projects 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?	☐	☐	☒	☐	☒
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☒
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified noise impacts to existing sensitive receptors due to traffic resulting from development of the project area as significant and unavoidable (p. 12.16). However, noise impacts to new construction, those land uses built *after* the roadways have been built, would be mitigated through mitigation measures NS-5 and NS-6 (SDCP/SRSP Master EIR, p. 12.15). At the time of construction of the Major Roads project, only two residences would be located within the vicinity of the project. These residences are not located immediately adjacent to the project area and would not experience noise levels in excess of City standards. Noise impacts after construction would be mitigated by implementation of mitigation measures NS-5 and NS-6 during construction of land uses surrounding the roads. Therefore, all four proposed projects would have a *less than significant impact*.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR identified sources of potential groundbourne vibration, but these were all outside the project areas and were not related to construction of capital improvements (p. 12.13). Implementation of the proposed projects would not generate excessive groundbourne vibration or groundbourne noise sources. Construction activities would temporarily increase groundbourne vibration related impacts. However, compliance with City of Rancho Cordova Noise Ordinance requirements and City and County

construction standards would reduce impacts from all four proposed projects to *less than significant*.

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified potential impacts to residential uses from vehicle traffic on roadways within the plan area (p. 12.15). Mitigation incorporated in the Master EIR (NS-5, p. 12-15) requires future noise-sensitive land uses to prepare an acoustical analysis and implement attenuation measures, thereby reducing impacts from traffic to a less than significant level (SDCP/SRSP Master EIR, p. 12.15).

Implementation of the proposed Major Roads project would result in changes in traffic noise levels for existing uses adjacent to the project. To reduce potential noise impacts from traffic along the roadways, future residential development projects in the area will incorporate the use of setbacks, barriers and various site designs to help shield noise sensitive areas as required by measure NS-5 of the Master EIR(p. 12.15). This mitigation will be included in those future projects' particular CEQA environmental review, and are therefore not included as mitigation measures here. Therefore, all four proposed projects would have a *less than significant impact*.

d) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* See discussion a) above. Implementation of the proposed projects would involve the transport and use of heavy equipment. The use of heavy equipment and other construction activities would temporarily increase the ambient noise levels in the project's vicinity above existing levels. These increases would be periodic, temporary in nature, and subject to the City of Rancho Cordova Noise Ordinance regarding construction activities. The following mitigation measure is provided for all four proposed projects.

Mitigation Measure

MM 11.1 The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances including:

- Restrictions on the hours of construction activities;
- Restrictions on noise levels associated with construction equipment;
- Watering and/or other dust control at all construction sites; and,
- City approval of proposed construction storage and staging areas (including employee parking).

These mechanisms shall ensure that noise levels remain below established City of Rancho Cordova General Plan and Noise Ordinance standards. The project applicant shall continuously post visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities. This may be a City number if applicable. These requirements shall be included as a note on all construction plans and in the improvement plan submittal.

Timing/Implementation: Prior to issuance of grading permits and throughout construction of all four projects.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure MM 11.1 would reduce all four projects' potential temporary noise impacts to *less than significant*.

e) *Less Than Significant Impact*. The proposed projects are not located within the Mather Airport CLUP, nor are they located within two miles of any public airport. The proposed projects consist of the construction of capital facilities which, when considered alone, are not growth inducing. Therefore the proposed projects do not increase the number of residents in the area and would not expose more people to excessive noise. Workers in the area as part of the construction of the proposed projects would not be exposed to excessive noise as the projects lie at least two miles from the end of the nearest runway as delineated by the Mather Airport CLUP. Also, the instrument landing system at Mather Airport has been recently updated to allow large approaching aircraft such as cargo carriers to approach at a higher angle, causing them to pass over the approach path (located north of the project area) at a higher altitude. Departing aircraft are most often departing to the southwest of the aircraft, away from the project area. The above factors would reduce any noise impacts from all four projects to *less than significant*.

f) *No Impact*. There are no private airstrips within the vicinity of the proposed project site – the nearest private airstrip, Rancho Murieta, is located approximately nine miles to the southeast. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, all four proposed projects would have *no impact* to private airports.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII.	**POPULATION AND HOUSING** Would the projects:					
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)?	☐	☐	☒	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed projects are sized to accommodate growth already anticipated and approved under the SDCP/SRSP. As the projects themselves are not growth inducing and only serve planned growth in the area, the proposed projects would not induce population growth beyond that identified in the SDCP/SRSP Master EIR. Therefore, impacts from all four proposed projects would be *less than significant*.

b) *No Impact/Reviewed Under Previous Document.* The proposed project would construct roadways and other infrastructure in an area designated for urban growth and would not displace any existing housing. An on-site survey conducted by the City of Rancho Cordova Planning Department in June and again in August of 2005 found no existing housing on the site. Because there would be no displacement of existing housing and no need for the construction of replacement housing elsewhere, *no impact* would occur from any of the four proposed projects.

c) *No Impact/Reviewed Under Previous Document*. See b) above. The nearest residences to the project are two large estate-size residences located on the Lot J property to the east of the proposed projects and the Montelena property to the west of the projects. However, these residences are not within the area of potential effect for the proposed projects and the residents would not be required to leave. The project site does not currently contain residential structures, so no displacement of people would occur and *no impact* is expected from any of the four proposed projects.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII. PUBLIC SERVICES Would the projects 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?	☐	☒	☐	☐	☒
b) Police protection?	☐	☐	☒	☐	☒
c) Schools?	☐	☐	☐	☒	☒
d) Parks?	☐	☐	☐	☒	☒
e) Other public facilities?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR identified potential impacts to the provision of fire protection services in the plan area. The Master EIR indicated that the Fire District had reviewed the project (the SDCP/SRSP) and indicated their support of the major streets (p. 6.15). Mitigation measure PS-5 was adopted to guide design of streets in the plan area to ensure that fire protection services would not be hindered by specific design features.

Implementation of the proposed Major Road project would facilitate fire protection and emergency medical response to the SDCP/SRSP area by constructing new roads and providing emergency access to areas with little or no current access. Standard requirements during construction include signing and traffic control. Implementation of Sacramento Metropolitan Fire District standards would further reduce impacts from all four proposed projects. Additionally, the proposed projects do not involve the construction of any land uses that would require additional fire protection service and would therefore not create the need for expanded fire protection facilities. In order to ensure that impacts to fire protection services are *less than significant*, the following mitigation measure (which is a revision of measure PS-5 of the SDCP/SRSP Master EIR, p. 6.15) is provided.

Mitigation Measure

The following mitigation measure (based on PS-5 of the SDCP/SRSP Master EIR, p. 6.15) is revised to apply to the proposed Major Roads project.

MM 13.1 The project shall comply with the following design measures:

- All development shall meet minimum water supply requirements for fire flow, by type of land use.
- Accessibility for fire control shall meet the specifications of the Fire District and shall be in place during all phases of the projects.

Implementation/Timing: *Prior to approval of improvement plans and throughout construction activities of all four projects.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the Sacramento Metropolitan Fire District.*

Implementation of MM 13.1 would ensure that impacts to fire protection services from all four proposed projects would be *less than significant*.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* The Sacramento County Sheriff's Department will provide law enforcement services to the SDCP/SRSP area. Implementation of the proposed Major Roads project would facilitate police protection to the SDCP/SRSP area by constructing roads and creating access to areas of the city with little or no access at this time. Standard requirements during construction include signing and traffic direction. Implementation of Rancho Cordova Police Department standards would result in a *less than significant* impact from all four proposed projects. Additionally, the proposed projects do not involve the construction of any land uses that would require additional police protection services and would therefore not create the need for expanded police protection facilities. Therefore, all four proposed projects would have a *less than significant impact* on police protection.

c) *No Impact/Reviewed Under Previous Document.* The project sites are located within the boundaries of the Folsom-Cordova Unified School District. However, none of the proposed projects include the construction of any residential development. The proposed projects would not result in any increase in population in the area, including any increase in children of school age. As no new residential development would be constructed by the proposed projects, no additional schools would be required. Therefore, all four projects would result in *no impact* to schools.

d) *No impact/Reviewed Under Previous Document.* Title 22 of the Rancho Cordova City Code (the Land Development Ordinance) contains implementing provisions of the Quimby Act, which sets forth obligations on residential developments to dedicate land for parks or pay fees in-lieu of dedication. Additionally, City of Rancho Cordova Policy OSPT.1.1 requires new residential development to dedicate seven acres of parkland for every 1,000 residents (Rancho Cordova Draft General Plan, Open Space, Parks, and Trails Element, p. 3). However, the projects do not propose residential development in any phase of construction and would not be subject to Title 22 or Policy OSPT.1.1 provisions. Land used for capital improvements under the proposed projects would not be available to meet the required 99.5 acres of on-site parkland mandated by mitigation measure PS-7 of the SDCP/SRSP Master EIR (p. 6.18). Adequate land for construction of parks is available elsewhere in the area and planned projects in the SDCP/SRSP area include the construction of such parkland. Therefore, all four proposed projects would result in a *less than significant impact* to parks.

e) *Less Than Significant/Reviewed Under Previous Document.* Extension of services into the SDCP/SRSP area is required in order for those and other adjacent projects to be constructed and populated. The proposed projects would serve to extend public facilities such as wastewater service and water service to these planned development areas. Therefore, impacts to existing public facilities from construction of all four proposed projects would be *less than significant*.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV.	**RECREATION**					
a)	Would the projects 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?	☐	☐	☐	☒	☐
b)	Do the projects include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The proposed projects involve the construction of capital facilities to serve the transportation and utility needs of already planned land uses. Such facilities do not generate increased demand for park and recreation services. No significant environmental impacts involving parks and recreation facilities are expected under any of the proposed projects. No parks or recreation facilities exist along the roadway alignment or within the area of potential effect. Therefore, all four proposed projects would result in *no impact* to park and recreation facilities.

b) *No Impact/Reviewed Under Previous Document*. The proposed projects do not include, or require, the construction or expansion of recreational facilities; therefore, the proposed projects would have *no impact*. See also (a) above as well as impact discussion (d) in section XIII. Public Services above.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV.	**TRANSPORTATION/TRAFFIC** Would the projects:					
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)?	☐	☐	☒	☐	☒
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☒
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?	☐	☐	☐	☒	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☒	☐	☒
f)	Result in inadequate parking capacity?	☐	☐	☒	☐	☒
g)	Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐	☒

EXISTING SETTING

The roadway to be improved or constructed under the proposed Major Roads project is designated by the Rancho Cordova Circulation Plan (adopted by the City on May 16, 2005) as an arterial roadway subject to the City standard of 84-feet in width. The 84-foot width is a standard requirement for arterial roadways of four lanes. However, the SDCP/SRSP was approved with a modified standard of 76 feet in place of the 84-foot requirement (Appendix A to the SRSP, p. A-4) and also includes larger landscape corridors on both sides of the roadways.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts from increases in traffic from planned improvement were addressed in the SDCP/SRSP Master EIR. Modeling of traffic generation was conducted for several scenarios for the Master EIR and mitigation was designed to reduce any impacts (SDCP/SRSP Master EIR, pp. 10.18-10.36). Incorporation of measures TC-1 through TC-31 reduce any impacts to less than significant levels (SDCP/SRSP Master EIR, p. 10.19-10.36). The proposed major roads project would serve to reduce impacts from the increase in the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions that would result from development of the area as analyzed in the SDCP/SRSP Master EIR. Therefore, implementation of all four proposed projects would have a *less than significant* impact on traffic congestion and circulation.

b) *Less Than Significant/Reviewed Under Previous Document*. See a) above. As the proposed Major Road project would incrementally improve local levels of service, the proposed projects would not exceed any standards of the County Congestion Management agency. Therefore, all four proposed projects would have a *less than significant impact*.

c) *No Impact*. The proposed projects do not lie within the Mather Airport CLUP, improvements associated with the projects would not be located on hills or other areas of higher altitude, nor will equipment or materials be stored, used, or installed above ground level. Implementation of the project would not cause an increased danger of impacts with flying aircraft, including low flying aircraft on approach to Mather Airport. No structures would be installed that constitute a hazard to aircraft as described in Federal Aviation Regulation Part 77, nor would any electrical or other improvements be installed that could interfere with communications or navigation signals from the airport. No changes would be required in current air traffic patterns and no increases in safety risks to people on the ground or in the air would occur. Therefore, all four projects would result in *no impact* to air traffic patterns.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The projects do not include agricultural uses, nor are the projects sited immediately adjacent to agricultural land, therefore it is not anticipated that farm equipment will be traveling on roadways outside the project sites and would not be adversely affected by the implementation of the projects. Agricultural land uses were found in the southern portion of the SDCP/SRSP plan area but those uses are well outside the proposed project areas. The proposed Major Roads project includes only straight streets and standard intersections, therefore not posing any risks due to design features. Therefore, all four proposed projects would have a *less than significant impact*.

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The proposed Major Roads project would enable the transportation system to ensure adequate emergency access to the projected development of the area. This includes service to future development analyzed under the SDCP/SRSP Master EIR. Roads to be constructed and/or improved by the proposed projects are all straight and incorporate standard signaling and intersection design. No winding roads are included, nor are any other design features that would pose a hazard. Land uses planned for adjacent areas consist of residential and commercial uses and would not produce incompatible uses such as farm equipment on the streets. Therefore, all four proposed projects would have a *less than significant impact*.

f) *Less Than Significant Impact/Reviewed Under Previous Document*. The SDCP/SRSP Master EIR analyzed impacts due to parking availability and found that as long as development was consistent with County requirements for amount and design, there would be no impact (p. 10.36). The portion of Jaeger Road to be constructed is designated as an arterial route in the City of Rancho Cordova Draft Circulation Plan. Arterials in the Draft Circulation Plan are not required to provide on-street parking. Adequate parking for surrounding planned land uses, such as the commercial land uses planned for the southeast corner of the project area are required by the City to provide their own on-site parking. Adequate parking will be supplied for construction personnel. Therefore, all four proposed projects would have a *less than significant impact*.

g) *Less Than Significant Impact/Reviewed Under Previous Document*. The proposed Major Roads project incorporates pedestrian pathways and bikeways as designated in the adopted SDCP/SRSP. In addition, the bikeways shall meet the standards set forth in the

2010 Sacramento City/County Bikeway Master Plan. The proposed projects would not conflict with the provision of alternative modes of transportation (e.g., bus and light rail services), nor would they conflict with the provisions of City alternative transportation policies (Policies C.2.3, C.2.4, C.2.6, C.2.7, and C.2.8). Future potential improvements to Jaeger Road could include an additional lane for buses only, however it is not possible to determine if that will definitely occur or not. If a bus-only lane were constructed it would also be subject to City of Rancho Cordova requirements. Therefore, all four proposed projects would have a *less than significant impact*.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI.	**UTILITIES AND SERVICE SYSTEMS** Would the projects:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☒
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?	☐	☐	☐	☒	☒
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?	☐	☐	☒	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☒
g)	Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. Wastewater service and associated impacts for area buildout were addressed in the SDCP/SRSP Master EIR. The Master EIR noted that development in the plan area would be required to construct necessary infrastructure facilities to accommodate sewage flows from proposed land uses (p. 8.6). The proposed sanitary sewer installation would provide service to adjacent developments within the SDCP/SRSP plan area and would satisfy this requirement. Construction of the sewer force main would be to the satisfaction of CSD-1, which is the agency responsible for providing public wastewater service in the project area. Compliance with the requirements of CSD-1 and the CRWQCB during construction would ensure that impacts from all four proposed projects would be *less than significant*.

b) *No Impact/Reviewed Under Previous Document.* Potential expansion of wastewater treatment and water treatment facilities was addressed in the SDCP/SRSP Master EIR. The SDCP/SRSP Master EIR stated that planned expansions in wastewater treatment and water treatment would be capable of handling the increased demands of development of the plan area, without actually listing the planned additional facilities (p. 8.6). Any new facilities constructed by CSD-1 to handle the planned development in the

SDCP/SRSP Master EIR would have been analyzed for their environmental impacts by the county; therefore impacts from these additional facilities are not covered by this MND.

According to the CSD-1 Sewerage Facilities Master Plan, sewer service to this area has been planned for and current wastewater treatment capacity can handle expansion of wastewater service into areas served by the proposed Sanitary Sewer project. As the proposed projects themselves do not add any residents or businesses, no need for expanded service of wastewater or water supply services will be required, therefore no new treatment facilities will need to be constructed or expanded and no effects on the environment would result. The Sanitary Sewer project would result in the construction of new sewer facilities in the form of the sewer main itself. Potential environmental impacts of this sewer line are addressed and mitigated in this document, especially in Checklist IV, Biological Resources, above. Potential environmental impacts of the sewer line will be mitigated through the implementation of the mitigation measures proposed in this document. Therefore, all four proposed projects would have a *less than significant impact with mitigation incorporation.*

c) *Less Than Significant Impact/Reviewed Under Previous Document*. Construction of Jaeger Road would incrementally increase stormwater runoff in the project vicinity by increasing impervious surfaces in an undeveloped area. However, a Storm Water General Permit is required by the RWQCB for construction activity on the project site. The Drainage project would install additional stormwater infrastructure, the impacts of which are included in this MND. Applicable County requirements would ensure that drainage impacts from all four proposed projects would be *less than significant*.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR analyzed the impact of development of the plan on water supply and found that while water was available to serve the project area, significant impacts could occur to groundwater levels surrounding the area (pp. 7.60-7.63), as well as increased potential for contamination of groundwater supply (pp. 7.63-7.64). The Master EIR found these impacts to be significant and unavoidable, as well as cumulatively considerable, unless new sources of water supply were found and acquired (p. 17.9).

All phases of all four projects consist of capital improvements that in and of themselves are not growth inducing and do not require water supply. Water supply to projects to be served by the water transmission main were already planned and analyzed for any environmental impacts in the SDCP/SRSP Master EIR and environmental review for those specific projects. While new facilities and sources of water are required by the SDCP/SRSP plan, the proposed projects themselves do not require any additional water supply resources. Therefore, the four proposed projects would have a *less than significant impact* on water supply.

e) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts associated with wastewater service and treatment for the area were previously analyzed in the SDCP/SRSP Master EIR. The proposed projects include the installation of a sanitary sewer main along Jaeger Road to serve current planned development. The sanitary sewer is within the scope of the infrastructure improvements expected for the buildout of the SDCP/SRSP area. While new facilities and wastewater capacity are required by the SDCP/SRSP plan, the proposed projects themselves do not require any wastewater service. Therefore, all four proposed projects would have a *less than significant impact*.

f) *Less than Significant Impact/Reviewed Under Previous Document.* Impacts to solid waste service by construction of infrastructure in the SDCP/SRSP were analyzed in the

Master EIR and were found to be less than significant due to recently expanded capacity for the Kiefer Landfill (SDCP/SRSP Master EIR, p. 6.21). Solid waste produced by construction of the proposed projects would be transported to the Kiefer Landfill, which has adequate capacity. At present, the Kiefer Road Landfill, which comprises approximately 1,084 acres, is the only landfill within the jurisdiction of Sacramento County that is permitted to accept solid waste for disposal. The Kiefer Road Landfill is also the only public accessible landfill in the area. The maximum tons per day (tpd) allowed at the Kiefer Road Landfill is 10,815 tpd, with an average intake of 6,362 tpd, resulting in 4,453 tpd of additional daily capacity available. The landfill has a total capacity of 117 million cubic yards (58 million tons) and is classified as a major landfill, which is defined as a facility that receives more than 50,000 tons of solid waste per year. Currently, the Kiefer Landfill is operating below permitted capacity and will have capacity for the next 30 to 40 years based on current disposal rates. Therefore, all four projects would have a *less than significant impact* to landfills.

g) *Less than Significant Impact.* The proposed projects do not include any design features or other factors that do not comply with federal, State, and local statues related to solid waste. Construction activities under the proposed projects would also be required to follow any applicable federal, State, and local statutes. Therefore, all four proposed projects would have a *less than significant impact.*

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII.	MANDATORY FINDINGS OF SIGNIFICANCE					
a)	Do the projects 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, substantially 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?	☐	☒	☐	☐	☒
b)	Do the projects have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐	☐
c)	Do the projects 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.	☐	☒	☐	☐	☒
d)	Do the projects have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document*. The proposed projects could potentially degrade the quality of the environment and result in an adverse impact on fish, wildlife, and/or plant species (including special-status species), or prehistoric or historic cultural resources. However, implementation of mitigation measures found in section IV – Biological Resources and other sections above would reduce this potential impact to *less than significant* levels. Prehistoric or historic cultural resources would not be adversely affected because no archeological or historic resources are known to exist in the project areas and project implementation includes appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation. Therefore, all four proposed projects would have a *less than significant impact*.

b) *Less than Significant Impact with Mitigation Incorporation*. Incorporation of all mitigation measures above would reduce any environmental impacts, both short and long-term, to *less than significant*. Additionally, the projects themselves are designed to serve the long-term environmental goals of the City. The City has identified traffic and circulation as a key concern for the City, and these projects would serve to improve traffic along the included portion of Sunrise Boulevard, as well as to provide access for both residents and services to future development in the City (i.e., Montelena, Anatolia IV, Lot J, etc.). The proposed projects will also serve the environmental goals, both long and short-term, of

the SDCP/SRSP Master EIR. Therefore, all four proposed projects serve both short-term and long-term environmental goals and would have a *less than significant impact*.

c) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* All four projects would be consistent with the City's Interim General Plan and would not create any new significant cumulative impacts that were not addressed in the SDCP/SRSP Master EIR. All project impacts would be reduced by adherence to basic regulatory requirements and/or conditions of approval incorporated into the project design, as well as mitigation measures incorporated into each projects' particular CEQA document (if necessary). Therefore, all four proposed projects would have a *less than significant impact.* Refer to Section 4.0 for a discussion of cumulative impacts.

d) *Less Than Significant Impact/Reviewed Under Previous Document.* All potential impacts to human beings were addressed in previous sections of this MND. For those impacts that were found to be potentially significant, incorporation of mitigation measures listed within this MND would reduce those impacts to a less than significant level. The remaining impacts to humans were found to be less than significant without mitigation. Therefore, none of the four proposed projects would result in any direct or indirect adverse impacts to human beings, resulting in a *less than significant impact.*

4.0 Cumulative Impacts

4.1 CUMULATIVE IMPACTS

INTRODUCTION

This section addresses the proposed projects' potential to contribute to cumulative impacts in the region. California Environmental Quality Act (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." A project's incremental effects are considered significant if they are "cumulatively considerable" (CEQA Guideline Sections 15065(a)(3) and 15130(a)). "Cumulatively considerable" means the incremental effects of the project are considerable when viewed in connection with the effects of past, current and future projects (*Id;* see also CEQA Guidelines Appendix G, Section XVII).

CUMULATIVE SETTING

Cumulative impact analysis was conducted for the Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) Master EIR. The cumulative analysis under the Master EIR included consideration of "probable future projects" which were known to exist as of the adoption of the SDCP/SRSP Master EIR. This future development was determined through analysis of the Sacramento County General Plan and included development of the Mather Reuse Area, the Villages of Zinfandel, and the Capital Center area projects.

The SDCP/SRSP Master EIR identified six impacts of the plan that are cumulatively considerable. Those impacts are:

1) *"Impacts upon groundwater resources if supplemental surface water supplies are not obtained for the south County area.*

2) *Impacts upon future traffic operating conditions at freeway segments and ramps, roadway segments, and intersections.*

3) *Air Quality impacts associated with ozone precursor and PM10 emissions.*

4) *Increased vehicle traffic noise along major roadways in the vicinity of the planning area.*

5) *Loss of wetland habitat.*

6) *Impacts to special status species."* (SDCP/SRSP Master EIR, p. 17.9)

Development of the Rio Del Oro property, the area north of Douglas Road and south of White Rock Road, was assumed by the SDCP/SRSP Master EIR to continue to be consistent with County General Plan industrial land use designations. Since that time, however, the Rio Del Oro property has been planned for residential and commercial uses as well as large areas of wetland preserves. Therefore, cumulative analysis of the Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects (hereafter referred to as "the proposed projects") will include the cumulative setting set forth in the SDCP/SRSP Master EIR as well as additional consideration for the planned Rio Del Oro project.

The Rio Del Oro project consists of residential and commercial land uses as well as capital infrastructure, schools, parks, greenbelts, open space, and a large quantity of wetland preserve. See **Table 2** below for a summary of the land uses planned for the Rio Del Oro property. As this project is still in the planning stages, these numbers may be different from the final condition of the project.

TABLE 2
PLANNED LAND USES IN RIO DEL ORO

Land Use	Acres	Residential Units
Single Family Residential	1,597	7,985
Medium Density Residential	237	1,896
High Density Residential	86	1,720
Commercial	239	-
Industrial[1]	282	-
Schools	152	-
Parks	170	-
Wetland Preserve	507	-
Open Space	36	-
Greenbelts	50	-
Roads	183	-
Other Uses	289	-
Total	3,828	11,601

Source: City of Rancho Cordova Planning Department
[1]Industrial uses planned for the Rio Del Oro project already exist on the property. These are not new uses to be constructed.

An Initial Study of the Rio Del Oro project was conducted by the City of Rancho Cordova in December 2003 and found that impacts from the project were potentially significant for the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities & Service Systems
- Mandatory Findings of Significance

Because these impacts are potentially significant for the Rio Del Oro project, an Environmental Impact Report (EIR) and an Environment Impact Statement (EIS) is currently being prepared for the City of Rancho Cordova. The EIR/EIS will propose mitigation for significant environmental impacts to the extent feasible.

Cumulative analysis of the proposed projects, below, takes into account the analysis provided by the SDCP/SRSP Master EIR as well as the potential impacts identified in the Rio Del Oro Initial Study. In those areas in which the SDCP/SRSP Master EIR's cumulative analysis was adequate for the proposed projects, no further analysis is included pursuant to State CEQA Guidelines, Section 15130(d).

CUMULATIVE IMPACT ANALYSIS

Aesthetics

Cumulative impacts to aesthetic views were addressed by the SDCP/SRSP Master EIR and were found to be less than significant due to the fact that urban development of the area was already planned and environmental impacts of that development were addressed in the County General Plan EIR (SDCP/SRSP Master EIR, p.4.32). The proposed projects are consistent with the SDCP/SRSP and therefore no further analysis of cumulative aesthetic impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, the Rio del Oro project will not substantially change the nature of the aesthetic impacts previously addressed in the Master EIR because the Master EIR assumed large-scale industrial development would occur on roughly the same project footprint as the Rio Del Oro project. While residential and commercial, rather than industrial, development is planned for the Rio Del Oro project as of now, aesthetic impacts would not be any more significant than those identified in the Master EIR. Mitigation incorporated as part of Section 3.0 of this Mitigated Negative Declaration (MND) would further ensure that the incremental aesthetic impacts of the proposed projects would not be cumulatively considerable, therefore the proposed projects' contribution to cumulative aesthetic impacts would not be cumulatively considerable.

Agricultural Resources

Cumulative impacts to agricultural resources were addressed in the SDCP/SRSP Master EIR, which found that since the County had already addressed such impacts in the County General Plan EIR, and the fact that farmland that would be impacted under the SDCP/SRSP would not meet the threshold of significance set forth by County policy CO-55 for significant impacts to farmland, impacts to farmland from the SDCP/SRSP cumulative setting would be less than significant (SDCP/SRSP Master EIR, p. 4.30). The proposed projects are consistent with the SDCP/SRSP, and therefore, no further analysis of cumulative agricultural resources impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, no farmland would be converted to other land uses by the proposed projects, nor would any farmland be converted under the Rio Del Oro project to non-agricultural uses, further ensuring that any incremental impacts to agricultural resources would be *less than significant*. Likewise, the proposed projects' incremental contribution to cumulative agricultural resources impacts would not be cumulatively considerable.

Air Quality

The environmental setting utilized for air quality impact analysis within the SDCP/SRSP Master EIR included the greater cumulative area (pp. 11.1-11.2). Mitigation measures were incorporated in the Master EIR to reduce impacts to air quality; however, the Master EIR found that cumulative impacts to air quality from the cumulative development of the area would be significant and unavoidable (pp. 11.15-11.22, 17.9). The area is already in non-attainment under the air management district's classification and development of the area would only serve to worsen the level that air quality standards are being exceeded. However, as the SDCP/SRSP Master EIR adequately addressed impacts to air quality from cumulative development, and as the proposed projects are consistent with development analyzed in the Master EIR, no further analysis of cumulative air quality impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). In addition, mitigation measures MM 3.1a through MM 3.1e of this MND would reduce any project-specific, incremental contributions to air quality impacts. Based on the foregoing,

the proposed projects' incremental contribution to cumulative air quality impacts would not be cumulatively considerable.

Biological Resources

The SDCP/SRSP Master EIR identified impacts to biological resources for not only the plan area but also for areas immediately adjacent to the plan area, including the Rio Del Oro property (SDCP/SRSP Master EIR, p. 14.1). Impacts to wetlands and wetland habitat were specifically identified in the Master EIR as being cumulatively significant and unavoidable due to lack of information of future development details and possible mitigation after consultation with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service (pp. 14.24-14.27, 17.9). The SDCP/SRSP Master EIR assumed that the Rio Del Oro property would be developed for industrial uses while the most recent planning for the property indicates that land uses to be developed include residential and commercial uses for the most part (see **Table 4** above). However, impacts to biological resources would be similar and include potential impacts to 34.6 acres of vernal pools, 3.5 acres of ponds, 6.1 acres of seasonal wetland swales, 6.4 acres of seasonal wetlands, and 5.1 acres of ephemeral drainage (Ecorp, 2004). These potential impacts were adequately addressed in the cumulative analysis of the SDCP/SRSP Master EIR (p. 17.9). While the SDCP/SRSP Master EIR has identified cumulative impacts to biological resources, the proposed projects' incremental effects on cumulative impacts to biological resources will be mitigated through implementation of the mitigation measures identified in Section 3.0 (Subsection IV, Biological Resources) of this MND, as well as mitigation incorporated into the SDCP/SRSP project and the Anatolia Subdivisions under previous CEQA review. Therefore, the proposed projects' incremental contribution to cumulative biological resources impacts would be less than cumulatively considerable with the implementation of the above identified mitigation measures for project specific impacts.

Cultural Resources

Field assessments and studies that searched for cultural resources in the cumulative area found no evidence of any resources requiring mitigation (SDCP/SRSP Master EIR, pp. 15.4-15.5). However, mitigation measures have been incorporated into the Master EIR, this MND, the Rio Del Oro EIR/EIS (in progress), and all other subsequent environmental review conducted for projects within the cumulative setting of the SDCP/SRSP Master EIR that mitigates for any possible cultural resources that may be found in the course of construction (Master EIR, p. 15.9). As cumulative cultural impacts were adequately addressed in the SDCP/SRSP Master EIR and as the proposed projects are consistent with development analyzed by the Master EIR, no further analysis of cumulative cultural impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). Additionally, mitigation measure MM 5.1 in checklist V. Cultural Resources in section 3.0 of this MND would reduce any potential incremental cumulative impacts of the proposed projects to less than cumulatively considerable levels.

Geology and Soils

The SDCP/SRSP Master EIR addressed impacts due to geology and soils for both the SDCP/SRSP plan area as well as surrounding land uses, including future development in the area (p.13.1). Impacts to the topography of the area, mineral resources, and impacts due to soil types were found in the Master EIR to be less than significant not only to the SDCP/SRSP plan but also to development nearby in the cumulative setting (pp. 13.18-13.19). Seismic impacts were identified but mitigated by requirements of local and State regulations including the Uniform Building Code (p. 13.18). As cumulative geology and soils impacts were adequately addressed in the

SDCP/SRSP Master EIR, and as the proposed projects are consistent with the development analyzed in the Master EIR, no further analysis of cumulative geology and soils impacts is necessary because such impacts were adequately addressed in the Master EIR, pursuant to CEQA Guidelines Section 15130(d). In addition, projects in the project area will be subject to standard City and State regulations as well as best management practices to control soil erosion, ensuring that project-specific incremental impacts to geology and soils are not cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative geology and soils impacts would be less than cumulatively considerable.

Hazards and Hazardous Materials

As part of the studies performed for the SDCP/SRSP Master EIR, potential impacts due to hazardous materials were identified for the cumulative setting as well as the plan area (SDCP/SRSP Master EIR, pp. 16.1-16.5). Of primary concern are residual agricultural chemicals in the SDCP/SRSP plan area and TCE/perchlorate found in the Rio Del Oro area (pp. 16.3, 16.7-16.9). Additional project-specific impacts due to hazards and hazardous materials were identified but were not classified as cumulatively considerable in the Master EIR. As cumulative hazards and hazardous materials impacts were adequately addressed in the SDCP/SRSP Master EIR and as the proposed projects are consistent with the development analyzed in the Master EIR, no further analysis of cumulative hazards and hazardous materials impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, implementation of mitigation measures MM 7.1a through MM 7.1c in checklist VII. Hazards and Hazardous Materials in section 3.0 of this MND, and the fact that projects in the cumulative setting would be required to follow all State and City ordinances with respect to hazardous materials, would further ensure that any incremental impacts from the proposed projects would not be cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative hazards and hazardous materials impacts would be less than cumulatively considerable.

Hydrology and Water Quality

Water impact modeling conducted for the SDCP/SRSP Master EIR not only took into account the impacts of the project itself, but also included models with and without the project in the cumulative setting, which accounted for development of the cumulative setting (SDCP/SRSP Master EIR, pp. 7.31-7.33). Mitigation was incorporated into the SDCP/SRSP Master EIR to reduce impacts to groundwater and water supply, due to the fact the supplying water would dramatically lower the elevation of groundwater sources in the area. However, even with this mitigation, the Master EIR found cumulative impacts to be significant and unavoidable unless new sources of water were found and committed to the project area (pp. 7.60-7.67, 17.9). As cumulative hydrology and water quality impacts were adequately addressed in the Master EIR, and the fact that the proposed projects are consistent with the development analyzed by the SDCP/SRSP Master EIR, no further analysis of cumulative hydrology and water quality impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative hydrology and water quality impacts would be less than cumulatively considerable.

Land Use and Planning

Cumulative impacts to surrounding land uses, including future development under the SDCP/SRSP cumulative setting were found to be less than significant due to the fact that all planned land uses were compatible with development of the SDCP/SRSP plan area and the greater urban planning area for the County of Sacramento, as identified in the County General Plan (pp. 4.26-4.31). The SDCP/SRSP Master EIR stated that environmental impacts from the

conversion of rural land uses to urban land uses were addressed adequately in the County General Plan EIR (pp. 4.26-4.31). As cumulative land use and planning impacts were adequately addressed in the SDCP/SRSP Master EIR, and the fact that the proposed projects are consistent with development analyzed in the the Master EIR, no further analysis of cumulative land use and planning impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative land use and planning impacts would be less than cumulatively considerable.

Mineral Resources

Analysis of mineral resources impacts was conducted for the area surrounding the SDCP/SRSP plan area, which includes the cumulative setting (SDCP/SRSP Master EIR, p. 13.1). While aggregate mineral resources were found in the cumulative area, they were not classified by any agency as being of any significant value in the Master EIR and therefore cumulative impacts to mineral resources were found to be less than significant (SDCP/SRSP Master EIR, pp. 13.18-13.19). As cumulative mineral resources impacts were adequately addressed in the SDCP/SRSP Master EIR, and since the proposed projects are consistent with the development analyzed by the Master EIR, no further analysis of cumulative mineral resources impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). None of the mineral resources identified in the SDCP/SRSP Master EIR lie within the proposed projects' areas; therefore, the proposed projects' incremental contribution to cumulative mineral resources impacts would be less than cumulatively considerable.

Noise

The SDCP/SRSP Master EIR analyzed noise impacts for both existing conditions and cumulative buildout of the plan area and surrounding development identified in the cumulative conditions (p. 17.9). For existing noise producers, mitigation was incorporated to reduce impacts to the SDCP/SRSP plan development (SDCP/SRSP Master EIR, pp. 12.12-12.13). However, traffic related noise impacts due to cumulative buildout were found to be cumulatively considerable and significant, especially for existing development already in place with the cumulative setting (pp. 12.16, 17.9). As cumulative noise impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the development analyzed in the Master EIR, no further analysis of cumulative noise impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, design guidelines mandated by the City and mitigation measure MM 11.1 in checklist XI. Noise in section 3.0 of this MND would further ensure the proposed projects' incremental contribution to cumulative noise impacts from buildout of the cumulative area to a less than cumulatively considerable level. Therefore, the proposed projects' incremental contribution to cumulative noise impacts would be less than cumulatively considerable.

Population and Housing

The SDCP/SRSP Master EIR stated that since the development of the cumulative area would occur entirely within an area already earmarked for urban development by the County General Plan, the environmental impacts of such planned development having been addressed in the County General Plan EIR, then cumulative impacts due to population and housing would be less than significant (SDCP/SRSP Master EIR, pp. 4.32-4.33). As cumulative population and housing impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the development analyzed by the Master EIR, no further analysis of cumulative population and housing impacts is necessary, pursuant to CEQA Guidelines Section

15130(d). Therefore, the proposed projects' incremental contribution to cumulative population and housing impacts would be less than cumulatively considerable.

Public Services

The SDCP/SRSP Master EIR identified that public services would require expansion and new facilities would be required to serve the plan area. Mitigation measures incorporated into the SDCP/SRSP Master EIR would not only mitigate the impacts due to development of the plan itself, but would also provide for services that would serve outlying development in the area, which encompassed the cumulative setting (pp. 6.14, 6.21). These services would be adequate to serve the cumulative area; therefore, cumulative impacts to public services were found to be less than significant (SDCP/SRSP Master EIR, p. 6.21). As cumulative public services impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with the development analyzed in the Master EIR, no further analysis of cumulative public services impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Therefore, the proposed projects' incremental contribution to cumulative public services impacts would be less than cumulatively considerable.

Recreation

Analysis of the project in section 3.0 of this MND found that the proposed projects would have no impact on recreation. Because no impacts would occur with implementation of the proposed projects, the projects would not contribute to cumulative impacts on recreational resources. Therefore, the proposed projects' incremental contribution to cumulative recreation impacts would be less than cumulatively considerable.

Transportation/Circulation

Modeling for traffic impacts due to the SDCP/SRSP was conducted in a cumulative setting, not just a project-specific focus within the SDCP/SRSP Master EIR (pp. 10.9-10.11). Specific cumulative analysis was included in the same section of the Master EIR (pp. 10.13-10.15). Due to the significant impact of such a large quantity of additional residences and commercial land uses, as well as the relatively undeveloped state of the plan area, impacts to transportation and circulation were found to be cumulatively significant and unavoidable (pp. 10.13-10.36, 17.9). As cumulative traffic and circulation impacts were adequately addressed in the Master EIR, and as the proposed projects are consistent with, and will in fact implement some of the improvements required to construct the development studied in the Master EIR, no additional analysis of cumulative traffic and circulation impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, the proposed projects include the construction of roads, which serves to improve the circulation level of service, helping to ensure that incremental impacts from the proposed projects are not cumulatively considerable. Therefore, the proposed projects' incremental contribution to cumulative transportation and circulation impacts would be less than cumulatively considerable.

Utilities and Service Systems

See the discussion under Public Services above. As cumulative utilities and service systems impacts were adequately addressed in the SDCP/SRSP Master EIR, and as the proposed projects are consistent with development analyzed in the Master EIR, no additional analysis of cumulative utilities and service systems impacts is necessary, pursuant to CEQA Guidelines Section 15130(d). Additionally, as the proposed projects include the installation of sewer and water services into the SDCP/SRSP plan area as described in general in the Master EIR, and as project specific

environmental impacts of these installations are fully analyzed in this MND, the proposed projects' incremental contribution to cumulative impacts on utilities and service systems would be less than cumulatively considerable.

5.0 Determination

5.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed projects **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

■ I find that, although the proposed projects could have a significant effect on the environment, a **MITIGATED NEGATIVE DECLARATION** is appropriate (i) because all significant and unavoidable effects of the proposed projects have been previously examined in a Master EIR prepared pursuant to CEQA Guidelines section 15176, and (ii) because, with respect to any potentially new or additional significant environmental effects associated with the proposed projects that have not been previously examined in the Master EIR, revisions to the proposed projects have been made by or agreed to by the project proponents that clearly reduce such new or additional significant environmental effects to less-than-significant levels. In addition, I find that a **MITIGATED NEGATIVE DECLARATION** is also appropriate because the proposed projects would not cause any significant environmental effects (i) that are "peculiar to the projects or the parcel," or (ii) that, due to substantial new information not known at the time the EIR was certified, are more severe than discussed in the prior EIR. (See CEQA Guidelines, § 15183, subd. [c].).

☐ I find that the proposed projects MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed projects 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 projects 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 H. Anderson Date: 1/27/06

Printed name: Hilary Anderson For City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project applicant for the proposed Jaeger/Chrysanthy Major Road, Sanitary Sewer, Water Transmission Main, and Drainage projects has reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Signature Gary Schnell Date: 1-25-06

Printed name: Gary Schnell For River West Investments

6.0 Report Preparation and Consultations

6.1 REPORT PREPARATION

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Cyrus Abhar	City Engineer
Bill Campbell	Principal Planner
Hilary Anderson	Environmental Coordinator
Kevin Freibott	Environmental Planner

7.0 REFERENCES

7.0 REFERENCES

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APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Section 21081.6 of the Public Resources Code and Chapter 20.02 of the Sacramento County Code, a Mitigation Monitoring and Reporting Program (MMRP) is being prepared for the subject project. The purpose of this program is to assure diligent and good faith compliance with the mitigation measures which have been recommended in this environmental document, and adopted as part of the project or made conditions of project approval, in order to avoid or mitigate potentially significant effects on the environment. ~~It shall be the responsibility of the project proponent to reimburse the County for all expense incurred in the implementation of the Mitigation Monitoring and Reporting Program, including any necessary enforcement action.~~

1. ~~Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:~~

   ~~a) The proponents shall comply with the MMRP for this project, including the payment of 100% of the Department of Environmental Review and Assessment staff costs, and the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is $_____. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount.~~

   ~~b) Until the MMRP has been recorded and the estimated MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved; and no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.~~

CEQA provides that, in the case of the adoption of a plan or policy level document (such as the proposed Community Plan and Specific Plan), an MMRP may be implemented by incorporating the required mitigation measures into the plan or policy document. This implementation strategy will be implemented with the current project proposal to the extent feasible.

Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	
	S	TC-12 At the intersection of Jackson Highway/Sunrise Boulevard, construct an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on all approaches. In the eastbound approach, construct two exclusive left-turn lanes. This improvement would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS C during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	S	TC-13 At the intersection of Mather Field Road and Folsom Boulevard, construct an additional through lane on the eastbound approach for a total of two through lanes and a shared through and right-turn lane. This improvement would improve operations at this intersection from LOS F to LOS E during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-14 The intersection of Sunrise Boulevard and White Rock Road is currently constructed to its ultimate configuration. Thus, no feasible mitigation measures are available to increase peak hour capacity on this facility. The project should work with Sacramento County to implement programs, such as carpooling or transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard and White Rock Road in Sacramento County.	SU
	SU	TC-15 The addition of project traffic would exacerbate	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		operations at the Coloma Road/Sunrise Boulevard intersection, which currently operates at LOS F during the AM and PM peak hours. This intersection was recently improved by the County to include two left-turn lanes, a shared left/through lane, and exclusive through and right-turn lanes on the Coloma Road approaches. These improvements have resulted in better lane usage and more efficient operations at the intersection. However, no additional widening on Sunrise Boulevard is feasible. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	
	SU	TC-16 The addition of project traffic would exacerbate operations at the Zinfandel Drive/Sunrise Boulevard intersection, which currently operates at LOS F during the AM and PM peak hour. This intersection is currently built to its maximum configuration. There are no feasible mitigation measures to effectively increase capacity. Congestion levels without or with the Sunrise Douglas project will be high. However, some optional improvements could include modifying signal timing to improve operations (if feasible). The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	SU
	S	TC-17 At the intersection of Florin Road and Sunrise Boulevard, construct a traffic signal with protected left turns on Sunrise Boulevard. This improvement would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS D during the PM peak hour. This improvement	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	
	S	TC-18 All-way stop control was recently installed at the Sunrise Boulevard/Grant Line Road intersection. Construction of a traffic signal with protected left turns on Sunrise Boulevard and on Grant Line Road would improve operations at this intersection from LOS F to LOS B during the AM peak hour, and from LOS F to LOS B during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-19 At the intersection of Sunrise Boulevard/Folsom Boulevard, construct a free right-turn on the eastbound approach. Although this improvement would not improve operations at this intersection to acceptable levels, it would improve the V/C from 1.71 to 1.20 during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	SU
Trips generated by the Specific Plan under cumulative conditions.			
Development of the Specific Plan will generate 152,400 daily vehicle trips, 10,155 AM peak hour trips, and 15,830 PM peak hour trips, adding to future traffic in the study area. Internalization would be greater under future conditions (approximately 40%) due to increased jobs/housing balance for the Plan area. A total of 7% of all person trip ends were assumed to use transit.	SU	Implementation of Mitigation Measures TC-1 through TC-31 will mitigate this impact to the extent feasible. Due to residual unmitigated effect, however, this impact remains significant and unavoidable even after implementation of mitigation measures.	SU
Effects of Specific Plan traffic on freeway segments and ramps under cumulative conditions.			
Project traffic will exacerbate future unacceptable conditions (LOS	SU	Implement Mitigation Measure TC-1.	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
F) projected for US 50 freeway segments and ramps. These include US 50 west of Mather Field Road to Sunrise Boulevard, and ramps at Mather Field Road, Zinfandel Drive and Sunrise Boulevard. The *July 1996 Preliminary Draft US 50 Corridor Major Investment Study* identifies transportation facility and transit improvements to help reduce vehicle demand on US 50. However, even with implementation of these mitigating measures, not all impacts can be reduced to a less than significant level.			
Effects of Specific Plan traffic on roadway segments under cumulative conditions.			
Under cumulative conditions, the Specific Plan does not cause any roadway segment to deteriorate to LOS F. However, Specific Plan traffic will exacerbate unacceptable (LOS F) conditions which are projected for segments of Sunrise Boulevard and Zinfandel Drive. Feasible mitigation measures are not available to reduce identified impacts to a less than significant level.	SU	TC-20 Minor improvements to signal timing, striping, and left turn restriction along Sunrise Boulevard may be useful in helping some locations operate more efficiently. These shall be examined and implemented where feasible.	SU
Effects of Specific Plan traffic on intersections under cumulative conditions.			
Specific Plan traffic will either exacerbate unacceptable (LOS F) operating conditions, or will cause acceptable operating conditions to deteriorate to LOS F, under future conditions at the following intersections: * Mather Field/International * Zinfandel/Douglas * Douglas/Sunrise * White Rock/Sunrise * Coloma/Sunrise * Zinfandel/Sunrise * White Rock/Grant Line * Folsom/Sunrise Feasible mitigation measures are not available to reduce all identified	S	TC-21 The intersection of Mather Field Road and International Drive is currently built to its ultimate configuration. However under future conditions, the following mitigation should be considered if feasible: construct dual left-turn lanes on the westbound approach, and a free right-turn lane on the northbound approach. This improvement would improve operations at this intersection from LOS F to LOS E during the AM and PM peak hours. If feasible, this improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
impacts to a less than significant level.	S	TC-22 At the intersection of Zinfandel Drive and Douglas Road, construct an additional through lane on the northbound and southbound approaches for a total of three through lanes on each of these approaches. This improvement would improve operations at this intersection from LOS F to LOS E during the PM peak hour. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-23 At the intersection of Sunrise Boulevard and Douglas Road, construct a free right turn for the westbound to northbound movement. This would not improve operations during the PM peak hour from LOS F to LOS E, but would reduce the V/C ratio from 1.46 to 1.21. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	SU
	SU	TC-24 The addition of project traffic would exacerbate unacceptable operations at the intersection of White Rock Road and Sunrise Boulevard, which is expected to operate at LOS F during the AM and PM peak hours. This intersection would be built to its maximum configuration with the widening of Sunrise Boulevard and White Rock Road. There are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	SU
	SU	TC-25 The addition of project traffic would exacerbate unacceptable operations at the intersection of Zinfandel Drive and Sunrise Boulevard, which is expected to	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		operate at LOS F during the AM and PM peak hours. Since this intersection is currently built to its ultimate configuration, there are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	
	S	TC-26 At the intersection of White Rock Road and Grant Line Road, construct a traffic signal. This improvement would also include localized widening on the White Rock Road approaches to provide exclusive left-turn lanes. This would improve PM peak hour operations from LOS F to LOS C. This improvement should be implemented when the service level at this intersection begins to exceed Sacramento County standards.	LS
	SU	TC-27 The addition of project traffic would exacerbate operations at the intersection of Folsom Boulevard and Sunrise Boulevard, which is expected to operate at LOS F during the AM and PM peak hours. Since this intersection is currently built to its ultimate configuration, there are no feasible mitigation measures to effectively increase capacity. However, some optional improvements could include modifying signal timing or restricting left turns. The project should work with Sacramento County to implement programs, such as carpooling and transit incentives, to help reduce vehicle travel on congested facilities such as Sunrise Boulevard in Sacramento County.	SU
Effects on Sunrise Boulevard corridor.			
Severe congestion is projected for the Sunrise Boulevard corridor	SU	TC-28 Development in the Specific Plan and Community Plan	SU

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
under near-term and future conditions. Portions of Sunrise Boulevard are already built to ultimate widths and, therefore, feasible improvements such as road widening are not available to mitigate LOS F conditions with or without the project. Analysis was performed to test various circulation alternatives to reduce traffic volume and improve traffic operations on Sunrise Boulevard. All of the alternatives were analyzed under future conditions with buildout of the Specific Plan and Community Plan. Provision of a direct 6-lane connection from Jaeger Road at Douglas Road to the proposed Gold River interchange on US 50 between Sunrise and Hazel was identified as the preferred alternative. Although this new roadway would provide some relief to Sunrise Boulevard, traffic impacts along the Sunrise corridor would remain significantly adverse and unavoidable.		shall contribute fair-share funding toward the future construction of a 6-lane extension of Jaeger Road from Douglas Road to US 50, *or a functionally equivalent roadway.* The connection at US 50 would provide southerly access only. Impacts on this corridor cannot be fully mitigated, and therefore remain significant and unavoidable.	
Transit Availability and Usage.			
Implementation of the Specific Plan would not disrupt or interfere with planned public transit facilities. However, the project's overall low proposed densities will likely preclude the extension of high quality public transit service into the planning area, which will exacerbate the traffic and air quality impacts resulting from development of the planning area. Increasing the project's residential densities and non-residential intensities in proximity to potential future transit routes to encourage the delivery of high quality public transit service, and successful operation of the private shuttle system, will reduce the project's impacts on transit availability and usage to a less than significant level.	S	TC-29 Implement Mitigation Measure LA-7 relating to increasing the transit-orientation of the proposed development.	LS
	S	TC-30 Implement Mitigation Measure PS-10 relating to funding the private shuttle system's long-term operating and maintenance costs.	LS
Bicycle and pedestrian circulation.	LS	None required.	LS
Consistency with General Plan.			
The project's proposed Transportation Diagram amendments include designating Americanos Road as a pre-2010 (4 lane) arterial. However, the traffic analysis indicates that 6 lanes will be needed on Americanos north of Douglas Road under Community Plan buildout	S	TC-31 Amend the General Plan Transportation Diagram to show Americanos Road north of Douglas Road as a post-2010 thoroughfare.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
conditions.			
Consistency with the Sacramento City/County 2010 Bikeway Master Plan.	LS	None required.	LS
Adequacy of proposed parking.	LS	None required.	LS
AIR QUALITY			
Increase in construction-related emissions associated with the Specific Plan. The Specific Plan would generate construction-related emissions of 276 ppd of PM10 during Phase I (grading and earthmoving) and 385 ppd of ROG and 501 ppd of NO_x during Phase II (structural construction), which would exceed the SMAQMD threshold levels of 275 ppd for PM10 and 85 ppd for NO_x and ROG.	S	AI-1 Implementation of the following measures would reduce emissions of fugitive dust to a less than significant level. a) Exposed surfaces, graded areas, storage piles, and haul roads should be watered and kept moist at all times. b) Minimize the amount of disturbed area, the amount of material actively worked, and the amount of material stockpiled. c) Limit onsite construction vehicle speeds to 15 miles per hour. d) Sweep or wash paved streets adjacent to project construction sites at least once a day to remove accumulated dust. e) Maintain at least 2 feet of freeboard when transporting soil or other materials by truck. f) Limit the amount of actively disturbed construction area to 25 acres or less.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		The above measures can be expected to result in approximately a 222 ppd reduction of fugitive PM10 emissions. Fugitive PM10 emissions with the above mitigation measures would equal 101 ppd.	
	~~SU~~	~~AI-2 All internal combustion engine equipment shall be properly maintained and well tuned according to manufacturer's specifications. According to the SMAQMD this would result in about a 5% reduction of ROG, NO_x, and PM10 emissions from equipment exhaust. This mitigation measure would result in a combined reduction of stationary and mobile equipment emissions by 1 ppd of ROG, 18 ppd of NO_x, and 1 ppd of PM10.~~	~~SU~~
	~~SU~~	~~AI-3 The following measures would result in an indeterminable reduction of ROG, NO_x, and PM10 depending on the baseline conditions and amount of implementation. The following measures should be implemented to the extent feasible.~~ ~~a) Require injection timing retard of 2° on diesel vehicles.~~ ~~b) Install high pressure injectors on diesel vehicles.~~ ~~c) Encourage the use of reformulated diesel fuel.~~ ~~d) Use alternative fuel or electric powered equipment.~~ ~~e) Use diesel engines that meet the most recent emission standards. Depending on the age and condition of an older diesel engine, a new engine can produce about half the emissions of NO_x as well as lower emissions of ROG and PM10. The SMAQMD's Off Road Low Emission Heavy Duty~~	~~SU~~

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~Vehicle Incentive Program provides assistance with the cost of replacing older engines with newer engines.~~ ~~The measures listed above would not reduce emissions of ROG or NO_x to levels below the SMAQMD threshold levels. Consequently, increases in ROG and NO_x construction emissions remain as a significant and unavoidable impact.~~ *AI-2 Prior to approval of the project, provide a Construction-Related Emissions Reduction Air Quality Plan which demonstrates to the satisfaction of the Sacramento Metropolitan Air Quality Management District how development within the planning area will achieve minimum reductions of 20% in NOx and 30% in PM10 construction-related equipment emissions. The Construction-Related Emissions Reduction Air Quality Plan shall describe the implementation method(s) to be used [i.e., incorporating Plan provisions into the Specific Plan, and/or incorporating Plan provisions as conditions of project approval, and/or through some other methods(s)] to ensure that future developments within the planning area will implement the emission reduction measures set forth in the Construction-Related Emissions Reduction Air Quality Plan. This mitigation measure would not reduce emissions of ROG or NO_x to levels below the SMAQMD threshold levels. Consequently, increases in ROG and NO_x construction emissions remain as a significant and unavoidable impact.*	
	SU		*SU*
Increase in construction-related emissions associated with the Community Plan. The Community Plan would generate construction-related emissions	**SU**	No additional measures are proposed. Implementation of the	**SU**

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Executive Summary of Impacts and Mitigation

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of 276 ppd of PM10 during Phase I (grading and earthmoving) and 989 ppd of ROG and 721 ppd of NO_x during Phase II (structural construction), which would exceed the SMAQMD threshold levels of 275 ppd for PM10 and 85 ppd for NO_x and ROG.		same mitigation measures as identified for the Specific Plan ~~(AI-1, AI-2 and AI-3)~~ *(AI-1 and AI-2)* would be required to reduce construction-related air emission impacts associated with development of the Community Plan area. Those mitigation measures will reduce construction-related PM10 emissions to less than the SMAQMD thresholds. However, emissions of ROG and NO_x would, even with implementation of the mitigation measures, remain above the significance thresholds and therefore constitute a significant and unavoidable impact.	
Exposure of future residents to odors from the Sacramento Rendering Company plant.			
Future residents of the planning area are potentially subject to odors produced by the existing rendering plant. If public complaints from planning area residents are sufficient to cause the Sacramento Rendering Company to be declared a public nuisance per SMAQMD Rule 402, then the SMAQMD can require the Sacramento Rendering Company to identify and incorporate mitigating measures to correct the nuisance condition. These measures may include enclosing additional operations at the plant, installing additional odor control devices, or a combination of these and other control measures deemed necessary by the SMAQMD. ~~Partial mitigation for odor impacts can be achieved by requiring an odor easement and disclosure over all potentially impacted proximate residential properties.~~ *The potential for odor impacts could be disclosed to property buyers by requiring an odor easement, but such easement would not result in any reduction in odor impacts, nor would it provide the rendering plant with any protection against potential future nuisance complaints, to the extent allowed by law (please see Response 23-1 in the Comments and Responses section of this EIR for additional information related to odor easements and disclosure).* Full mitigation may be achieved through the implementation of any odor control measures which may be required by the SMAQMD to correct nuisance conditions, or through the	SU	AI-4 The applicant shall grant an odor easement over all residential properties, in favor of the Sacramento Rendering Plant. ~~Additionally, a recorded disclosure shall appear in perpetuity (or until a future closure or relocation of the plant) on all residential property deeds properly notifying~~ *which will serve to notify residential* property owners of the potential *for* odor impacts, and ~~restricting~~ *will restrict* to the extent ~~possible~~ *allowed by law* the liability/exposure of the Sacramento Rendering Plant, and the County of Sacramento, for nuisance or other resulting effect.	SU

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
closure or relocation of the rendering plant. However, these measures are not considered feasible mitigation measures because they are not within the control of the County of Sacramento or the Sunrise Douglas project applicants. Therefore, potential odor impacts are considered significant and unavoidable. *The Policy Planning Commission has recommended that the Board of Supervisors approve the project with conditions that include the following: "Applicant shall assist the owner of the Sacramento Rendering Company (SRC) in securing the necessary equipment and technology to eliminate odors and emissions from the SRC". Furthermore, the EIR preparers are aware that the SunRidge Specific Plan applicants and the SRC owners have been working together to attempt to reach an agreement on how the project applicants can financially assist SRC in securing and implementing additional odor control equipment and technology at the plant facility. If such an agreement can be reached between these private parties, potential odor impacts upon the project may be reduced or possibly eliminated, depending upon the effectiveness of selected odor control technology. However, as of this writing, the parties have not reached an agreement. The implementation of odor control measures at the rendering plant is not considered to be a feasible mitigation measure in this EIR, because such implementation ultimately depends upon the acceptance and approval of a third party (SRC), and therefore cannot be guaranteed by the County of Sacramento or the project proponents. Furthermore, the level of effectiveness of such odor control measures will not be fully known until they are selected, installed, operational, and tested for some period of time. Therefore, the EIR preparers must conclude that the potential for odor impacts, and related land use incompatibilities with the rendering plant, remain significant and unavoidable*			
Increase in ROG, NO_x and PM10 emissions with implementation	***SU***	*The following measure would reduce operational emissions of*	***SU***

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
of the Specific Plan. Implementation of the Specific Plan would result in operational emissions of ROG, NO_x, and PM10 that are substantially above the significance thresholds for those pollutants. During worst-case summer days, estimated emissions are 1,364 ppd for ROG, 2,542 ppd for NO_x and 1,149 ppd for PM10. During worst-case winter days, estimated emissions are 15,254 ppd for ROG, 6,290 ppd for NO_x, and 3,257 ppd for PM10.		*ROG, NO_x, and PM10 generated by development of the Specific Plan, although not to less than significant level.* *AI-5 Prior to approval of the project, provide an AQ-15 Air Quality Plan which demonstrates to the satisfaction of the Sacramento Metropolitan Air Quality Management District how development within the planning area will achieve a minimum 15% reduction in operational-related (long-term) emissions, consistent with General Plan Policy AQ-15. The AQ-15 Air Quality Plan shall describe the implementation method(s) to be used [i.e., incorporating Plan provisions into the Specific Plan, and/or incorporating Plan provisions as conditions of project approval, and/or through some other method(s)] to ensure that future developments within the planning area will implement the emission reduction measures set forth in the AQ-15 Air Quality Plan.* ~~The following measures would reduce operational emissions of ROG, NO_x and PM10 generated by development of the Specific Plan, although not to a less than significant level.~~ ~~AI-5 Future development projects shall implement a mixed land use concept to the maximum extent possible. The project design should have a mixture of complementary land uses (i.e., residential land uses located near commercial, recreational, and employment land uses) to minimize vehicle trips.~~ ~~AI-6 Future development projects shall include transit infrastructure in the project design. The project design should include bus stop turn-outs and bus stop shelters at convenient locations. The project should be designed to maximize access to transit. Streets should be designed to accommodate buses.~~ ~~AI-7 Future development proposals shall include bicycle and pedestrian provisions. The project design should include~~	~~SU~~ ~~SU~~

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~marked bicycle lanes, adequate sidewalks and paths, secure bicycle racks or storage lockers, and shower facilities for bicycle commuters. The project street layout should avoid long, winding streets and dead-end roads that make pedestrian and bicycle access difficult. The design should maximize interconnected streets.~~ ~~AI-8 Future development projects shall implement the following measures to the maximum extent feasible.~~ ~~a) Install EPA Phase II certified woodburning devices in residential units in place of standard woodburning devices.~~ ~~b) Install natural gas fireplaces in residential units in place of standard fireplaces.~~ ~~c) Install electrical outlets in front and backyards of homes for use with electric powered yard equipment.~~ ~~d) Install natural gas burning barbeques in residences.~~ ~~e) Install energy efficient heating and appliances.~~ ~~f) Construct homes and other buildings with additional insulation factors to reduce energy use.~~ ~~AI-9 Future development projects shall orient residential and commercial buildings in the north-south direction for natural cooling and to take advantage of passive and active solar design, to the maximum extent feasible.~~ ~~AI-10 Future development projects shall participate in or form a Transportation Management Association (TMA) which provides for the maintenance and monitoring of emission reduction measures. Such measures shall include, but are not necessarily limited to, encouraging and facilitating~~	

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		~~travel by carpool, rideshare, bicycle, public transit and private transit.~~	
Increase in ROG, NO_x, and PM10 emissions with buildout of the Community Plan.			
Implementation of the Community Plan would result in operational emissions of ROG, NO_x and PM10 that are substantially above the significance thresholds for those pollutants. During worst-case summer days, estimated emissions are 3,013 ppd for ROG, 5,492 ppd for NO_x and 2,398 ppd for PM10. During worst-case winter days, estimated emissions are 34,162 ppd for ROG, 13,880 ppd for NO_x and 7,132 ppd for PM10.	SU	No additional measures are proposed. Implementation of the same mitigation measures as identified for the Specific Plan *AI-5* ~~(AI-5, AI-6, AI-7, AI-8, AI-9 and AI-10)~~ would be required to reduce operational emissions of ROG, NO_x, and PM10 associated with development of the Community Plan area. However, even with implementation of these measures, operational emission impacts would not be reduced to a less than significant level.	SU
Exceedances of carbon monoxide standards under Future No-Project Conditions.			
Analysis indicates that CO concentrations would exceed air quality standards at the Folsom Boulevard/Mather Field intersection under Future-No Project conditions.	SU	None proposed.	SU
No exceedance of carbon monoxide standards under Cumulative with Specific Plan Conditions.			
Analysis indicates that CO concentrations would not exceed air quality standards at any of the studied intersections under Cumulative with Specific Plan conditions. The estimated CO concentrations at the Folsom Boulevard/Mather Field intersection are reduced for the Specific Plan as compared to the No-Project scenario because the level of service at this intersection improves under the Specific Plan.	LS	None proposed.	LS
Potential exceedances of carbon monoxide standards under Buildout of the Community Plan.			
CO modeling was not conducted for buildout of the Community Plan because detailed traffic modeling has not been conducted for this	SU	None proposed at this time.	SU

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
condition. However, CO modeling found that Specific Plan buildout would result in high CO concentrations, albeit less than the ambient standards. Because buildout of the Community Plan would more than double the number of vehicle trips and associated air emissions, the Community Plan would likely result in exceedances of the CO ambient standards. This impact is significant and unavoidable without additional road infrastructure improvements designed to accommodate those additional trips.			
Consistency with General Plan. General Plan Policy AQ-15 requires that all new major indirect sources of emissions be reviewed and modified or conditioned to achieve a 15% reduction in emissions. The Specific Plan proposes implementation of a variety of emission reduction measures, including the provision of mixed uses, transit accessibility, bicycle and pedestrian improvements, and participation in a Transportation Management Association (TMA). ~~If future development projects within the Sunrise Douglas planning area implement the emission reduction measures as intended by the Specific Plan, and implement the air quality mitigation measures listed in this EIR, it appears that the Sunrise Douglas development may achieve the 15% emission reduction specified by General Plan Policy AQ-15.~~ *SMAQMD has reviewed the proposed measures and believes they fall short of the 15% reduction specified in AQ-15. SMAQMD recommends several additions and modifications to the proposed measures to improve emission reductions and comply with AQ-15. An AQ-15 Air Quality Plan will need to be prepared and submitted to the SMAQMD for review and approval to ensure that development of the Sunrise Douglas planning area will achieve the minimum 15% reduction in emissions required by General Plan Policy AQ-15.*	~~LS~~ *PS*	~~None proposed.~~ *Implement Mitigation Measure AI-5.*	~~LS~~ *LS*
NOISE			

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Impact of Cordova Shooting Center on noise-sensitive developments in the Plan area.			
Gunfire noise associated with the Cordova Shooting Center could have potentially significant impacts on those land uses within the Specific Plan area within about 500 feet of the Sunrise/Douglas intersection.	PS	NS-1 No residential uses shall be allowed within 500 feet of the intersection of Sunrise Boulevard and Douglas Road, for so long as the Cordova Shooting Center facility remains operational.	LS
	PS	NS-2 Future non-residential development projects located within 500 feet of the intersection of Sunrise Boulevard and Douglas Road should avoid the inclusion of land uses which may be particularly sensitive to gunfire noise, for so long as the Cordova Shooting Center facility remains operational.	LS
Impact of American River Aggregates and Asphalt Plant on noise-sensitive developments in the Plan area.			
American River Aggregates mining and processing operations could have potentially significant noise impacts on land uses within about 500 feet of the American River Aggregates plant boundary. All Plan area lands located within 500 feet of the plant boundary lie outside the Specific Plan boundary.	PS	NS-3 No residential uses shall be allowed within 500 feet of the American River Aggregates plant boundary, for so long as the American River Aggregates facilities remain operational.	LS
	PS	NS-4 Future non-residential development projects located within 500 feet of the American River Aggregates plant boundary should avoid the inclusion of land uses which may be particularly sensitive to truck and plant noise, for so long as the American River Aggregates facilities remain operational.	LS
Impact of Kiefer Road landfill operations on noise-sensitive development in the Plan area.			
~~Landfill operational noise does not currently impact the Plan area, but may affect residential uses nearest Grant Line Road in the future when landfill operations move closer to Grant Line Road. Noise mitigation will likely be provided to those residential areas for traffic noise, typically in the form of barriers along the roadway, and that~~	LS	None proposed.	LS

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
~~mitigation will probably suffice to limit landfill operation noise to acceptable levels under most conditions.~~ ~~The design and status of the ultimate development of the landfill should be reviewed before implementation of changes in the landfill operation to ensure that the landfill operations will not adversely affect adjacent residential uses. Temporary noise barriers, such as earth berms, plywood walls and straw bales, could be used to shield residences from heavy equipment operations in the event that roadway noise barriers do not block the line of sight between future landfill operations and residential uses.~~ *The Kiefer Landfill Expansion project (Control No.: 91-PWE-0319) was approved by the Board of Supervisors in November 1998. The Final SEIR for the expansion project analyzed the potential noise impacts of landfill expansion operations on surrounding uses.* *The Final SEIR reported that expansion operations are expected to result in noise levels of about 57 dBA Ldn at the boundary of the County's adopted 2000 foot buffer from the landfill property and the SDCP/SRSP project site. Therefore, landfill operation noise impacts on the planning area are expected to be less than significant.*			
Impact of Sacramento Rendering Company operations on noise-sensitive developments in the Plan area.	LS	None proposed.	LS
Impact of Douglas Security Park on noise-sensitive developments in the Plan area.	LS	None proposed.	LS
Impact of vehicle traffic noise on future residential uses within the Plan area.			
Future residential uses within the Plan area adjacent to major roadways are expected to be significantly impacted by traffic noise.	S	NS-5 Future noise-sensitive land uses proposed for development within the future 60 dB Ldn traffic noise contour shall be required to prepare an acoustical analysis, and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.	LS

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Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Impact of proposed commercial, business/professional and school uses on proximate residential uses.			
Future commercial, business/professional and school uses could have potentially significant noise impacts on nearby residential uses.	PS	NS-6 Future commercial, business/professional and school land uses with the potential to create noise-related land use conflicts with proximate residential uses shall be required to prepare an acoustical analysis, and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.	LS
Impacts to existing noise-sensitive receptors along roadways due to significant traffic noise increases resulting from development of the project.			
Buildout of the project will result in significant increases in traffic noise levels along roadways on the vicinity of the Plan area.	SU	None proposed.	SU
Impacts to existing noise-sensitive receptors along those roadway segments experiencing significant noise increases are considered potentially significant and unavoidable. Although future roadway projects would be subject to CEQA review and mitigation at the time construction is proposed, impacts to existing residents may not be fully mitigable. Noise barriers and other noise attenuating measures may not be feasible in situations such as front-on lots or where proposed roadway modifications result in minimal setbacks.			
GEOLOGY AND SOILS			
Effects on topography and/or unique features.	LS	None required.	LS
Effects associated with geology or exposure to seismic ground shaking.	LS	None required.	LS
Impacts associated with soils.	LS	None required.	LS
Impacts to mineral resources.	LS	None required.	LS

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BIOLOGICAL RESOURCES			
Wetland Impacts. There are 247± acres of jurisdictional wetlands within the planning area including 143± acres within the Specific Plan area and 104± acres within the remainder of the Community Plan area. An existing Corps (Section 404) permit for the Sares-Regis property requires the preservation of 44± acres of on-site wetlands within a 482± acre wetland preserve area located northeast of the Sunrise/Kiefer intersection. With the exception of the Sares-Regis wetland preserve and an area designated for open space along the segment of Laguna Creek near Grant Line Road, the Specific Plan proposes land use designations and zoning which will accommodate urban land use development. Therefore, implementation of the Specific Plan has the potential to impact up to 99± acres of existing wetlands located outside of the Sares-Regis wetland preserve and ultimate development of the remaining Community Plan area could impact an additional 104± acres of existing wetlands in that area. Of the 203± acres of which could be potentially impacted by development of the Sunrise Douglas planning area, 38± acres of wetlands to be filled on the Sares-Regis property are proposed to be mitigated through implementation of the Sares-Regis Wetlands Compensation Plan. This leaves 165± acres of various types of wetlands that would remain to be mitigated. A coordinated approach for mitigation of wetland impacts outside the Sares-Regis property ~~has not been developed~~ *has not been proposed as part of the current project.*. Because the proposed land use plan does not specifically set aside open space to accommodate on-site mitigation for these impacts, it is assumed that mitigation for these wetland impacts would occur off-site. It should be noted that preservation of existing land in agricultural use for exclusive habitat creation and/or preservation, results in an indirect impact to agricultural land in the increased loss of agricultural soils and productivity.	SU	BR-1 Consideration shall be given to revising the proposed project to reflect a comprehensive wetland avoidance/mitigation strategy that maximizes the avoidance of additional on-site wetlands and the provision of on-site, in-kind mitigation for any unavoidable impacts to wetlands *[Note: The Alternatives section of this EIR provides an example of such a comprehensive wetland avoidance/mitigation strategy (see Alternatives 3A and 3B: On-Site Biological Mitigation Alternative)].* Areas with dense concentrations of wetlands within the Specific Plan and the remaining Community Plan area should be considered candidates for preservation. Preservation should be planned in relatively large contiguous blocks. Interconnecting habitat corridors should be planned to facilitate wildlife movement. The branches of Morrison and Laguna Creeks that flow through the project site and convey significant storm flows to the west should be protected as open channels to allow for sufficient drainage capacity and to provide open space corridors that enhance wildlife movement. Where creek realignment is to occur, it should be to a natural configuration with restoration and enhancement of native vegetation. Seasonal wetland/vernal pool complexes adjacent to creek corridors that are being preserved should receive top priority consideration for preservation. Where wetland acreage is diffuse and preservation is	SU

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The USFWS recommended mitigation sequence is to "avoid, minimize, rectify, or reduce/eliminate over time" the impacts to wetlands before use of compensation. The USFWS generally recommends that impacts to wetlands which are potential fairy/tadpole shrimp habitat be mitigated by creating new shrimp habitat at a 2:1 ratio and acquiring/preserving other shrimp habitat at a 3:1 ratio, although actual mitigation requirements are subject to the approval of the USFWS through the Corps (Section 404) permitting process. The County General Plan contains a no net loss policy for wetlands. Although loss of over 200 acres of jurisdictional wetlands is clearly a significant impact, this area has been identified as an Urban Growth Area on the General Plan. Opportunities for avoidance of additional on-site wetlands within the Specific Plan and remaining Community Plan areas should be seriously considered. Any wetland impacts which cannot be avoided should be mitigated by implementing the County's no net loss policy for wetland habitat, and by complying with all permitting requirements of the Corps and coordinating resource agencies. However, because a comprehensive mitigation strategy for wetlands ~~is not known at the~~ time ~~of this analysis~~, *has not been proposed as part of the current project*, and because the proposed land use plan does not incorporate open space area for additional on-site mitigation, off-site mitigation for such wetland impacts becomes the only alternative *under the project as currently proposed*, and neither the feasibility nor the secondary potential impact to agriculture can yet be ascertained. Therefore, despite the implementation of recommended mitigation measures, impacts upon wetlands located outside the Sares-Regis property are considered significant and unavoidable, absent additional information. Wetlands which will be impacted by development of the Sares-Regis property will be mitigated through implementation of the Corps approved Sares-Regis Wetland Compensation Plan, which sets forth specific measures to achieve no net loss in wetland habitat acreage and values. Therefore, wetland impacts on the	SU	impractical, impacts should be mitigated by a combination of on-site construction to the extent feasible and off-site/bank preservation and construction. The County's no net loss policy for wetland habitat acreage and values (CO-62, CO-70, CO-83 and CO-96) should be used as the minimum performance threshold for this wetland avoidance/mitigation strategy. A map of the areas proposed for on-site wetland preservation/mitigation should be developed in consultation with the US Army Corps of Engineers, the USFWS, and the CDFG. The wetland avoidance/mitigation strategy should address buffering of incompatible land uses, access, maintenance, monitoring, and mitigation banking. The Specific Plan land use plan should be modified to incorporate/reflect this comprehensive wetland avoidance/mitigation strategy, which may result in changes in densities/dwelling unit yield or other land use changes, and may result in the need for additional environmental analysis. BR-2 Applicants for future development projects within the project area shall submit a wetland delineation for the proposed development area, 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 acreage and values in achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in consultation with the US Army Corps of Engineers, the USFWS, and the CDFG, and shall incorporate the following components: a) 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;	SU

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Sares-Regis property will be mitigated to a less than significant level.		b) The location of proposed wetland preservation, acquisition, and creation site(s); c) 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; d) 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 USFWS. e) A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity. The maintenance plan shall address buffering from adjacent uses,	

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		fencing, access, erosion control, and weed eradication.	
	SU	BR-3 At the time applicants obtain permit(s) for future development projects which impact wetlands, alternative strategies may have been adopted to mitigate for wetland impacts. Mitigation Measure BR-2 does not preclude the implementation of these new alternatives so long as they achieve no net loss in wetland habitat acreage and values, and are determined to be acceptable to the US Army Corps of Engineers, USFWS, and CDFG.	SU
	S	BR-4 Applicants for future development projects within the project area shall obtain all necessary US Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the CDFG, pursuant to the Fish and Game Code.	LS
	S	BR-5 Wetland impacts within the Sares-Regis property (Parcels B-1 through B-27, as shown on Plate LA-15) shall be mitigated through compliance with all provisions of the US Army Corps of Engineers Section 404 Permit (#190110021) dated May 8, 1996, including implementation of the USFWS Biological Opinion (#1-1-96-F-0062) dated April 3, 1996 as amended by the USFWS Biological Opinion (#1-1-96-F-113) dated July 3, 1996, and the *Sares-Regis Project Wetland Monitoring Plan prepared by Sugnet and Associates dated April 24, 1996.*	LS
Special Status Species Impacts.			
The Sunrise Douglas planning area provides suitable habitat for a variety of special status species that inhabit annual grasslands and	SU	BR-6 Applicants for future development projects within the project area shall conduct (or update) determinate	SU

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Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
vernal pools. Plate BR-7 provides a listing of potentially occurring special status species within the planning area. Special status species surveys have been conducted on portions, but not all, of the project area. To date, special status species observed within the planning area include five plant species, two invertebrates, one amphibian, 12 bird species, and one mammal. The *Conceptual Habitat Mitigation Plan for the Sunrise Douglas Community Plan Area (April 1998)* has been prepared by Sugnet and Associates, which describes the methods which can be implemented to avoid or mitigate for project impacts to special status species. Outside of the proposed Sares-Regis wetland preserve and the area designated for open space along the segment of Laguna Creek near Grant Line Road, the land use plan as currently proposed does not incorporate habitat for any of the special status species identified as occurring on-site or having the potential to occur on-site. Therefore, if site-specific surveys reveal the presence of these species and/or the need to mitigate, mitigation could not occur on-site without major modifications to the Plan. Off-site mitigation, if feasible, would be the only alternative capable of reducing impacts. Off-site mitigation, however, in and of itself, could have secondary adverse effects on agricultural land uses, in potential conflict with General Plan goals and policies. Given the limited habitat set aside for special status species in the project as currently proposed, and absent a detailed mitigation plan which demonstrates the feasibility of providing either on-site or off-site mitigation for special status species identified through future determinate surveys, implementation of the project has the potential to result in significant and unavoidable impacts on special status species. Although implementation of the recommended mitigation measures will reduce impacts to special status species, residual effects remain significant and unavoidable absent additional information.	S	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 and/or mitigate any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the USFWS and CDFG, and shall emphasize a multi-species approach to the maximum extent possible. Where project impacts include taking of a federally listed species, a Section 10 Incidental Take Permit or a Biological Opinion resulting from Section 7 Consultation with another federal agency shall be obtained from the USFWS and permit conditions implemented, pursuant to the federal Endangered Species Act. Where project impacts include taking of a state listed species, an Incidental Take Permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act. BR-7 Applicants for future development projects within the project area which result in a loss of Swainson's hawk foraging habitat shall mitigate for such loss by implementing one of the following alternatives: a) 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	LS

[1]PS = Potentially Significant S = Significant SU = Significant and Unavoidable LS = Less Than Significant

Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		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). b) The project proponent 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. c) The project proponent shall submit payment of a Swainson's hawk impact mitigation fee per acre impacted to the Department of Planning and Community Development in the amount as 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. d) Should the County Board of Supervisors 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.	
Effects on birds of prey. Both white-tailed kites and red-tailed hawks have been observed nesting within the project area, and project development could adversely affect such birds of prey. Generally, preconstruction surveys coinciding with raptor nesting chronology are required to	PS	BR-8 Prior to each phase of grading and construction, 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,	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)		Level of Significance After Mitigation[1]
protect birds of prey.			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.	
Impacts to trees.				
There are a number of existing trees within the planning area including native oak and cottonwood, orchards, and various ornamental species which could be impacted by development of the project. Impacts to any healthy native oak or landmark trees would by considered potentially significant.	PS	BR-9	Future development projects within the project area shall submit 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. Consistent with General Plan policies, 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 necessary to accommodate future development shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the project area. In addition, other non-native landmark size trees (19" dbh or greater) may require mitigation as determined on a project-by-project basis.	LS
CULTURAL RESOURCES				
Potential for Impact to an important cultural resource.				
Portions of the planning area have been surveyed for cultural resources, and no important resources were identified. Research conducted to date indicates a low probability of identifying important cultural resources in the remainder of the planning area, although the potential for identifying such resources has not been eliminated.	PS	CR-1	Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Sacramento County Department of Environmental Review and Assessment shall be	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		immediately notified. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the site with appropriate specialists, as needed. The project proponent shall be required to implement any mitigation deemed 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.	
Consistency with General Plan.			
Proposed Specific Plan policies suggest somewhat different procedures in the event of a possible subsurface find of cultural resources, than does General Plan Policy CO-162. This inconsistency could result in a failure to implement the General Plan and/or a failure to follow state legal requirements.	PS	CR-2 Specific Plan Policies OSC 26 and OSC 27 shall be modified to ensure consistency with General Plan Policy CO-162 (see Mitigation Measure CR-1).	LS
HAZARDOUS MATERIALS			
Exposure to toxic air emission sources.	LS	None required.	LS
Exposure to residual agricultural chemicals in soils.			
It is possible that environmentally persistent pesticides may have been used in the past within two fruit orchards located in the Community Plan area, leaving residual agricultural chemicals in the soils.	PS	TX-1 Future development proposals within the two fruit orchards in the Community Plan area north of Douglas Road shall implement a soil sampling and analysis program for organochlorine pesticides, lead, and arsenic.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
		Prior to implementation, the soil sampling and analysis program shall be approved by a toxicologist from the Cal-EPA, Office of Environmental Health Hazard Assessment (OEHHA). The soil sampling results shall be submitted to the Cal-EPA Department of Toxic Substances Control (DTSC), for a determination of whether detected concentrations of the sampled substances fall within acceptable health risk guidelines and, if they do not, the remedial measures which must be implemented to ensure the protection of human health. Prior to grading or construction activities, individual project proponents shall implement any measures required for the remediation of contaminated soils to protect human health.	
Potential exposure to groundwater contamination.			
~~The possibility that the Sunrise Douglas Plan area groundwater may become impacted by the migration of neighboring contaminant plumes, that treatment technologies may not be available to remove all contaminants, and that a replacement surface water supply may not be available in a timely manner are considered potentially significant impacts of the project. Implementation of Water Supply Mitigation Measures WS-2, WS-3, WS-4, and WS-5 will mitigate these impacts to the greatest feasible extent; however, due to the speculative level of risk and the fact it remains uncertain whether full mitigation can be attained, the potential for residual unmitigated impact may be unavoidable.~~	~~SU~~	~~TX-2 Implement Water Supply Mitigation Measures WS-2, WS-3, WS-4, and WS-5.~~	~~SU~~
It is possible that Sunrise Douglas Plan area groundwater may become impacted by the migration of neighboring contaminant plumes. However, the project's water supply plan has been revised, such that the use of on-site wells for municipal supply is no longer proposed. Instead, the project now proposes to obtain potable water from an off-site well field [known as the North Vineyard Well Field (NVWF)] located approximately 5 miles southwest of the SDCP/SRSP project area, ultimately to be combined with surface water supplies as part of the planned Zone 40 conjunctive use system. The California Department of Health Services believes	*LS*	*None required.*	*LS*

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
that the NVWF will provide a guaranteed safe supply of drinking water for the indefinite future. Therefore, the potential for exposure to groundwater contamination is considered to be less than significant.			
Exposure to PCBs.			
Older PCB-containing transformers could pose a health and safety risk to people in the vicinity if PCB exposure occurs as a result of leakage or combustion.	PS	TX-3 Future development projects within the Sunrise Douglas Plan area shall coordinate with SMUD to ensure that all transformers which predate 1979/80 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers.	LS
Exposure to radon.	LS	None required.	LS
Potential for exposure to asbestos during the construction period.			
Existing structures in the project area may contain asbestos in their building materials. The improper removal of asbestos-containing materials could pose a health and safety risk if friable asbestos exposure occurs.	PS	TX-4 Asbestos surveys and abatement procedures shall be completed for each of the structures within the project area which are intended to be razed or otherwise disturbed in accordance with the SMAQMD Asbestos Rules and Regulations.	LS
Potential for contamination of groundwater via existing water supply wells in the area.			
Existing water supply wells may provide a direct conduit for contaminants to enter the groundwater, if the wells are not properly abandoned.	PS	TX-5 As development occurs, each site shall be specifically inspected for water supply wells, septic tanks, leach lines, and cisterns. All water supply wells shall be properly destroyed via the well abandonment procedures of the County Environmental Health Division. Septic tanks, leach lines, and cisterns shall be located, removed, and backfilled in accordance with the recommendations of a qualified geotechnical engineer.	LS

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)	Level of Significance After Mitigation[1]
Potential for exposure to hazardous materials from existing illegally dumped debris in the area.	**PS**	TX-6 As development occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the affected properties and disposed of or recycled off-site.	**LS**
Potential for additional hazardous materials impacts on inaccessible parcels. The potential exists that hazardous materials may impact several parcels within the planning area which were inaccessible for detailed investigation during conduct of the Preliminary Site Assessment for the project. Further review of these parcels for potential hazardous materials exposure will be required at the time of proposed development.	**PS**	TX-7 As development occurs, the actions identified below shall be taken for each identified parcel. All remedial actions recommended as a result of any of these site investigations shall be fully implemented. APN — ACTION 067-0030-006 — Remove debris 067-0030-019 — Remove debris 067-0030-027 — Remove debris 067-0040-003 — Field reconnaissance 067-0040-016 — Remove debris 067-0090-016 — Remove debris 067-0090-017 — Remove debris 067-0090-026 — Field reconnaissance; remove debris 067-0090-032 — Field reconnaissance; remove debris 067-0010-009 — Field reconnaissance; remove debris 067-0010-015 — Field reconnaissance; remove debris; surficial soil sampling and testing for automotive-related fluids 067-0010-018 — Field reconnaissance; remove debris 067-0010-020 — Field reconnaissance; remove debris	**LS**

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Table ES-1
Executive Summary of Impacts and Mitigation

Impact	Level of Significance Before Mitigation[1]	Mitigation Measure(s)		Level of Significance After Mitigation[1]
		067-0010-021	Field reconnaissance; remove debris	
		067-0010-023	Field reconnaissance; remove debris	
		067-0012-063	Field reconnaissance	
		072-0300-002	Field reconnaissance; remove debris	
		072-0300-004	Field reconnaissance; remove debris	
		072-0300-008	Field reconnaissance; remove debris	
		073-0010-010	Agricultural soils sampling and testing	
		073-0010-011	Field reconnaissance; remove debris; agricultural soils sampling and testing	
		073-0010-012	Agricultural soils sampling and testing	
Potential for unknown underground storage tanks.	PS	TX-8	Any discovered underground storage tanks (farm tanks) shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.	LS

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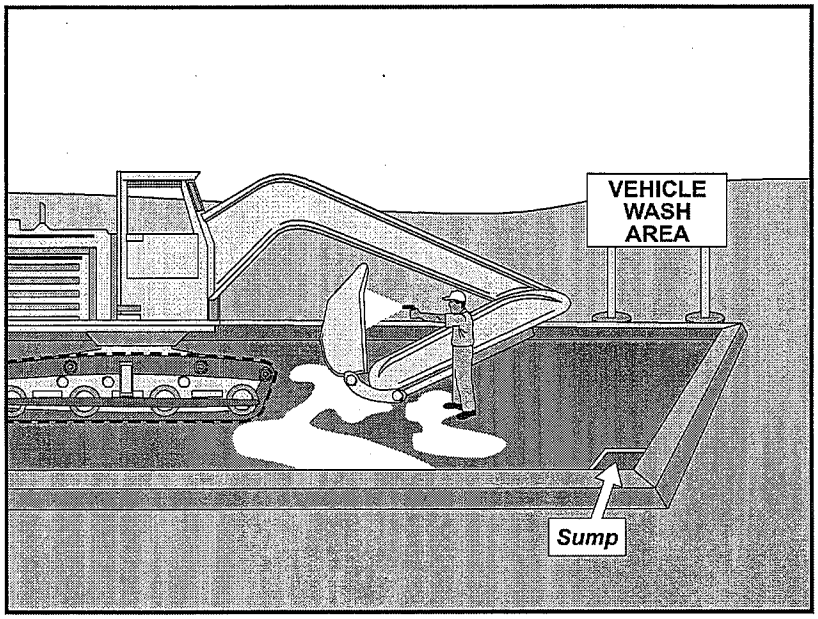
APPENDIX B

Vehicle and Equipment Cleaning NS-8



Objectives

EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Vehicle and equipment cleaning procedures and practices eliminate or reduce the discharge of pollutants to stormwater from vehicle and equipment cleaning operations. Procedures and practices include but are not limited to: using offsite facilities; washing in designated, contained areas only; eliminating discharges to the storm drain by infiltrating the wash water; and training employees and subcontractors in proper cleaning procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment cleaning is performed.

Limitations

Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Implementation

Other options to washing equipment onsite include contracting with either an offsite or mobile commercial washing business. These businesses may be better equipped to handle and dispose of the wash waters properly. Performing this work offsite can also be economical by eliminating the need for a separate washing operation onsite.

If washing operations are to take place onsite, then:

- Use phosphate-free, biodegradable soaps.
- Educate employees and subcontractors on pollution prevention measures.
- Do not permit steam cleaning onsite. Steam cleaning can generate significant pollutant concentrates.
- Cleaning of vehicles and equipment with soap, solvents or steam should not occur on the project site unless resulting wastes are fully contained and disposed of. Resulting wastes should not be discharged or buried, and must be captured and recycled or disposed according to the requirements of WM-10, Liquid Waste Management or WM-6, Hazardous Waste Management, depending on the waste characteristics. Minimize use of solvents. Use of diesel for vehicle and equipment cleaning is prohibited.
- All vehicles and equipment that regularly enter and leave the construction site must be cleaned offsite.
- When vehicle and equipment washing and cleaning must occur onsite, and the operation cannot be located within a structure or building equipped with appropriate disposal facilities, the outside cleaning area should have the following characteristics:
  - Located away from storm drain inlets, drainage facilities, or watercourses
  - Paved with concrete or asphalt and bermed to contain wash waters and to prevent runon and runoff
  - Configured with a sump to allow collection and disposal of wash water
  - No discharge of wash waters to storm drains or watercourses
  - Used only when necessary
- When cleaning vehicles and equipment with water:
  - Use as little water as possible. High-pressure sprayers may use less water than a hose and should be considered
  - Use positive shutoff valve to minimize water usage
  - Facility wash racks should discharge to a sanitary sewer, recycle system or other approved discharge system and must not discharge to the storm drainage system, watercourses, or to groundwater

Costs

Cleaning vehicles and equipment at an offsite facility may reduce overall costs for vehicle and equipment cleaning by eliminating the need to provide similar services onsite. When onsite cleaning is needed, the cost to establish appropriate facilities is relatively low on larger, long-duration projects, and moderate to high on small, short-duration projects.

Inspection and Maintenance

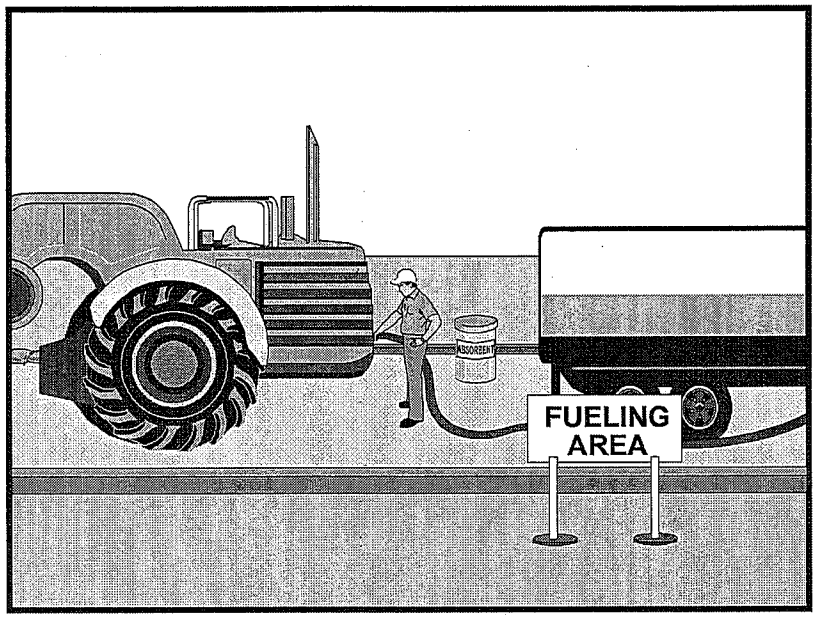
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Inspection and maintenance is minimal, although some berm repair may be necessary.
- Monitor employees and subcontractors throughout the duration of the construction project to ensure appropriate practices are being implemented.
- Inspect sump regularly and remove liquids and sediment as needed.
- Prohibit employees and subcontractors from washing personal vehicles and equipment on the construction site.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Swisher, R.D. Surfactant Biodegradation, Marcel Decker Corporation, 1987.

Vehicle and Equipment Fueling NS-9



Objectives

EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

Description and Purpose

Vehicle equipment fueling procedures and practices are designed to prevent fuel spills and leaks, and reduce or eliminate contamination of stormwater. This can be accomplished by using offsite facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors in proper fueling procedures.

Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment fueling takes place.

Limitations

Onsite vehicle and equipment fueling should only be used where it is impractical to send vehicles and equipment offsite for fueling. Sending vehicles and equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/ Exit.

Implementation

- Use offsite fueling stations as much as possible. These businesses are better equipped to handle fuel and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate fueling area at a site.
- Discourage "topping-off" of fuel tanks.

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- Absorbent spill cleanup materials and spill kits should be available in fueling areas and on fueling trucks, and should be disposed of properly after use.
- Drip pans or absorbent pads should be used during vehicle and equipment fueling, unless the fueling is performed over an impermeable surface in a dedicated fueling area.
- Use absorbent materials on small spills. Do not hose down or bury the spill. Remove the adsorbent materials promptly and dispose of properly.
- Avoid mobile fueling of mobile construction equipment around the site; rather, transport the equipment to designated fueling areas. With the exception of tracked equipment such as bulldozers and large excavators, most vehicles should be able to travel to a designated area with little lost time.
- Train employees and subcontractors in proper fueling and cleanup procedures.
- When fueling must take place onsite, designate an area away from drainage courses to be used. Fueling areas should be identified in the SWPPP.
- Dedicated fueling areas should be protected from stormwater runon and runoff, and should be located at least 50 ft away from downstream drainage facilities and watercourses. Fueling must be performed on level-grade areas.
- Protect fueling areas with berms and dikes to prevent runon, runoff, and to contain spills.
- Nozzles used in vehicle and equipment fueling should be equipped with an automatic shutoff to control drips. Fueling operations should not be left unattended.
- Use vapor recovery nozzles to help control drips as well as air pollution where required by Air Quality Management Districts (AQMD).
- Federal, state, and local requirements should be observed for any stationary above ground storage tanks.

Costs

- All of the above measures are low cost except for the capital costs of above ground tanks that meet all local environmental, zoning, and fire codes.

Inspection and Maintenance

- Vehicles and equipment should be inspected each day of use for leaks. Leaks should be repaired immediately or problem vehicles or equipment should be removed from the project site.
- Keep ample supplies of spill cleanup materials onsite.
- Immediately clean up spills and properly dispose of contaminated soil and cleanup materials.

References

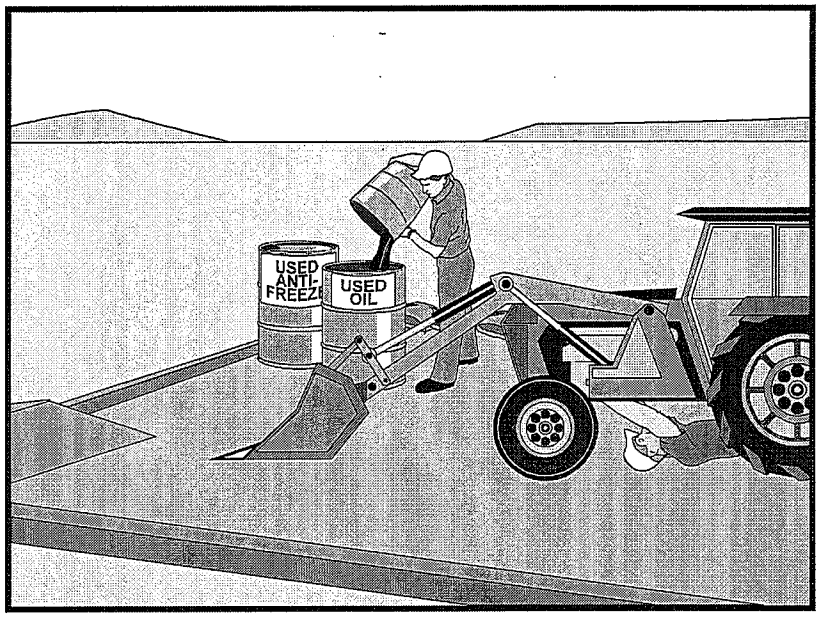
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

Vehicle & Equipment Maintenance NS-10



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TR	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	☑
WM	Waste Management and Materials Pollution Control	

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents	
Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the contamination of stormwater resulting from vehicle and equipment maintenance by running a "dry and clean site". The best option would be to perform maintenance activities at an offsite facility. If this option is not available then work should be performed in designated areas only, while providing cover for materials stored outside, checking for leaks and spills, and containing and cleaning up spills immediately. Employees and subcontractors must be trained in proper procedures.

Suitable Applications

These procedures are suitable on all construction projects where an onsite yard area is necessary for storage and maintenance of heavy equipment and vehicles.

Limitations

Onsite vehicle and equipment maintenance should only be used where it is impractical to send vehicles and equipment offsite for maintenance and repair. Sending vehicles/equipment offsite should be done in conjunction with TR-1, Stabilized Construction Entrance/Exit.

Outdoor vehicle or equipment maintenance is a potentially significant source of stormwater pollution. Activities that can contaminate stormwater include engine repair and service, changing or replacement of fluids, and outdoor equipment storage and parking (engine fluid leaks). For further information on vehicle or equipment servicing, see NS-8, Vehicle and Equipment Cleaning, and NS-9, Vehicle and Equipment Fueling.

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NS-10 Vehicle & Equipment Maintenance

Implementation

- Use offsite repair shops as much as possible. These businesses are better equipped to handle vehicle fluids and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate maintenance area.
- If maintenance must occur onsite, use designated areas, located away from drainage courses. Dedicated maintenance areas should be protected from stormwater runon and runoff, and should be located at least 50 ft from downstream drainage facilities and watercourses.
- Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids, unless the maintenance work is performed over an impermeable surface in a dedicated maintenance area.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- All fueling trucks and fueling areas are required to have spill kits and/or use other spill protection devices.
- Use adsorbent materials on small spills. Remove the absorbent materials promptly and dispose of properly.
- Inspect onsite vehicles and equipment daily at startup for leaks, and repair immediately.
- Keep vehicles and equipment clean; do not allow excessive build-up of oil and grease.
- Segregate and recycle wastes, such as greases, used oil or oil filters, antifreeze, cleaning solutions, automotive batteries, hydraulic and transmission fluids. Provide secondary containment and covers for these materials if stored onsite.
- Train employees and subcontractors in proper maintenance and spill cleanup procedures.
- Drip pans or plastic sheeting should be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is planned to be idle for more than 1 hour.
- For long-term projects, consider using portable tents or covers over maintenance areas if maintenance cannot be performed offsite.
- Consider use of new, alternative greases and lubricants, such as adhesive greases, for chassis lubrication and fifth-wheel lubrication.
- Properly dispose of used oils, fluids, lubricants, and spill cleanup materials.
- Do not place used oil in a dumpster or pour into a storm drain or watercourse.
- Properly dispose of or recycle used batteries.
- Do not bury used tires.
- Repair leaks of fluids and oil immediately.

Vehicle & Equipment Maintenance NS-10

Listed below is further information if you must perform vehicle or equipment maintenance onsite.

Safer Alternative Products

- Consider products that are less toxic or hazardous than regular products. These products are often sold under an "environmentally friendly" label.
- Consider use of grease substitutes for lubrication of truck fifth-wheels. Follow manufacturers label for details on specific uses.
- Consider use of plastic friction plates on truck fifth-wheels in lieu of grease. Follow manufacturers label for details on specific uses.

Waste Reduction

Parts are often cleaned using solvents such as trichloroethylene, trichloroethane, or methylene chloride. Many of these cleaners are listed in California Toxic Rule as priority pollutants. These materials are harmful and must not contaminate stormwater. They must be disposed of as a hazardous waste. Reducing the number of solvents makes recycling easier and reduces hazardous waste management costs. Often, one solvent can perform a job as well as two different solvents. Also, if possible, eliminate or reduce the amount of hazardous materials and waste by substituting non-hazardous or less hazardous materials. For example, replace chlorinated organic solvents with non-chlorinated solvents. Non-chlorinated solvents like kerosene or mineral spirits are less toxic and less expensive to dispose of properly. Check the list of active ingredients to see whether it contains chlorinated solvents. The "chlor" term indicates that the solvent is chlorinated. Also, try substituting a wire brush for solvents to clean parts.

Recycling and Disposal

Separating wastes allows for easier recycling and may reduce disposal costs. Keep hazardous wastes separate, do not mix used oil solvents, and keep chlorinated solvents (like,-trichloroethane) separate from non-chlorinated solvents (like kerosene and mineral spirits). Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around. Provide cover and secondary containment until these materials can be removed from the site.

Oil filters can be recycled. Ask your oil supplier or recycler about recycling oil filters.

Do not dispose of extra paints and coatings by dumping liquid onto the ground or throwing it into dumpsters. Allow coatings to dry or harden before disposal into covered dumpsters.

Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries, even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put it into the containment area until you are sure it is not leaking.

Costs

All of the above are low cost measures. Higher costs are incurred to setup and maintain onsite maintenance areas.

NS-10 Vehicle & Equipment Maintenance

Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Keep ample supplies of spill cleanup materials onsite.
- Maintain waste fluid containers in leak proof condition.
- Vehicles and equipment should be inspected on each day of use. Leaks should be repaired immediately or the problem vehicle(s) or equipment should be removed from the project site.
- Inspect equipment for damaged hoses and leaky gaskets routinely. Repair or replace as needed.

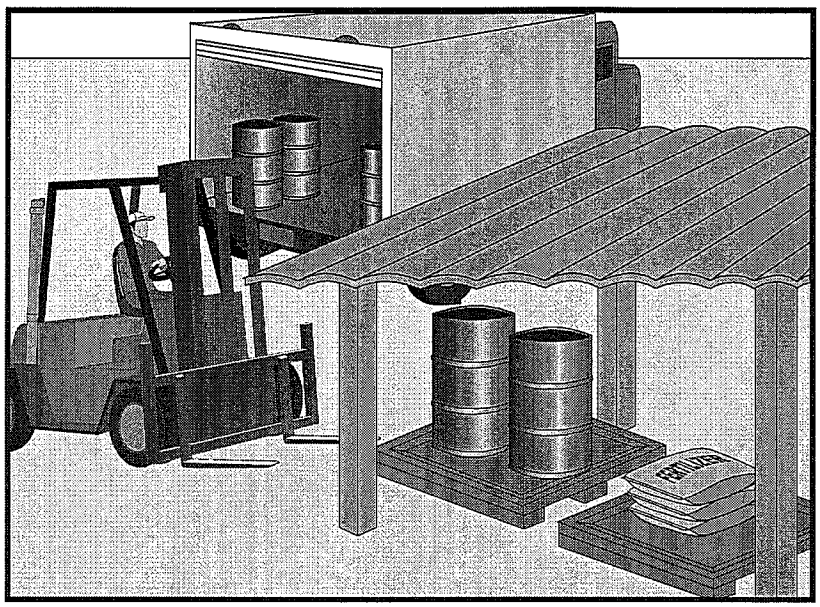
References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program; Program Development and Approval Guidance, Working Group, Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Material Delivery and Storage WM-1



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent, reduce, or eliminate the discharge of pollutants from material delivery and storage to the stormwater system or watercourses by minimizing the storage of hazardous materials onsite, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.

This best management practice covers only material delivery and storage. For other information on materials, see WM-2, Material Use, or WM-4, Spill Prevention and Control. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

These procedures are suitable for use at all construction sites with delivery and storage of the following materials:

- Soil stabilizers and binders
- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and concrete components

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- Hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

Limitations

- Space limitation may preclude indoor storage.
- Storage sheds often must meet building and fire code requirements.

Implementation

The following steps should be taken to minimize risk:

- Temporary storage area should be located away from vehicular traffic.
- Material Safety Data Sheets (MSDS) should be supplied for all materials stored.
- Construction site areas should be designated for material delivery and storage.
- Material delivery and storage areas should be located near the construction entrances, away from waterways, if possible.
  - Avoid transport near drainage paths or waterways.
  - Surround with earth berms. See EC-9, Earth Dikes and Drainage Swales.
  - Place in an area which will be paved.
- Storage of reactive, ignitable, or flammable liquids must comply with the fire codes of your area. Contact the local Fire Marshal to review site materials, quantities, and proposed storage area to determine specific requirements. See the Flammable and Combustible Liquid Code, NFPA30.
- An up to date inventory of materials delivered and stored onsite should be kept.
- Hazardous materials storage onsite should be minimized.
- Hazardous materials should be handled as infrequently as possible.
- During the rainy season, consider storing materials in a covered area. Store materials in secondary containments such as earthen dike, horse trough, or even a children's wading pool for non-reactive materials such as detergents, oil, grease, and paints. Small amounts of material may be secondarily contained in "bus boy" trays or concrete mixing trays.
- Do not store chemicals, drums, or bagged materials directly on the ground. Place these items on a pallet and, when possible, in secondary containment.

- If drums must be kept uncovered, store them at a slight angle to reduce ponding of rainwater on the lids to reduce corrosion. Domed plastic covers are inexpensive and snap to the top of drums, preventing water from collecting.
- Chemicals should be kept in their original labeled containers.
- Employees and subcontractors should be trained on the proper material delivery and storage practices.
- Employees trained in emergency spill cleanup procedures must be present when dangerous materials or liquid chemicals are unloaded.
- If significant residual materials remain on the ground after construction is complete, properly remove materials and any contaminated soil. See WM-7, Contaminated Soil Management. If the area is to be paved, pave as soon as materials are removed to stabilize the soil.

Material Storage Areas and Practices

- Liquids, petroleum products, and substances listed in 40 CFR Parts 110, 117, or 302 should be stored in approved containers and drums and should not be overfilled. Containers and drums should be placed in temporary containment facilities for storage.
- A temporary containment facility should provide for a spill containment volume able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest container within its boundary, whichever is greater.
- A temporary containment facility should be impervious to the materials stored therein for a minimum contact time of 72 hours.
- A temporary containment facility should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be collected and placed into drums. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. All collected liquids or non-hazardous liquids should be sent to an approved disposal site.
- Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Throughout the rainy season, each temporary containment facility should be covered during non-working days, prior to, and during rain events.
- Materials should be stored in their original containers and the original product labels should be maintained in place in a legible condition. Damaged or otherwise illegible labels should be replaced immediately.

- Bagged and boxed materials should be stored on pallets and should not be allowed to accumulate on the ground. To provide protection from wind and rain throughout the rainy season, bagged and boxed materials should be covered during non-working days and prior to and during rain events.
- Stockpiles should be protected in accordance with WM-3, Stockpile Management.
- Materials should be stored indoors within existing structures or sheds when available.
- Proper storage instructions should be posted at all times in an open and conspicuous location.
- An ample supply of appropriate spill clean up material should be kept near storage areas.
- Also see WM-6, Hazardous Waste Management, for storing of hazardous materials.

Material Delivery Practices

- Keep an accurate, up-to-date inventory of material delivered and stored onsite.
- Arrange for employees trained in emergency spill cleanup procedures to be present when dangerous materials or liquid chemicals are unloaded.

Spill Cleanup

- Contain and clean up any spill immediately.
- Properly remove and dispose of any hazardous materials or contaminated soil if significant residual materials remain on the ground after construction is complete. See WM-7, Contaminated Soil Management.
- See WM-4, Spill Prevention and Control, for spills of chemicals and/or hazardous materials.

Cost

- The largest cost of implementation may be in the construction of a materials storage area that is covered and provides secondary containment.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Keep an ample supply of spill cleanup materials near the storage area.
- Keep storage areas clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored.
- Repair or replace perimeter controls, containment structures, covers, and liners as needed to maintain proper function.

References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

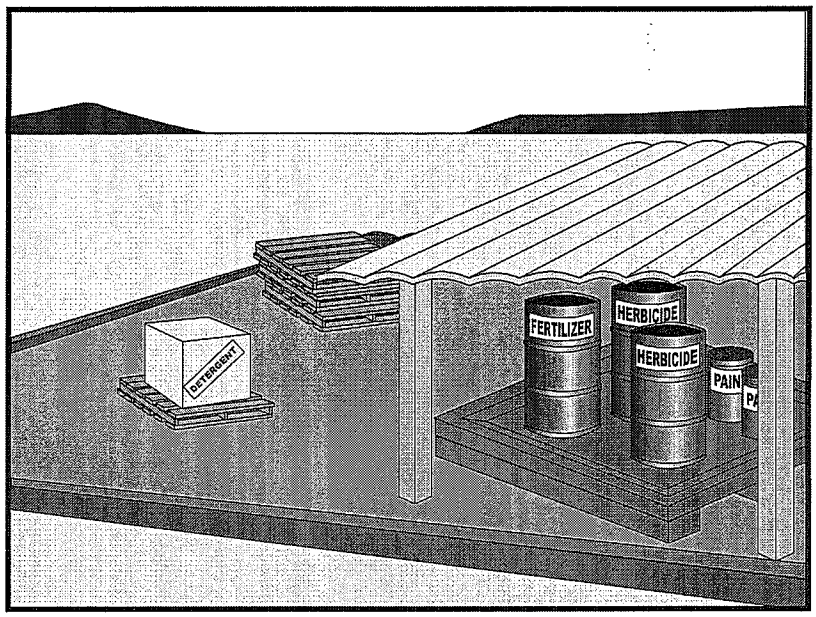
Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

Material Use

WM-2



Objectives

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to the storm drain system or watercourses from material use by using alternative products, minimizing hazardous material use onsite, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for use at all construction projects. These procedures apply when the following materials are used or prepared onsite:

- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and other concrete components
- Other hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

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Limitations

Safer alternative building and construction products may not be available or suitable in every instance.

Implementation

The following steps should be taken to minimize risk:

- Minimize use of hazardous materials onsite.
- Follow manufacturer instructions regarding uses, protective equipment, ventilation, flammability, and mixing of chemicals.
- Train personnel who use pesticides. The California Department of Pesticide Regulation and county agricultural commissioners license pesticide dealers, certify pesticide applicators, and conduct onsite inspections.
- Do not over-apply fertilizers, herbicides, and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over-application is expensive and environmentally harmful. Unless on steep slopes, till fertilizers into the soil rather than hydro seeding. Apply surface dressings in several smaller applications, as opposed to one large application, to allow time for infiltration and to avoid excess material being carried offsite by runoff. Do not apply these chemicals just before it rains.
- Train employees and subcontractors in proper material use.
- Supply Material Safety Data Sheets (MSDS) for all materials.
- Dispose of latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths, when thoroughly dry and are no longer hazardous, with other construction debris.
- Do not remove the original product label; it contains important safety and disposal information. Use the entire product before disposing of the container.
- Mix paint indoors or in a containment area. Never clean paintbrushes or rinse paint containers into a street, gutter, storm drain, or watercourse. Dispose of any paint thinners, residue, and sludge(s) that cannot be recycled, as hazardous waste.
- For water-based paint, clean brushes to the extent practicable, and rinse to a drain leading to a sanitary sewer where permitted, or into a concrete washout pit or temporary sediment trap. For oil-based paints, clean brushes to the extent practicable, and filter and reuse thinners and solvents.
- Use recycled and less hazardous products when practical. Recycle residual paints, solvents, non-treated lumber, and other materials.
- Use materials only where and when needed to complete the construction activity. Use safer alternative materials as much as possible. Reduce or eliminate use of hazardous materials onsite when practical.

- Require contractors to complete the "Report of Chemical Spray Forms" when spraying herbicides and pesticides.
- Keep an ample supply of spill clean up material near use areas. Train employees in spill clean up procedures.
- Avoid exposing applied materials to rainfall and runoff unless sufficient time has been allowed for them to dry.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two–week intervals in the non-rainy season to verify continued BMP implementation.
- Maintenance of this best management practice is minimal.
- Spot check employees and subcontractors throughout the job to ensure appropriate practices are being employed.

References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

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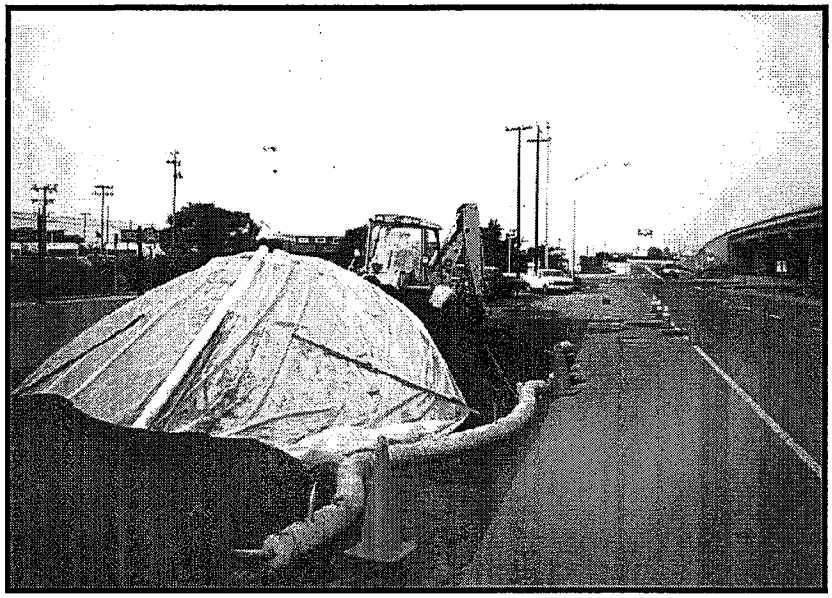
Stockpile Management WM-3



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Description and Purpose

Stockpile Management procedures and practices are designed to reduce or eliminate air and stormwater pollution from stockpiles of soil, paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub base or pre-mixed aggregate, asphalt minder (so called "cold mix" asphalt), and pressure treated wood.

Suitable Applications

Implement in all projects that stockpile soil and other materials.

Limitations

None identified.

Implementation

Protection of stockpiles is a year-round requirement. To properly manage stockpiles:

- Locate stockpiles a minimum of 50 ft away from concentrated flows of stormwater, drainage courses, and inlets.
- Protect all stockpiles from stormwater runon using a temporary perimeter sediment barrier such as berms, dikes, fiber rolls, silt fences, sandbag, gravel bags, or straw bale barriers.

Targeted Constituents	
Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

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- Implement wind erosion control practices as appropriate on all stockpiled material. For specific information, see WE-1, Wind Erosion Control.
- Manage stockpiles of contaminated soil in accordance with WM-7, Contaminated Soil Management.
- Place bagged materials on pallets and under cover.

Protection of Non-Active Stockpiles

Non-active stockpiles of the identified materials should be protected further as follows:

Soil stockpiles

- During the rainy season, soil stockpiles should be covered or protected with soil stabilization measures and a temporary perimeter sediment barrier at all times.
- During the non-rainy season, soil stockpiles should be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.

Stockpiles of Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate sub base

- During the rainy season, the stockpiles should be covered or protected with a temporary perimeter sediment barrier at all times.
- During the non-rainy season, the stockpiles should be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.

Stockpiles of "cold mix"

- During the rainy season, cold mix stockpiles should be placed on and covered with plastic or comparable material at all times.
- During the non-rainy season, cold mix stockpiles should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Stockpiles/Storage of pressure treated wood with copper, chromium, and arsenic or ammonical, copper, zinc, and arsenate

- During the rainy season, treated wood should be covered with plastic or comparable material at all times.
- During the non-rainy season, treated wood should be covered with plastic or comparable material at all times and cold mix stockpiles should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Protection of Active Stockpiles

Active stockpiles of the identified materials should be protected further as follows:

- All stockpiles should be protected with a temporary linear sediment barrier prior to the onset of precipitation.
- Stockpiles of "cold mix" should be placed on and covered with plastic or comparable material prior to the onset of precipitation.

Costs

All of the above are low cost measures.

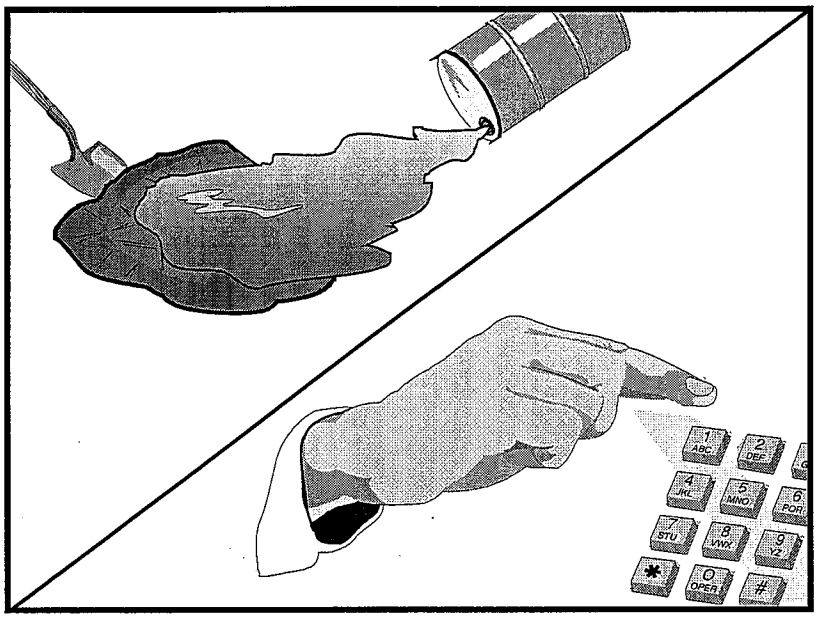
Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation
- Repair and/or replace perimeter controls and covers as needed to keep them functioning properly.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Spill Prevention and Control WM-4



Objectives

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to drainage systems or watercourses from leaks and spills by reducing the chance for spills, stopping the source of spills, containing and cleaning up spills, properly disposing of spill materials, and training employees.

This best management practice covers only spill prevention and control. However, WM-1, Materials Delivery and Storage, and WM-2, Material Use, also contain useful information, particularly on spill prevention. For information on wastes, see the waste management BMPs in this section.

Suitable Applications

This BMP is suitable for all construction projects. Spill control procedures are implemented anytime chemicals or hazardous substances are stored on the construction site, including the following materials:

- Soil stabilizers/binders
- Dust palliatives
- Herbicides
- Growth inhibitors
- Fertilizers
- Deicing/anti-icing chemicals

- Fuels
- Lubricants
- Other petroleum distillates

Limitations

- In some cases it may be necessary to use a private spill cleanup company.
- This BMP applies to spills caused by the contractor and subcontractors.
- Procedures and practices presented in this BMP are general. Contractor should identify appropriate practices for the specific materials used or stored onsite

Implementation

The following steps will help reduce the stormwater impacts of leaks and spills:

Education

- Be aware that different materials pollute in different amounts. Make sure that each employee knows what a "significant spill" is for each material they use, and what is the appropriate response for "significant" and "insignificant" spills.
- Educate employees and subcontractors on potential dangers to humans and the environment from spills and leaks.
- Hold regular meetings to discuss and reinforce appropriate disposal procedures (incorporate into regular safety meetings).
- Establish a continuing education program to indoctrinate new employees.
- Have contractor's superintendent or representative oversee and enforce proper spill prevention and control measures.

General Measures

- To the extent that the work can be accomplished safely, spills of oil, petroleum products, substances listed under 40 CFR parts 110,117, and 302, and sanitary and septic wastes should be contained and cleaned up immediately.
- Store hazardous materials and wastes in covered containers and protect from vandalism.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- Train employees in spill prevention and cleanup.
- Designate responsible individuals to oversee and enforce control measures.
- Spills should be covered and protected from stormwater runon during rainfall to the extent that it doesn't compromise clean up activities.
- Do not bury or wash spills with water.

- Store and dispose of used clean up materials, contaminated materials, and recovered spill material that is no longer suitable for the intended purpose in conformance with the provisions in applicable BMPs.
- Do not allow water used for cleaning and decontamination to enter storm drains or watercourses. Collect and dispose of contaminated water in accordance with WM-10, Liquid Waste Management.
- Contain water overflow or minor water spillage and do not allow it to discharge into drainage facilities or watercourses.
- Place proper storage, cleanup, and spill reporting instructions for hazardous materials stored or used on the project site in an open, conspicuous, and accessible location.
- Keep waste storage areas clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored. Perimeter controls, containment structures, covers, and liners should be repaired or replaced as needed to maintain proper function.

Cleanup

- Clean up leaks and spills immediately.
- Use a rag for small spills on paved surfaces, a damp mop for general cleanup, and absorbent material for larger spills. If the spilled material is hazardous, then the used cleanup materials are also hazardous and must be sent to either a certified laundry (rags) or disposed of as hazardous waste.
- Never hose down or bury dry material spills. Clean up as much of the material as possible and dispose of properly. See the waste management BMPs in this section for specific information.

Minor Spills

- Minor spills typically involve small quantities of oil, gasoline, paint, etc. which can be controlled by the first responder at the discovery of the spill.
- Use absorbent materials on small spills rather than hosing down or burying the spill.
- Absorbent materials should be promptly removed and disposed of properly.
- Follow the practice below for a minor spill:
  - Contain the spread of the spill.
  - Recover spilled materials.
  - Clean the contaminated area and properly dispose of contaminated materials.

Semi-Significant Spills

- Semi-significant spills still can be controlled by the first responder along with the aid of other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities.

- Spills should be cleaned up immediately:
  - Contain spread of the spill.
  - Notify the project foreman immediately.
  - If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely.
  - If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil.
  - If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.

Significant/Hazardous Spills

- For significant or hazardous spills that cannot be controlled by personnel in the immediate vicinity, the following steps should be taken:
  - Notify the local emergency response by dialing 911. In addition to 911, the contractor will notify the proper county officials. It is the contractor's responsibility to have all emergency phone numbers at the construction site.
  - Notify the Governor's Office of Emergency Services Warning Center, (916) 845-8911.
  - For spills of federal reportable quantities, in conformance with the requirements in 40 CFR parts 110,119, and 302, the contractor should notify the National Response Center at (800) 424-8802.
  - Notification should first be made by telephone and followed up with a written report.
  - The services of a spills contractor or a Haz-Mat team should be obtained immediately. Construction personnel should not attempt to clean up until the appropriate and qualified staffs have arrived at the job site.
  - Other agencies which may need to be consulted include, but are not limited to, the Fire Department, the Public Works Department, the Coast Guard, the Highway Patrol, the City/County Police Department, Department of Toxic Substances, California Division of Oil and Gas, Cal/OSHA, etc.

Reporting

- Report significant spills to local agencies, such as the Fire Department; they can assist in cleanup.
- Federal regulations require that any significant oil spill into a water body or onto an adjoining shoreline be reported to the National Response Center (NRC) at 800-424-8802 (24 hours).

Use the following measures related to specific activities:

Vehicle and Equipment Maintenance

- If maintenance must occur onsite, use a designated area and a secondary containment, located away from drainage courses, to prevent the runon of stormwater and the runoff of spills.
- Regularly inspect onsite vehicles and equipment for leaks and repair immediately
- Check incoming vehicles and equipment (including delivery trucks, and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment onsite.
- Always use secondary containment, such as a drain pan or drop cloth, to catch spills or leaks when removing or changing fluids.
- Place drip pans or absorbent materials under paving equipment when not in use.
- Use absorbent materials on small spills rather than hosing down or burying the spill. Remove the absorbent materials promptly and dispose of properly.
- Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around
- Oil filters disposed of in trashcans or dumpsters can leak oil and pollute stormwater. Place the oil filter in a funnel over a waste oil-recycling drum to drain excess oil before disposal. Oil filters can also be recycled. Ask the oil supplier or recycler about recycling oil filters.
- Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put it into the containment area until you are sure it is not leaking.

Vehicle and Equipment Fueling

- If fueling must occur onsite, use designate areas, located away from drainage courses, to prevent the runon of stormwater and the runoff of spills.
- Discourage "topping off" of fuel tanks.
- Always use secondary containment, such as a drain pan, when fueling to catch spills/ leaks.

Costs

Prevention of leaks and spills is inexpensive. Treatment and/ or disposal of contaminated soil or water can be quite expensive.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.

- Keep ample supplies of spill control and cleanup materials onsite, near storage, unloading, and maintenance areas.
- Update your spill prevention and control plan and stock cleanup materials as changes occur in the types of chemicals onsite.

References

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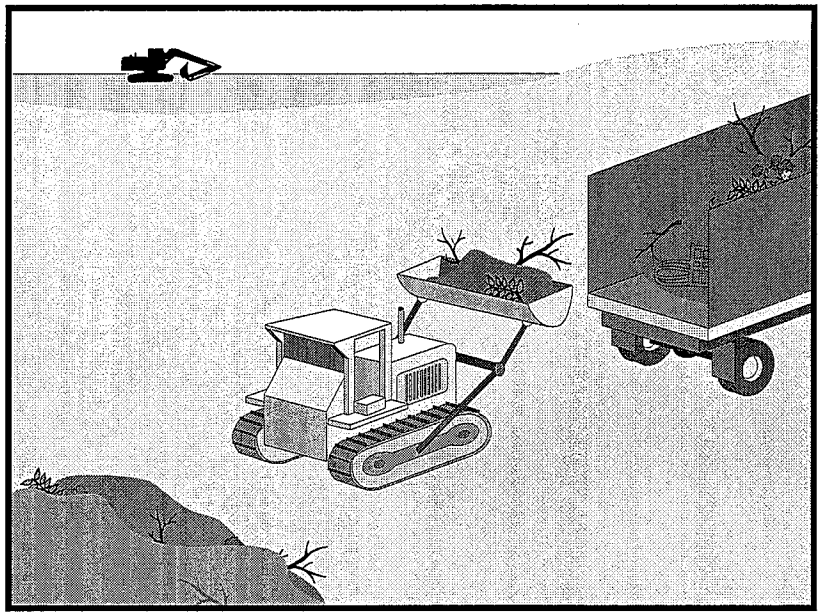
Solid Waste Management WM-5



Objectives

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Solid waste management procedures and practices are designed to prevent or reduce the discharge of pollutants to stormwater from solid or construction waste by providing designated waste collection areas and containers, arranging for regular disposal, and training employees and subcontractors.

Suitable Applications

This BMP is suitable for construction sites where the following wastes are generated or stored:

- Solid waste generated from trees and shrubs removed during land clearing, demolition of existing structures (rubble), and building construction
- Packaging materials including wood, paper, and plastic
- Scrap or surplus building materials including scrap metals, rubber, plastic, glass pieces and masonry products
- Domestic wastes including food containers such as beverage cans, coffee cups, paper bags, plastic wrappers, and cigarettes
- Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials

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- Highway planting wastes, including vegetative material, plant containers, and packaging materials

Limitations

Temporary stockpiling of certain construction wastes may not necessitate stringent drainage related controls during the non-rainy season or in desert areas with low rainfall.

Implementation

The following steps will help keep a clean site and reduce stormwater pollution:

- Select designated waste collection areas onsite.
- Inform trash-hauling contractors that you will accept only watertight dumpsters for onsite use. Inspect dumpsters for leaks and repair any dumpster that is not watertight.
- Locate containers in a covered area or in a secondary containment.
- Provide an adequate number of containers with lids or covers that can be placed over the container to keep rain out or to prevent loss of wastes when it is windy.
- Plan for additional containers and more frequent pickup during the demolition phase of construction.
- Collect site trash daily, especially during rainy and windy conditions.
- Remove this solid waste promptly since erosion and sediment control devices tend to collect litter.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Do not hose out dumpsters on the construction site. Leave dumpster cleaning to the trash hauling contractor.
- Arrange for regular waste collection before containers overflow.
- Clean up immediately if a container does spill.
- Make sure that construction waste is collected, removed, and disposed of only at authorized disposal areas.

Education

- Have the contractor's superintendent or representative oversee and enforce proper solid waste management procedures and practices.
- Instruct employees and subcontractors on identification of solid waste and hazardous waste.
- Educate employees and subcontractors on solid waste storage and disposal procedures.

- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).
- Require that employees and subcontractors follow solid waste handling and storage procedures.
- Prohibit littering by employees, subcontractors, and visitors.
- Minimize production of solid waste materials wherever possible.

Collection, Storage, and Disposal

- Littering on the project site should be prohibited.
- To prevent clogging of the storm drainage system, litter and debris removal from drainage grates, trash racks, and ditch lines should be a priority.
- Trash receptacles should be provided in the contractor's yard, field trailer areas, and at locations where workers congregate for lunch and break periods.
- Litter from work areas within the construction limits of the project site should be collected and placed in watertight dumpsters at least weekly, regardless of whether the litter was generated by the contractor, the public, or others. Collected litter and debris should not be placed in or next to drain inlets, stormwater drainage systems, or watercourses.
- Dumpsters of sufficient size and number should be provided to contain the solid waste generated by the project.
- Full dumpsters should be removed from the project site and the contents should be disposed of by the trash hauling contractor.
- Construction debris and waste should be removed from the site biweekly or more frequently as needed.
- Construction material visible to the public should be stored or stacked in an orderly manner.
- Stormwater runon should be prevented from contacting stored solid waste through the use of berms, dikes, or other temporary diversion structures or through the use of measures to elevate waste from site surfaces.
- Solid waste storage areas should be located at least 50 ft from drainage facilities and watercourses and should not be located in areas prone to flooding or ponding.
- Except during fair weather, construction and highway planting waste not stored in watertight dumpsters should be securely covered from wind and rain by covering the waste with tarps or plastic.
- Segregate potentially hazardous waste from non-hazardous construction site waste.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.

- For disposal of hazardous waste, see WM-6, Hazardous Waste Management. Have hazardous waste hauled to an appropriate disposal and/or recycling facility.
- Salvage or recycle useful vegetation debris, packaging and surplus building materials when practical. For example, trees and shrubs from land clearing can be used as a brush barrier, or converted into wood chips, then used as mulch on graded areas. Wood pallets, cardboard boxes, and construction scraps can also be recycled.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur
- Inspect construction waste area regularly.
- Arrange for regular waste collection.

References

Processes, Procedures and Methods to Control Pollution Resulting from All Construction Activity, 430/9-73-007, USEPA, 1973.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

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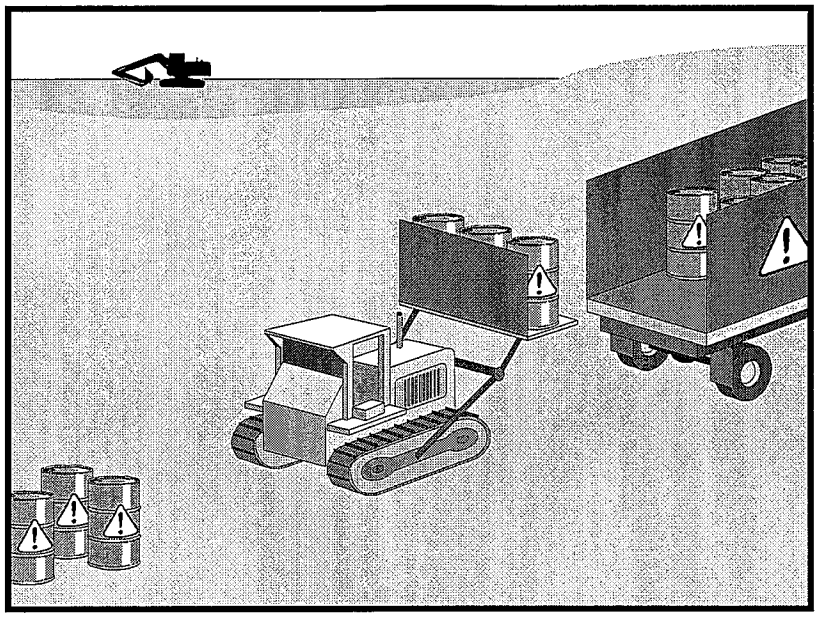
Hazardous Waste Management WM-6



Objectives		
EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents	
Sediment	
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	☑
Oil and Grease	☑
Organics	☑

Potential Alternatives

None

Description and Purpose

Prevent or reduce the discharge of pollutants to stormwater from hazardous waste through proper material use, waste disposal, and training of employees and subcontractors.

Suitable Applications

This best management practice (BMP) applies to all construction projects. Hazardous waste management practices are implemented on construction projects that generate waste from the use of:

- Petroleum Products
- Asphalt Products
- Concrete Curing Compounds
- Pesticides
- Palliatives
- Acids
- Septic Wastes
- Paints
- Stains
- Solvents
- Wood Preservatives
- Roofing Tar
- Any materials deemed a hazardous waste in California, Title 22 Division 4.5, or listed in 40 CFR Parts 110, 117, 261, or 302

In addition, sites with existing structures may contain wastes, which must be disposed of in accordance with federal, state, and local regulations. These wastes include:

- Sandblasting grit mixed with lead-, cadmium-, or chromium-based paints
- Asbestos
- PCBs (particularly in older transformers)

Limitations

- Hazardous waste that cannot be reused or recycled must be disposed of by a licensed hazardous waste hauler.
- Nothing in this BMP relieves the contractor from responsibility for compliance with federal, state, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes.
- This BMP does not cover aerially deposited lead (ADL) soils. For ADL soils refer to WM-7, Contaminated Soil Management.

Implementation

The following steps will help reduce stormwater pollution from hazardous wastes:

Material Use

- Wastes should be stored in sealed containers constructed of a suitable material and should be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172, 173, 178, and 179.
- All hazardous waste should be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263.
- Waste containers should be stored in temporary containment facilities that should comply with the following requirements:
  - Temporary containment facility should provide for a spill containment volume equal to 1.5 times the volume of all containers able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest tank within its boundary, whichever is greater.
  - Temporary containment facility should be impervious to the materials stored there for a minimum contact time of 72 hours.
  - Temporary containment facilities should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be placed into drums after each rainfall. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. Non-hazardous liquids should be sent to an approved disposal site.
  - Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.

- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Throughout the rainy season, temporary containment facilities should be covered during non-working days, and prior to rain events. Covered facilities may include use of plastic tarps for small facilities or constructed roofs with overhangs.

- Drums should not be overfilled and wastes should not be mixed.
- Unless watertight, containers of dry waste should be stored on pallets.
- Do not over-apply herbicides and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over application is expensive and environmentally harmful. Apply surface dressings in several smaller applications, as opposed to one large application. Allow time for infiltration and avoid excess material being carried offsite by runoff. Do not apply these chemicals just before it rains. People applying pesticides must be certified in accordance with federal and state regulations.
- Paint brushes and equipment for water and oil based paints should be cleaned within a contained area and should not be allowed to contaminate site soils, watercourses, or drainage systems. Waste paints, thinners, solvents, residues, and sludges that cannot be recycled or reused should be disposed of as hazardous waste. When thoroughly dry, latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths should be disposed of as solid waste.
- Do not clean out brushes or rinse paint containers into the dirt, street, gutter, storm drain, or stream. "Paint out" brushes as much as possible. Rinse water-based paints to the sanitary sewer. Filter and reuse thinners and solvents. Dispose of excess oil-based paints and sludge as hazardous waste.
- The following actions should be taken with respect to temporary contaminant:
  - Ensure that adequate hazardous waste storage volume is available.
  - Ensure that hazardous waste collection containers are conveniently located.
  - Designate hazardous waste storage areas onsite away from storm drains or watercourses and away from moving vehicles and equipment to prevent accidental spills.
  - Minimize production or generation of hazardous materials and hazardous waste on the job site.
  - Use containment berms in fueling and maintenance areas and where the potential for spills is high.
  - Segregate potentially hazardous waste from non-hazardous construction site debris.
  - Keep liquid or semi-liquid hazardous waste in appropriate containers (closed drums or similar) and under cover.

- Clearly label all hazardous waste containers with the waste being stored and the date of accumulation.
- Place hazardous waste containers in secondary containment.
- Do not allow potentially hazardous waste materials to accumulate on the ground.
- Do not mix wastes.
- Use all of the product before disposing of the container.
- Do not remove the original product label; it contains important safety and disposal information.

Waste Recycling Disposal

- Select designated hazardous waste collection areas onsite.
- Hazardous materials and wastes should be stored in covered containers and protected from vandalism.
- Place hazardous waste containers in secondary containment.
- Do not mix wastes, this can cause chemical reactions, making recycling impossible and complicating disposal.
- Recycle any useful materials such as used oil or water-based paint.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Arrange for regular waste collection before containers overflow.
- Make sure that hazardous waste (e.g., excess oil-based paint and sludge) is collected, removed, and disposed of only at authorized disposal areas.

Disposal Procedures

- Waste should be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms.
- A Department of Health Services certified laboratory should sample waste to determine the appropriate disposal facility.
- Properly dispose of rainwater in secondary containment that may have mixed with hazardous waste.
- Attention is directed to "Hazardous Material", "Contaminated Material", and "Aerially Deposited Lead" of the contract documents regarding the handling and disposal of hazardous materials.

Education

- Educate employees and subcontractors on hazardous waste storage and disposal procedures.
- Educate employees and subcontractors on potential dangers to humans and the environment from hazardous wastes.
- Instruct employees and subcontractors on safety procedures for common construction site hazardous wastes.
- Instruct employees and subcontractors in identification of hazardous and solid waste.
- Hold regular meetings to discuss and reinforce hazardous waste management procedures (incorporate into regular safety meetings).
- The contractor's superintendent or representative should oversee and enforce proper hazardous waste management procedures and practices.
- Make sure that hazardous waste is collected, removed, and disposed of only at authorized disposal areas.
- Warning signs should be placed in areas recently treated with chemicals.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- If a container does spill, clean up immediately.

Costs

All of the above are low cost measures.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur
- Hazardous waste should be regularly collected.
- A foreman or construction supervisor should monitor onsite hazardous waste storage and disposal procedures.
- Waste storage areas should be kept clean, well organized, and equipped with ample cleanup supplies as appropriate for the materials being stored.
- Perimeter controls, containment structures, covers, and liners should be repaired or replaced as needed to maintain proper function.
- Hazardous spills should be cleaned up and reported in conformance with the applicable Material Safety Data Sheet (MSDS) and the instructions posted at the project site.

- The National Response Center, at (800) 424-8802, should be notified of spills of federal reportable quantities in conformance with the requirements in 40 CFR parts 110, 117, and 302. Also notify the Governors Office of Emergency Services Warning Center at (916) 845-8911.
- A copy of the hazardous waste manifests should be provided.

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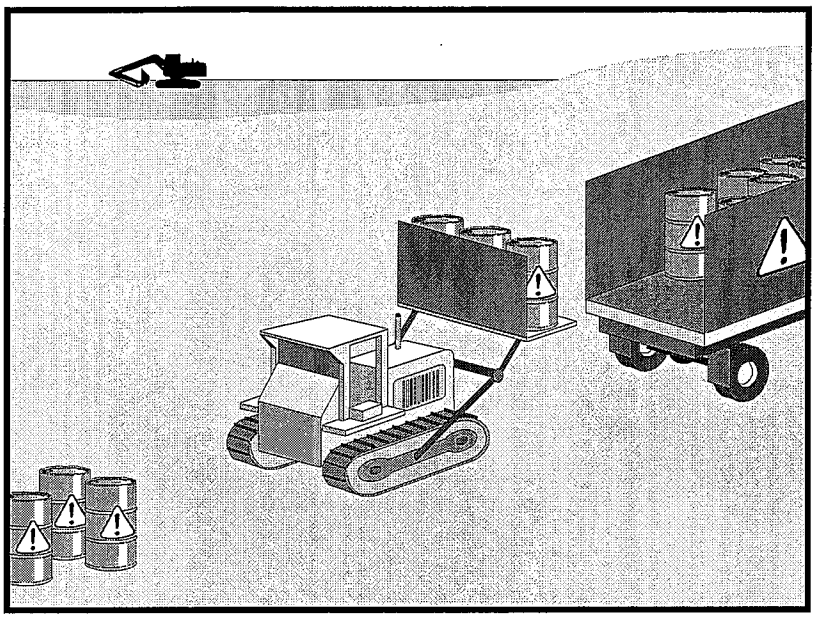

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