FEMOYER STREET AND NORTH MATHER BOULEVARD IMPROVEMENTS

Mitigated Negative Declaration

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

April 2012

MITIGATED NEGATIVE DECLARATION
FOR
FEMOYER STREET AND NORTH MATHER BOULEVARD IMPROVEMENTS
CITY OF RANCHO CORDOVA, CALIFORNIA

Prepared by:

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Phone (916) 851-8700
Fax (916) 851-8787

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TABLE OF CONTENTS

1.0 INTRODUCTION 1.0-1

1.1 Introduction and Regulatory Guidance 1.0-1
1.2 Lead Agency 1.0-5
1.3 Purpose and Document Organization 1.0-5

2.0 PROJECT DESCRIPTION 2.0-1

2.1 Project Location 2.0-1
2.2 Project Characteristics 2.0-1
2.3 Required Project Approvals 2.0-1

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES 3.0-1

3.1 Introduction 3.0-1
3.2 Initial Environmental Study 3.0-2
I Aesthetics 3.0-5
II Agriculture Resources 3.0-7
III Air Quality 3.0-9
IV Biological Resources 3.0-14
V Cultural Resources 3.0-20
VI Geology and Soils 3.0-22
VII Greenhouse Gas Emissions 3.0-25
VIII Hazards and Hazardous Materials 3.0-26
IX Hydrology and Water Quality 3.0-30
X Land Use and Planning 3.0-34
XI Mineral Resources 3.0-36
XII Noise 3.0-37
XIII Population and Housing 3.0-40
XIV Public Services 3.0-41
XV Recreation 3.0-43
XVI Transportation and Traffic 3.0-44
XVII Utility and Service Systems 3.0-47
XVIII Mandatory Findings of Significance 3.0-49

4.0 CUMULATIVE IMPACTS 4.0-1

4.1 Introduction 4.0-1
4.2 Cumulative Setting 4.0-1
4.3 Previous Cumulative Analysis Within the Cumulative Setting 4.0-1
4.4 Cumulative Impact Analysis 4.0-2

5.0 DETERMINATION 5.0-1

6.0 REPORT PREPARATION 6.0-1

7.0 REFERENCES 7.0-1

APPENDICES

Appendix A – Environmental Noise Assessment
Appendix B – Traffic Impact Study

1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Femoyer Street and North Mather Boulevard Improvement projects (hereafter referred to as the proposed projects). This MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State 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 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 a proposed project in accordance with CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter, this document is referred to as an MND.

The City Council certified the Rancho Cordova General Plan EIR (GP-EIR) on June 26, 2006 (State Clearinghouse Number 2005022137). The GP-EIR was prepared as a program EIR pursuant to CEQA Guidelines Section 15168. According to Section 15168(a):

> *(a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as on large project and are related either:*
>
> *(1) Geographically,*
>
> *(2) As logical parts in the chain of contemplated actions,*

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The GP-EIR was intended to evaluate the environmental impacts of the General Plan to the greatest extent possible. The program EIR is used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with projects in the city. CEQA Guidelines Section 15168(c) establishes the requirement that the lead agency (the City of Rancho Cordova) determine whether subsequent projects require additional environmental analysis. According to CEQA Guidelines Section 15168(c), additional review is required:

(1) If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or negative declaration.

In addition to the rules governing the preparation and use of program EIRs, other provisions of CEQA govern site-specific review of the proposed project. 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 project is a qualified project pursuant to Section 21083.3(a–b), which states:

(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.

The proposed projects were generally described in the GP-EIR. However, specific information about the proposed projects were not known at the time of preparation of the GP-EIR, and the project-specific impacts resulting from implementation of the proposed projects were not fully identified or mitigated in the GP-EIR. Therefore, additional analysis of the environmental effects of the proposed projects is required. CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. CEQA Guidelines Section 15183 states:

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(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.

(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.*

This Initial Study/Negative Declaration addresses project-specific impacts that were not fully addressed in the GP-EIR. Additionally, this IS/ND summarizes the City's findings relating to the GP-EIR and how the criteria set forth in CEQA Guidelines Section 15183 have been met.

The GP-EIR analyzed the environmental effects of the General Plan and the twelve policy elements and the Land Use Map "implementation element." The twelve policy elements concentrated on providing policy guidance in the following areas:

- Land Use
- Urban Design
- Economic Development
- Housing
- Circulation
- Open Space, Parks, and Trails
- Infrastructure, Services, and Finance
- Natural Resources
- Cultural and Historic Resources
- Safety
- Air Quality
- Noise

The "implementation element" concerned the new Land Use Map for the City which combines specific land use designations in some areas of Rancho Cordova and more general descriptions of land uses in special areas planned for future growth referred to as "Planning Areas." The proposed project lies within one of these Planning Areas and is therefore only generally described in the General Plan and the GP-EIR.

In adopting the General Plan and certifying the GP-EIR as complete and adequate, the City Council 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 GP-EIR to be significant and unavoidable include the following:

- Conflicts with applicable land use plans
- Various impacts on agricultural land
- Conflicts with Williamson Act contracts
- Substantial population, housing, and employment growth
- Deficient traffic level of service by 2030
- Worsening of already unacceptable operations on US-50
- Conflicts with the Regional Ozone Attainment Plan
- Significant construction-based pollutant emissions
- Significant operational pollutant emissions
- Significant emissions of toxic air contaminants
- Creation of construction, traffic, and operational noise above standards
- Creation of new noise-sensitive land uses within airport noise areas
- Loss of availability of aggregate resources
- Impacts on water supply (both availability of water and infrastructure required)
- Impacts to habitat and individuals of special-status species
- Impacts to raptors, migratory birds, and other wildlife
- Impacts to jurisdictional waters of the U.S.
- Impacts to animal movement corridors
- Loss of native and landmark trees
- Disturbance of cultural resources and human remains
- Environmental impacts resulting from the need for more wastewater infrastructure
- Degradation of the existing visual character of the area

The GP-EIR also identified several cumulative impacts that would be cumulatively considerable and significant and unavoidable. Those impacts included:

- Conflicts with area land use plans
- Conversion of farmland to other uses and agricultural/urban interface conflicts
- Substantial population, housing, and employment growth
- Significant impacts to area traffic level of service
- Increases in regional ozone and particulate matter emissions
- Increases in regional traffic and operational noise
- Cumulative loss of mineral resources
- Increased regional demand for water supply and need for water infrastructure
- Cumulative loss of biological resources
- Cumulative loss of cultural resources
- Increases in wastewater treatment capacity and infrastructure
- Changes in area visual character and landscape

Detailed information regarding both the project impacts and cumulative impacts identified above is included in the GP-EIR. The GP-EIR is available online at http://gp.cityofranchocordova.org and on request at the following address:

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

In accordance with CEQA Guidelines Section 15183, a discussion of each of the impacts found to be significant in the GP-EIR and the relative impact of the proposed projects in each of those categories is provided in this MND.

This MND hereby incorporates the GP-EIR by reference. The Rancho Cordova General Plan received final approval by the City Council on June 26, 2006. The City Council also certified the GP-EIR as adequate and complete on that date. As noted above, the GP-EIR is a program EIR, and the discussions of general issues included in the document 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. Because the City of Rancho Cordova has general governmental powers over the proposed projects, the lead agency for the proposed projects is the City of Rancho Cordova.

1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed project.

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 (as described in Appendix G of the CEQA Guidelines), evaluates a range of impacts classified as "no impact," "less than significant," or "less than significant with mitigation incorporated" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.

4.0 Cumulative Impacts – Provides a discussion of cumulative impacts of the proposed projects.

5.0 Determination – Provides the environmental determination for the proposed projects.

6.0 Report Preparation – Identifies staff responsible for preparation of this document.

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

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed roadway improvements are located within the Mather Field Planning Area of the City of Rancho Cordova. See **Figure 2-1** for the regional location of both roadway segments and **Figure 2-2** for an aerial view showing both project sites.

2.2 PROJECT CHARACTERISTICS

Femoyer Street

Femoyer Street is to be widened from Mather Boulevard to Peter A. McCuen Boulevard to a four-lane minor arterial street with a 14-foot landscape median and 4-foot bike lane, 3-foot curb and gutter, and 6-foot sidewalk on both sides of the street. Peter A. McCuen Boulevard from its intersection with Femoyer Drive to just east of its intersection with Denker Street, a distance of approximately 500 feet, will also be widened from two to four lanes with the same cross section median, bike lane, and curb and gutter widths as the proposed Femoyer Street improvements. Femoyer Street is also to be extended from Peter A. McCuen Boulevard to the existing Airpark Drive stub street, which will eventually be changed to Femoyer Street. The width from back of curb to back of curb is 74 feet, and the width is 88 feet from back of walk to back of walk, from Mather Boulevard to Peter A. McCuen Boulevard. The extension portion of the street north of Peter A. McCuen Boulevard will be 98 feet wide to include a right turn pocket southbound at Peter A. McCuen Boulevard. The entire length of the project, from Mather Boulevard to International Drive, is about 3,100 feet (see **Figure 2-3**).

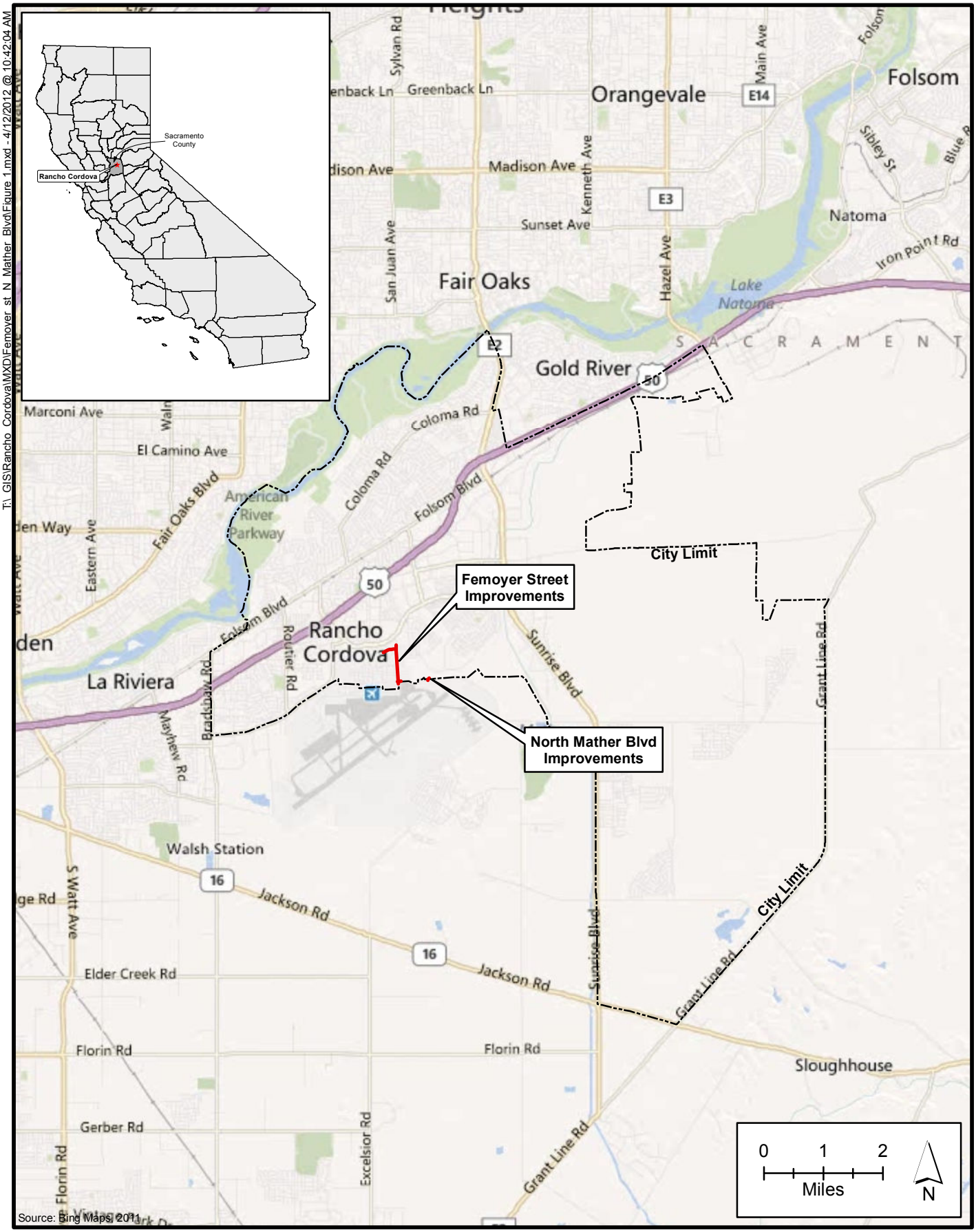
North Mather Boulevard

North Mather Boulevard is to be extended from the existing North Mather Boulevard stub street west of Bear Hollow Drive to Mather Boulevard. The extension portion of the street is 36 feet wide from edge of pavement to edge of pavement, with 6-inch AC curb on both sides of the street at the edge of pavement for drainage purpose. There are also 5-foot-wide detached AC sidewalks on both sides. The extension portion of the street is about 250 feet long, which includes removing portions of the existing pavement, sidewalk, and curb and gutter, and relocating existing utilities. New 5-foot AC sidewalks will connect the existing sidewalk on North Mather Boulevard to the existing Class I bike trail on Mather Boulevard. This work will involve grading and filling the existing surface of the street (see **Figure 2-4**).

2.3 REQUIRED PROJECT APPROVALS

In addition to the Rancho Cordova City Council's approval of the proposed project, the following agency approvals may be required:

- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Sacramento Metropolitan Fire District (SMFD)
- Sacramento Municipal Utility District (SMUD)
- Sacramento Resource Conservation District (SRCD)



City of Rancho Cordova
Planning Department

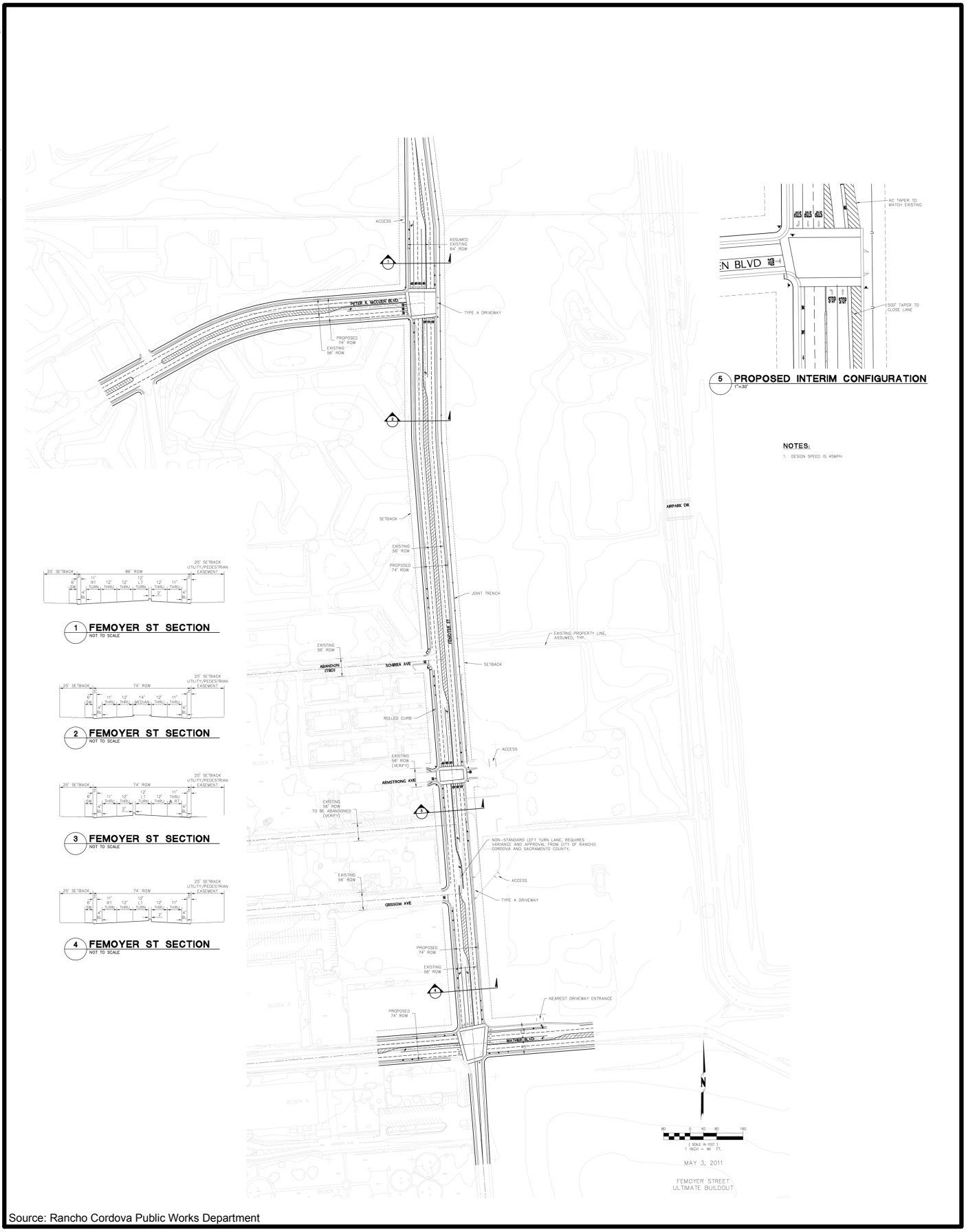
Figure 2-1
Regional Vicinity Map

City of Rancho Cordova
Planning Department

Figure 2-2

Project Sites

T:_CSIWork\Rancho Cordova, City of\Femoyer and North Mather\Figures



Source: Rancho Cordova Public Works Department

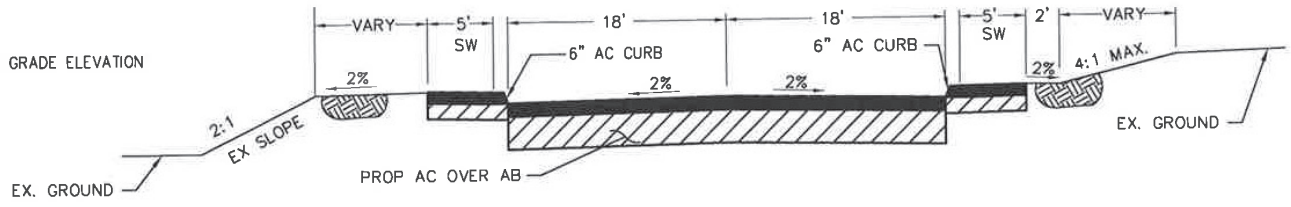
City of Rancho Cordova
Planning Department

Figure 2-3
Femoyer Street Improvements

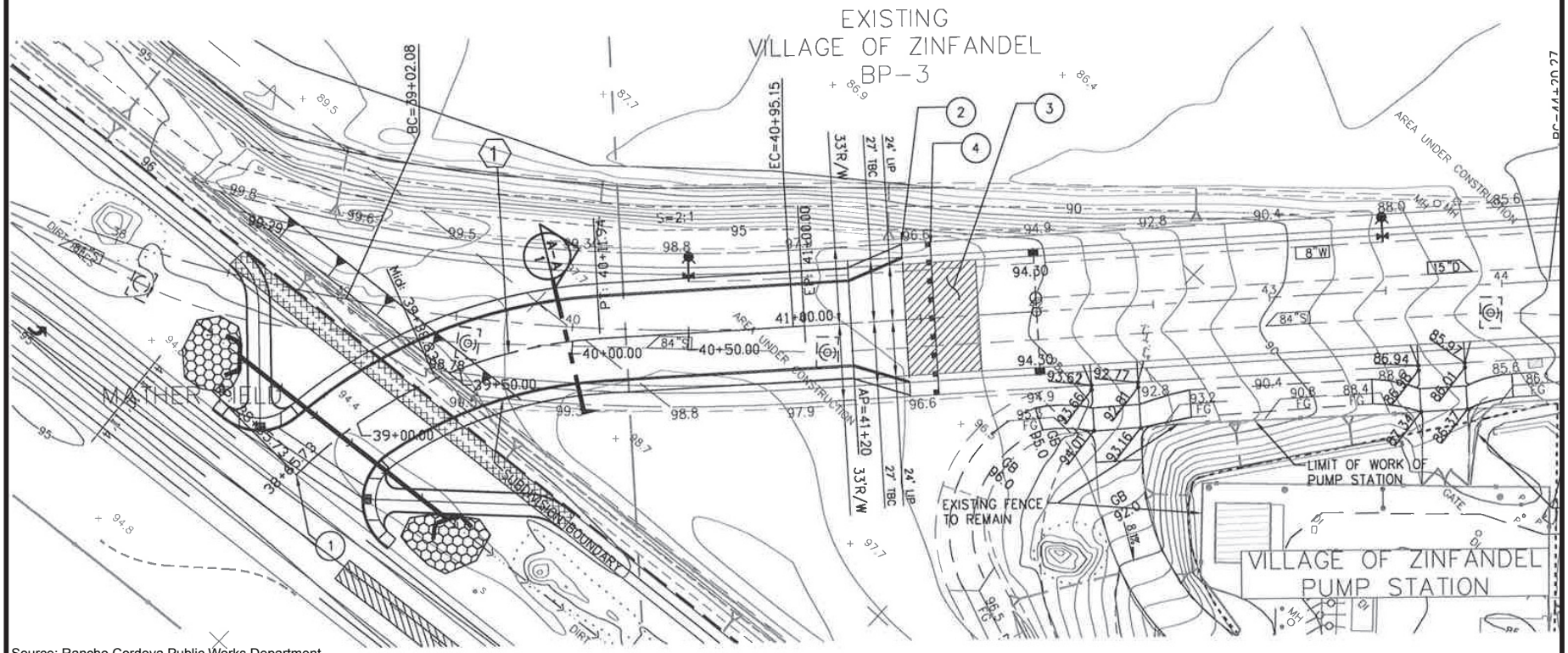
T:_CS\Work\Rancho Cordova, City of\Femoyer and North Mather\Figures

CONSTRUCTION NOTES:

1. CONTRACTOR TO VERIFY EXISTING GRADE ELEVATION
2. SAWCUT AT STA 41+43.59±
3. AC FILL
4. REMOVE BARRICADE



SECTION A–A
N.T.S.



Source: Rancho Cordova Public Works Department

City of Rancho Cordova
Planning Department

Figure 2-4
North Mather Boulevard Improvements

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. Seventeen specific environmental issues are evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

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

- **No Impact:** No project-related impact to the environment would occur with project development.

- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

- **Less Than Significant Impact With Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.

- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

In addition, an indication may be made when the following applies:

- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion includes reference to the previous document.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Femoyer Street and North Mather Boulevard Improvements

2. **Lead Agency Name and Address:** City of Rancho Cordova
   2729 Prospect Park Drive
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Bret Sampson; (916) 851-8758

4. **Project Location:** The project sites are located in the City of Rancho Cordova (see **Figures 2-1** and **2-2**).

5. **Project Sponsor's Name and Address:** City of Rancho Cordova
   2729 Prospect Park Drive
   Rancho Cordova, CA 95670

6. **Current Zoning:** Commercial, Office, Light Industrial, and Office Park.

7. **General Plan and Planning Area:** Two roadway segments within the Mather Field Planning Area

8. **APN Number(s):** Public right-of-way

9. **Description of the Project:** See Section 2.2 of this MND.

10. **Surrounding Land Uses and Setting:** See **Figure 2-2** for an aerial photograph showing surrounding land uses. Femoyer Street is surrounded by residential, commercial, industrial, and vacant land. North Mather Boulevard is surrounded entirely by vacant land.

11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)

    1) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    2) Sacramento Municipal Utility District (SMUD)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Less Than Significant Impact With Mitigation Incorporated" or "Potentially Significant/Reviewed Under Previous Document" as indicated by the checklist on the following pages.

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

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared, consistent with CEQA Guidelines Section 15063, to determine whether the Femoyer Street and North Mather Boulevard Improvement projects (hereafter referred to as the proposed projects), as proposed, may have a significant effect upon the environment. Based upon the findings within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration. The discussion below demonstrates that there are no potentially significant impacts identified or impacts which have not been fully addressed under a previous environmental document. 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 a project like the one involved (e.g., the project falls outside a fault rupture zone). A "*No Impact*" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3) A "*Less Than Significant Impact*" applies when the proposed project would not result in a substantial and adverse change in the environment. This 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 Impact 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 document. If an impact is reviewed under a previous document, an impact of *"Potentially Significant"* does not necessarily require an EIR. If the program EIR identified a significant and unavoidable impact, and the proposed project was adequately described in the program EIR, an impact of *"Potentially Significant/Reviewed Under Previous Document"* does not require an EIR, pursuant to Public Resources Code Section 21083.3.

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.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I. AESTHETICS Would the project:					
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?	☐	☐	☒	☐	☒

EXISTING SETTING

The Femoyer Street project site is located within a mostly developed portion of the city and borders the eastern edge of the Mather Field Business Park. The General Plan Land Use Map shows the areas surrounding the proposed project sites as Office/Mixed Use. Current land uses surrounding the Femoyer Street site include light industrial except for an apartment complex on the west side of Femoyer Street north of Shirra Avenue and south of Peter A. McCuen Boulevard and a vacant field owned by the Veterans Association for a planned VA hospital expansion adjacent to the east side of Femoyer Street north of the Shirra Avenue intersection.

Current land use around the proposed North Mather Boulevard site is a vacant field north of North Mather Field Boulevard, a vacant field south of Mather Boulevard as part of the Mather Field Airfield, and a pump station with pump house structure for the Villages of Zinfandel residential development on the southeast side of North Mather Field Boulevard. This area is surrounded by undeveloped lands and lands undergoing residential and commercial development.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The Rancho Cordova General Plan Environmental Impact Report (GP-EIR) identified that impacts to scenic vistas within the city would be less than significant (GP-DEIR, p. 4.13-6). The primary scenic vistas identified within the city occur along the American River in the vicinity of the American River Parkway (GP-DEIR, p. 4.13-6). The American River Parkway is currently under the jurisdiction of the Sacramento County Municipal Services Agency Department of Regional Parks, Recreation, and Open Space. Because the American River Parkway is not under the jurisdiction of the City of Rancho Cordova, the American River Parkway cannot be modified by development projects in the city.

   The proposed project would widen existing roadway segments through areas developed with industrial and residential use and construct new two-lane roadway segments through small portions of adjacent fields. Thus, project improvements will not appreciably change

the current views nor adversely affect any scenic vistas. The proposed project sites are not located in the vicinity of a scenic highway. The project sites are located within the city limits in an industrial and Office/Mixed Use zoned area that has been partially developed and interspersed with vacant fields. Therefore, no impact to scenic vistas is expected. The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

b) *No Impact/Reviewed Under Previous Document*. The GP-EIR found that there were no highways within the Planning Area that were designated by state or local agencies as "scenic highways" (GP-DEIR, p. 4.13-6).

See discussion a) above.

c) *No Impact/Reviewed Under Previous Document*. Impacts relating to the alteration of scenic resources in the city were identified in the GP-EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the city and areas east of the incorporated boundaries (GP-DEIR, pp. 4.13-8 through -10). General Plan impacts to visual resources were found to be significant and unavoidable (GP-DEIR, p. 4.13-10). Although the proposed project improvements would fill in strips of adjacent undeveloped properties, these properties are planned and zoned for development in the General Plan, are surrounded by current development, and have low scenic value due to no prominent geologic features or trees.

See discussion a) above.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Impacts relating to light and glare were identified in the GP-EIR and were related to both reflective glare from new structures built under the General Plan and the introduction of new sources of light associated with development and redevelopment of the city (GP-DEIR, p. 4.13-13). Areas of the city and the Planning Area that are currently undeveloped would see the majority of the impact due to the current lack of reflective surfaces and light sources in undeveloped areas (GP-DEIR, p. 4.13-14). Due to design guidelines adopted by the City and adherence to City Policy UD.4.2, impacts of the General Plan due to light and glare were found to be less than significant.

Although the proposed projects may include additional street lighting, this lighting would be in areas previously developed and lighted. Project-related lighting would not create a substantial amount of light or glare that would adversely affect day or nighttime views in the area. In addition, any additional street lighting would be designed in conformance with the City of Rancho Cordova Design Guidelines and Federal Aviation Administration regulations for objects and lighting affecting navigable airspace. Therefore, the proposed projects would have a less than significant impact related to light and glare.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 project:					
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 nonagricultural 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 nonagricultural use?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified that a significant amount of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance would be lost with urban development of previously undeveloped portions of the city and of the Planning Area outside the incorporated boundaries (GP-DEIR, pp. 4.2-17 through -18). Impacts from buildout of the General Plan were found to be significant and unavoidable.

The project sites are currently zoned for commercial, office, light industrial, and office park uses as part of the Campus District in the Mather Field Planning Area. No zoning for agricultural land uses is included in the proposed project areas. Zoning code designations would not convert Prime or Unique Farmland or Farmland of Statewide Importance. In addition, no agricultural activities are currently occurring on any of the fields adjacent to the proposed project sites. Therefore, the proposed projects would have no impact.

b) *No Impact/Reviewed Under Previous Document*. As with other types of farmland, the GP-EIR identified impacts to farmland currently under Williamson Act contracts (GP-DEIR, pp. 4.2-22 through -23). General Plan impacts to Williamson Act land were found to be significant and unavoidable due to the significant loss of such land at buildout of the General Plan.

The proposed project sites do not conflict with existing zoning for agricultural uses or a Williamson Act contract. The surrounding zones for the property are described in a) above. No impact would result from the proposed projects.

c) *No Impact/Reviewed Under Previous Document*. The GP-EIR stated that impacts could occur to agricultural land uses as a result of urbanization of adjacent areas to operating

agricultural operations (GP-DEIR, p. 4.2-20). Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP-DEIR, pp. 4.2-20 through -21). Impacts to agriculture as a result of these interface conflicts associated with buildout of the General Plan would be significant and unavoidable.

The proposed project improvements are on sites that are zoned for commercial, office, or light industrial uses. Some of these sites have been previously disturbed by adjacent similar land uses. Surrounding uses consist primarily of other industrial, commercial, and residential land; therefore, the projects do not involve any changes in the existing environment that could result in the conversion of farmland to nonagricultural use. Therefore, the projects would have no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 project:					
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 nonattainment 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?	☐	☐	☒	☐	☒

EXISTING SETTING

REGIONAL SETTING

The project sites are located within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin (SVAB). The Sacramento Valley Air Basin comprises all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, the western portion of Placer County, and the eastern portion of Solano County. The Sacramento Valley Air Basin has been further divided into planning areas called the Northern Sacramento Valley Air Basin and the Greater Sacramento Air Region, designated by the US Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Nonattainment Area. The nonattainment area consists of all of Sacramento, Yolo, El Dorado, Solano, Placer, and Sutter counties.

LOCAL SETTING

The SMAQMD is responsible for limiting the amount of emissions that can be generated throughout Sacramento County, which includes Rancho Cordova, by various stationary and mobile sources. Concentrations of certain air pollutants—ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM) (PM_{10} and $PM_{2.5}$, respectively), and lead—are used as indicators of ambient air quality conditions. Specific rules and regulations have been adopted by the SMAQMD Board of Directors that limit the emissions which can be generated by various uses and/or activities and that identify specific pollution reduction measures which must be implemented in association with various uses and activities. These rules regulate not only the emissions of the six criteria pollutants listed above, but also toxic emissions and acutely hazardous materials. Emissions sources subject to these rules are regulated through SMAQMD's permitting process. Through this permitting process,

the SMAQMD also monitors the amount of stationary emissions being generated and uses this information in developing new clean air plans. The proposed project would be subject to SMAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts.

Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed sensitive receptors. The term *sensitive receptors* refers to specific population groups as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement homes or convalescent homes, hospitals, and clinics.

Existing sensitive receptors in the project areas consist of four large three-story apartment buildings and an associated playground within 100 feet of the west side of Femoyer Street and within 100 feet south of Peter A. McCuen Boulevard. Also, a multistory veterans hospital is located near the northwestern corner of the Peter A. McCuen Boulevard/Denker Street intersection at the extreme northwestern corner of the proposed Femoyer Street project site.

Attainment Status

An attainment designation for an area signifies that pollutant concentrations did not violate the standard for the pollutant in that area. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Sacramento County is currently designated nonattainment for the state and federal ozone, PM_{10}, and $PM_{2.5}$ standards. Sacramento County is designated either attainment or unclassified for the remaining federal and state ambient air quality standards (SMAQMD 2010).

REGULATORY FRAMEWORK

Air quality within the SVAB is regulated by several jurisdictions including the EPA, the California Air Resources Board (ARB), and the SMAQMD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although PA regulations may not be superseded, both state and local regulations may be more stringent.

The following federal, state, and local regulations, plans, programs, and guidelines are applicable to the proposed projects:

FEDERAL

- US Environmental Protection Agency
- Clean Air Act

STATE

- California Air Resources Board
- California Clean Air Act
- Assembly Bills 1807 & 2588 – Toxic Air Contaminants

LOCAL

Sacramento Metropolitan Air Quality Management District

The SMAQMD has adopted various rules and regulations pertaining to the control of emissions from construction activities. Some of the more pertinent regulatory requirements applicable to the proposed projects are identified below.

***Rule 402: Nuisance*.** The purpose of this rule is to limit emissions which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

***Rule 403: Fugitive Dust*.** The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust from noncombustion sources from being airborne beyond the property line from which the emission originates.

***Rule 442: Architectural Coatings*.** The developer or contractor is required to use coatings that comply with the volatile organic compound (VOC) content limits specified in the rule.

***Rule 453: Cutback and Emulsified Asphalt Paving Materials*.** The purpose of this rule is to limit emissions of volatile organic compounds from the use of cutback and emulsified asphalt in paving materials, as well as paving and maintenance operations.

City of Rancho Cordova General Plan

The adopted City of Rancho Cordova General Plan is used as the blueprint to guide future development within the city limits and in unincorporated portions of the existing Rancho Cordova Planning Area. The Air Quality Element contains policies designed to protect the community from the harmful effects of air pollution.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. A project would be considered to conflict with or obstruct implementation of the regional air quality plans if it would be inconsistent with the emissions inventories contained in those plans. Emission inventories are developed based on projected increases in population growth and vehicle miles traveled (VMT) in the region. Typically, project-generated increases in population or VMT could therefore potentially conflict with regional air quality attainment plans.

   The proposed projects are consistent with the City's General Plan (Roadway System and Sizing Map) that shows Femoyer Street as a four-lane minor arterial street and a continuous North Mather Boulevard from Zinfandel Drive all the way through the Mather Industrial Park

area. The proposed projects would not result in the construction or relocation of any new traffic-generating land uses, nor would the project result in a change in population growth or vehicle miles traveled in the region. For these reasons, long-term operation of the proposed project would not conflict with existing or future regional emissions inventories or air quality planning efforts and would therefore have no impact. Refer to b) below for additional discussion of air quality impacts.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential air quality impacts from both construction and operation of new development in the city (GP-DEIR, pp. 4.6-17 through -26). While policies, actions, and mitigation were included in the GP-DEIR, development in the Planning Area would still be intensified from current conditions. Therefore, significant and unavoidable impacts were expected as a result of the General Plan (GP-DEIR, pp. 4.6-20 and -26).

Sacramento County is a known area of nonattainment for state and federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$). Construction of the proposed projects would result in temporary generation of emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and PM_{10}. Construction-related emissions would be produced from mobile and stationary construction equipment exhaust and soil erosion. Based on the SMAQMD's Roadway Construction Emissions Model (Version 6.3.2), construction emissions would equal approximately 5.9 pounds per day (lbs/day) of ROG, 44.7 lbs/day of NOx, and 22.1 lbs/day of PM_{10}. The impact is considered less than significant because estimated emissions would fall well below the SMAQMD threshold levels of 85 lbs/day for NOx and 275 lbs/day of PM_{10}. Construction-related emissions impacts would be considered less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that increases in ozone precursors (NOx and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP-DEIR, pp. 4.6-17 through -26). See discussions a) and b) above for more information on the GP-EIR findings related to ozone precursors.

The proposed projects are consistent with the General Plan Circulation Element and were fully analyzed in the Draft EIR concerning cumulative air quality impacts. Therefore, this impact is considered less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP-EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City policies and action items, but the impact remained significant and unavoidable (GP-DEIR, p. 4.6-31). Impacts to sensitive receptors from exposure to odors were reduced by City policies and action items to a less than significant level (GP-DEIR, p. 4.6-33).

See a) and b) above for project-specific discussion. Operations of the projects include increasing the roadway capacity and traffic volumes on Femoyer Street, although the ratio of diesel-powered vehicles is not expected to increase. Therefore, the proposed projects would result in less than significant impacts to sensitive receptors.

e) *Less Than Significant Impact/Reviewed Under Previous Document.* The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed projects would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. The nearest residential land uses are located approximately 210 feet east of the project site, along Sirocco Court. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US 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 US 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 Femoyer Street project site consists of disturbed annual grassland. According to the City's review of aerial photography of the project area, some areas near the northern portion of the site near the proposed extension of Femoyer Street to Airpark Drive exhibit topographic depressions that have standing water in the wet season and could support seasonal wetlands or vernal pool habitat. The North Mather Boulevard project site is ruderal habitat based on aerial photograph review and site inspection by the City Planning Department. The majority of the project area has been heavily degraded by human activity for several years.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document*. The GP-EIR identified potential direct and indirect impacts to special-status species as a result of the implementation of the General Plan (GP-DEIR, pp. 4.10-34

through -48). While City policies and action items would mitigate much of the impact of the General Plan, widespread development of undeveloped portions of the General Plan Planning Area as well as construction of the Circulation Plan would result in a net loss of biological resources. Therefore, the General Plan was found to result in significant and unavoidable impacts to special-status species (GP-DEIR, pp. 4.10-43 and -48).

Although the site is highly degraded, City review of aerial photography and a site inspection indicates that the annual grasslands in the fields adjacent to the east side of Femoyer Street north of Schirra Avenue contain potentially suitable habitat for burrowing owl (*Athene cunicularia*), a state-listed species of concern, and potential vernal pool habitat that supports federally listed crustaceans.

The Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996), identifies that listed vernal pool crustaceans that occupy habitat within 250 feet of construction can be indirectly affected. Given the size, location, and condition of the site, implementation of the following mitigation measures will reduce any impacts to potentially occurring special-status species or habitat to a less than significant level.

Mitigation Measures

MM 4.1a Prior to any site disturbance, a biologist shall conduct a wetland determination for road right-of-way on the east side of Femoyer Street north of Schirra Avenue to Airpark Drive.

The biologist will also determine if potential vernal pool habitat occurs with 250 feet of the right-of-way.

If the wetland determination finds that there are no waters of the U.S. in the right-of-way and no vernal pool habitat within a 250-foot buffer of the right-of-way, no further action is needed.

If the wetland determination finds potential jurisdictional features within the project right-of-way, a formal wetland delineation using US Army Corps pf Engineers (USACE) protocols and procedures must be conducted and verified by the USACE. The project will mitigate to a no-net-loss standard. If these features are determined to be potential habitat for federally listed invertebrates, the City shall mitigate consistent with the Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996).

If vernal pool habitat occurs within a 250-foot radius of project ground disturbance but not within the City's right-of-way, the City will compensate for indirect impacts to aquatic invertebrates. The City shall mitigate consistent with the Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996).

The ratio of replacement if compensatory habitat will be created, if mitigation credits will be purchased, or if an in-lieu fee will be paid will be determined during consultation with the US Fish and Wildlife Service (USFWS) to ensure that no net loss of habitat occurs.

Timing/Implementation: *Prior to project construction*

Enforcement/Monitoring: *City of Rancho Cordova Public Works Department; USFWS*

MM 4.1b Prior to ground disturbance, preconstruction surveys shall be performed between March 1 and July 31 to determine if burrowing owl nesting is taking place in the area. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to construction. If nesting is observed, consultation with the CDFG shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. Measures must be consistent with guidance recommended in the CDFG 2012 Staff Report on Burrowing Owl Mitigation. If nesting is not observed, further action is not required.

Timing/Implementation: *Prior to any site disturbance.*

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

Implementation of mitigation measures MM 4.1a and 4.1b would reduce project-specific impacts to special-status species to less than significant.

b) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document*. See discussion a) above for information on identified impacts of the General Plan on special-status species. The GP-EIR combined discussion of special-status species impacts to include impacts to habitat as well as individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through -48). See a) and c) for project-specific discussion of potentially significant impacts to sensitive vernal pool habitat from the proposed Femoyer Street project. Mitigation measures MM 4.1a and MM 4.2 have been incorporated to reduce project impacts to this sensitive habitat to a less than significant level.

c) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document*. The GP-EIR addressed potential direct and indirect impacts to jurisdictional waters of the U.S. (jurisdictional waters) as a result of widespread development of the General Plan Planning Area. Policies and action items included in the General Plan would reduce impacts to jurisdictional waters, especially Policy NR.2.1, which requires “no net loss” of wetlands (GP-DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of jurisdictional waters will occur within the General Plan Planning. Because of this local loss of jurisdictional waters, the impact of the General Plan was found to be significant and unavoidable (GP-DEIR, pp. 4.10-52 through -56).

If wetland impacts occur, the project shall comply with the City's no-net-loss policy for wetland habitat acreage and values (Policy NR.2.1), which establishes minimum performance for a wetland avoidance/mitigation strategy.

Given the size, location, and condition of the site, implementation of the following mitigation measure will reduce any impacts to wetland habitat to a less than significant level.

Mitigation Measures

MM 4.2 If the City's wetland determination finds that the project needs to obtain a Clean Water Act permit, the City shall submit a US Army Corps of Engineers verified wetland delineation for the parcels on the east side of Femoyer Street north of Schirra Avenue and a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat or acreage and values is achieved. This detailed wetland avoidance/mitigation plan shall be prepared in consultation with the USACE, USFWS, and CDFG, and shall incorporate the following components.

- A wetland delineation of the project site and any proposed off-site wetland preservation/creation site(s), verified by the 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, as required by the USFWS and CDFG.
- A monitoring plan designed to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. Monitoring shall occur for at least five years and until success criteria are met, and as required by the USACE and USFWS.
- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to ensure that they are maintained as wetland habitat in perpetuity. The maintenance plan address buffering from adjacent uses, fencing, access, erosion control, and weed eradication.

Timing/Implementation: *Prior to any direct or indirect impacts to wetlands*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department; USACE; USFWS; CDFG*

Implementation of mitigation measure MM 4.2a would reduce the project's impacts to wetlands to less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Impacts to habitat for raptors and other nesting birds were addressed in the GP-EIR (GP-DEIR, pp. 4.10-48 through -52). Raptors are protected by the California Department of Fish and Game and are considered a special-status species under CEQA. Just as with impacts to habitat for other special-status species, widespread development of the city and the General Plan Planning Area would result in a net loss of raptor and nesting habitat, and a significant and unavoidable impact was expected (GP-DEIR, pp. 4.10-52). Discussion of impacts to movement corridors was also included in the GP-EIR (GP-DEIR, pp. 4.10-56 through -61). Development of greenfield areas of the General Plan Planning Area would change the biological condition and characteristics of the area, resulting in changes in animal movement throughout the area (GP-DEIR, p. 4.10-56). While City policies and action items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP-DEIR, p. 4.10-61).

Although the proposed projects would require paving over small strips of adjacent fields, the projects would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, as adjacent fields are mostly surrounded by existing development and are not connected to riparian or stream corridors. Thus, this is a less than significant impact.

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to trees from implementation of the General Plan (GP-DEIR, pp. 4.10-61 and -62). Development of greenfield areas of the city and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP-DEIR, p. 4.10-61). Landmark and oak trees ,as well as large wooded areas and urban trees, would be adequately protected by City policies and action items. However, some loss of native trees would occur, and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP-DEIR, p. 4.10-62).

There are no native or landmark trees on the project sites; therefore, the impact is considered less than significant.

f) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR addressed potential impacts related to conflicts between the Genera Plan and any adopted habitat conservation plan or natural community conservation plan (GP-DEIR, pp. 4.10-62 and -63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared by Sacramento County and the US Fish and Wildlife Service (respectively), no such plans have been adopted (GP-DEIR, p. 4.10-63). Therefore, no impact was expected as a result of the General Plan.

Currently, there is no adopted habitat conservation plan (HCP) in the City of Rancho Cordova or Sacramento County; therefore, the proposed projects will not result in a conflict with such plans, and the impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V. CULTURAL RESOURCES Would the project:					
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?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that known and unknown historic resources within the Rancho Cordova Planning Area could potentially be impacted by implementation of the General Plan (GP-DEIR, pp. 4.11-9 through -14). These impacts were primarily associated with development in undeveloped areas and impacts to unknown resources in portions of the Planning Area that have not been studied. Rancho Cordova policies mitigated some of the potential impacts to historical resources. However, as many previously unknown resources could be located within the Planning Area, accidental impacts may still occur, and the impact of the General Plan was considered significant and unavoidable (GP-DEIR, pp. 4.11-14).

According to the GP-EIR, no archaeological resources or cultural resources eligible for inclusion in the National Register of Historic Places or California Register of Historic Places were identified within the project areas.

Implementation of the following state and local regulations and policies would reduce the projects' potential cultural, historic, paleontologic, and archeological resource impacts to less than significant:

General Plan Action CHR.3.3 – The Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained to evaluate the finds and recommend appropriate action.

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.

Therefore, the proposed projects would have less than significant impacts to historical archaeological and cultural resources.

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

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified possible impacts to undiscovered paleontological resources as a result of implementation of the General Plan (GP-DEIR, p. 4.11-14). However, the GP-EIR identified no paleontological resources in the Rancho Cordova Planning Area and found that the likelihood of such paleontological resources existing in the Planning Area is considered low. Paleontological resources are classified as nonrenewable scientific resources and are protected by state statute (e.g., Public Resources Code Section 5097.5 (a), Removal or Destruction; Prohibition), and Appendix G to the CEQA Guidelines. In addition, General Plan Action CHR.3.3 as described in a) above would protect unknown paleontological resources. Thus, implementation of these state and local regulations and policies would reduce any potential impacts to human remains to less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The discussion in the GP-EIR concerning historic resources impacts included discussion of potential impacts to human remains [see discussion a) above]. Impacts were the same in that known resources were adequately protected, but unknown human remains outside established cemeteries could potentially be affected. Therefore, significant and unavoidable impacts as a result of the General Plan were expected (GP-DEIR, p. 4.11-14).

There are no known cemeteries on the project sites. The proposed projects are not expected to result in any new cultural resource impacts; however, implementation of the state and local regulations and policies described in the General Plan in a) above would reduce any potential impacts to human remains to less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. GEOLOGY AND SOILS Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☒
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 project, 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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a)

i) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR stated that significant seismic shaking was not a concern within the Rancho Cordova Planning Area as there are no active faults in Sacramento County and because the city is not located within an Alquist-Priolo earthquake hazard zone (GP-DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility as the city is located within Seismic Zone 3, which is considered an area of relatively low ground shaking potential (GP-DEIR, p. 4.8-20). Adherence to City policies as well as to the California Building Code (CBC) and the Uniform Building Code (UBC), would ensure less than significant impacts as a result of implementation of the General Plan (GP-DEIR, p. 4.8-21).

The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction, or other seismic hazards is not considered to be an issue of significant environmental concern due to the infrequent seismic history of the area; therefore, this impact is considered less than significant.

ii) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussion under i) above. The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area; however, any development would be required to comply with any seismic standards enforced by the UBC, and would not include a structure.

iii) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that seismic shaking was not a concern in the city [see discussion i) above]. Liquefaction is the process by which water is combined with unconsolidated soils as a result of seismic activities involving ground motions and pressure. Without strong ground motion, liquefaction is unlikely. Additionally, the water table is generally too low in the areas of the city to provide enough moisture for liquefaction to occur (GP DEIR, p. 4.8-20). Therefore, the impact of the General Plan was found to be less than significant.

See i) above. The soil type of the project site consists of Natomas Loam, 0–2 percent slopes, and Urban Land-Natomas Complex, 0–2 percent slopes. Natomas complex soils are silty, well-drained, non-hydric soils that do not constitute a potential impact for ground failure or liquefaction.

iv) *Less Than Significant Impact.* The project site is characterized by flat terrain and gently sloping topography. As such, the site has a very low potential for landslides.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP-DEIR, pp. 4.8-21 through -23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the city and the Planning Area. Additional impacts were due to increases in runoff due to a net increase in impervious surfaces in the city. However, compliance with the City's Erosion Control Ordinance and the City's current National Pollutant Discharge Elimination System (NPDES) permit conditions would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP-DEIR, p. 4.8-23).

Grading activities associated with development of the proposed projects would remove vegetative cover and would expose soils to wind and surface water runoff. The projects are subject to the Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review, and enforcement procedures for controlling erosion, sedimentation, and disruption of drainage; therefore, this impact is considered less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR stated that impacts relating to soil stability as a result of implementation of the General Plan would be minor (GP-DEIR, p. 4.8-23). Primary concerns with soil stability in the city are associated with shrink/swell potential—the potential of soils to expand during wet seasons and shrink during dry seasons. Impacts due to soil stability would be mitigated by consistency with the

UBC and the CBC (GP-DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

The soil groups present on the project sites have relatively low percentages of clay and are well-drained and non-hydric, which indicate present a low shrink-swell potential. The proposed projects would be subject to standard construction requirements for roadways that would further minimize this issue; therefore, this impact is considered less than significant.

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

e) *No Impact*. The proposed projects involve roadway improvements and would not require the construction of a septic tank system or other alternative wastewater system. Thus, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII. GREENHOUSE GAS EMISSIONS Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

DISCUSSION OF IMPACTS

a/b) *Less Than Significant Impact.* Implementation of the proposed projects would contribute to increases of greenhouse gas (GHG) emissions that are associated with global climate change. GHG emissions would be primarily associated with short-term construction generated emissions of carbon dioxide (CO_2) from mobile sources. These construction-generated emissions are temporary and short term and would not result in a significant impact. Furthermore, implementation of the proposed projects would not result in the long-term operation of any stationary sources of emissions or a significant increase in regional vehicle miles traveled. To the contrary, both improvements would shorten vehicle miles traveled by improving access and circulation for the immediate surrounding area. For these reasons, the proposed projects would not be anticipated to generate long-term increases of GHG emissions, either directly or indirectly, that would have a significant impact on the environment. Increased GHG emissions attributable to the proposed projects and potential conflicts with GHG-reduction planning efforts would therefore be considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☒
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 Section 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 2 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?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP-DEIR, pp. 4.4-23 and -24). Impacts concerned transportation of hazardous materials on the roadway network within the city and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the city. Adherence to General Plan policies and

federal, state, and local regulations regarding hazardous material were found to reduce potential impacts of the General Plan to a less than significant level (GP-DEIR, pp. 4.4-24 and -28).

The proposed projects would include the construction of new roadway lanes and segments to existing roads and does not include any structures that would use or store hazardous materials or waste. The predicted increase in traffic volumes on Femoyer Street and North Mather Boulevard due to the projects' connections of gaps in the local roadway system, and expansion of Femoyer Street from two to four lanes, is not expected to significantly increase the volume of diesel truck traffic or trucks hauling hazardous materials. Therefore, the impact is considered less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR described potential impacts related to the accidental release of hazardous materials (GP-DEIR, pp. 4.4-24 through -28). Primary sources of potential accidental release concerned transformers containing polychlorinated biphenyls (PCB), groundwater pollution, and underground storage tanks (USTs). Consistency with City policies and action items, as well as all applicable federal, state, and local regulations, would result in a less than significant impact from the General Plan (GP-DEIR, p. 4.4-28).

See a) above for projects-specific discussion.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR discussed public schools as being subject to the siting requirements of the California Department of Education (GP-DEIR, p. 4.4-25). In addition to CEQA review, potential school sites will be reviewed by various agencies to ensure the new sites are safe from toxic hazards (GP-DEIR, p. 4.4-25). General Plan policies and action items will reduce potential General Plan impacts from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP-DEIR, p. 4.4-28).

See a) above for projects-specific discussion. The roadway improvements are not expected to substantially increase the volume of trucks transporting hazardous materials, nor are there any existing or proposed schools within one-quarter mile of the project site. Therefore, this impact is less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR included information regarding federal and state–listed hazardous materials sites as well as a map of such sites (GP-DEIR, pp. 4.4-2 through -10). These sites included leaking underground storage sites, groundwater contamination plumes, PCB-contaminated sites related to prior rocket engine testing (Aerojet/Gencorp), and other smaller sites (pp. 4.4-5 and -6). Impact discussions were included in discussions of accidental release of hazardous materials [see discussion b) above] and were found to be less than significant due to compliance with federal, state, and local laws and regulations (GP-DEIR, p. 4.4-28).

The project sites are within 0.5 miles of the Mather Air Force Base Superfund Site (EPA #CA8570024143), which has been identified as a site containing soil and groundwater contamination. The latest EPA report shows no soil and or groundwater contamination occurring on the project sites, but the sites are within 1,000 feet of proposed ground-disturbing activities (EPA, *Mather Third Five-Year Report*, 2010). It is unlikely that construction of the projects would create a significant hazard to the public or to the

environment as a result of these off-site contamination areas, especially concerning groundwater contamination. Therefore, the impact is considered less than significant.

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts of development within an airport land use plan (GP-DEIR, p. 4.4-28). The Mather Airport CLUP Safety Restriction Area overlies several portions of the city, restricting development in those areas to uses allowed within the Comprehensive Land Use Plan (CLUP). Adherence to General Plan policies, federal regulations, the Comprehensive Land Use Plan, and Mather Field Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP-FEIR, p. 4.0-29).

According to the Mather Airport Comprehensive Airport Land Use Plan (SACOG 1997), the proposed project sites are located within the CLUP's land use area. Project design, including street lighting, will adhere to Federal Aviation Administration standards contained in the CLUP such that construction and operation of the project roadways would not adversely affect operations of this facility. The proposed projects are not anticipated to result in safety-related hazards or adverse impacts to people working in the project areas. As the proposed project improvements are roadways, it is not anticipated that any people would reside or stop for long periods on the project sites. Therefore, this impact is considered less than significant.

f) *No Impact*. The proposed project sites are not located within 2 miles of any private airstrip. The nearest private airstrip to the project areas is the Rancho Murieta Airport, located more than 10 miles to the southeast of the project areas. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the project areas would be under the control of Mather Airport's control tower, not the control tower of a private airport. Therefore, the proposed project would have no impact associated with hazards near private airstrips.

g) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP-DEIR, p. 4.4-29). The EIR found that implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency access to residences as well as evacuation routes and resulting in a net positive effect on implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP-DEIR, p. 4.4-29).

The proposed projects would complete gaps in the existing circulation system by connecting portions of Mather Boulevard and Femoyer Street to existing local roads, thus benefitting the Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan, and any other adopted emergency response or evacuation plan. Therefore, the impact is considered less than significant.

h) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP-DEIR, pp.4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential

areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP-DEIR, p. 4.12-10).

Currently, there are undeveloped open areas adjacent to the project sites. The proposed projects will create new short segments of roadway through these open areas. Although the traffic volume will increase on these roadways, it is expected that the traffic will not substantially increase the potential for creating wildland fires above existing conditions. Additionally, the projects do not include parking spaces, and the adjacent fields are surrounded by development and are periodically disked for weed control to minimize the intensity of wildfires. Therefore, the impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIX. HYDROLOGY AND WATER QUALITY Would the project:					
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 stormwater 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 stormwater 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 stormwater 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 stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☒
i) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 GP-EIR identified potential surface water and groundwater quality impacts that would occur as a result of implementation of the General Plan (GP DEIR, 4.9-34 through -40). Both impacts of the General Plan were found to be less than significant with implementation of City policies and action items as well as compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit conditions.

Activities associated with the proposed projects have the potential to result in short-term surface water quality impacts during the construction period and long-term water quality impacts due to runoff from new impervious surfaces. The nearest surface water bodies to the proposed Femoyer Street project site is an open drainage ditch approximately 800 feet east of the project running in a south to north direction. The nearest surface water features to the North Mather Boulevard extension project site are two open drainage ditches crossing under Mather Boulevard, one approximately 500 feet west of the project and one approximately 400 feet east of the project. These drainage ditches originate from the Mather Air Field and carry stormwater in a northward direction. A large stormwater detention basin for the Villages of Zinfandel residential development is located approximately 400 feet northeast of the North Mather Boulevard extension project site. Unless runoff is controlled, the project could generate new runoff pollutants such as oil, gasoline, and other chemicals typically associated with roadways that have 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 the proposed projects would have a less than significant impact.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential groundwater supply and recharge impacts (GP-DEIR, p. 4.9-43 through -57). The addition of impervious material and the additional use of groundwater in the region would result in significant and unavoidable impacts to groundwater levels from implementation of the General Plan (GP-DEIR, p. 4.9-57).

The new roadway improvements will require a small quantity of water during construction (primarily for dust control) but will not require drinking water during operations. Project

excavation during construction will not reach the groundwater table. As such, additional groundwater supplies will not be needed for these projects. While the proposed projects would increase impervious surfaces, the project areas are small and do not contribute significantly to groundwater recharge in the vicinity. Therefore, the proposed projects would result in less than significant impacts to groundwater quality.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts due to erosion and siltation as a result of new development in the city and the Planning Area (GP-DEIR, p. 4.9-34 through -39). Adherence to City policies and action items, the conditions of the City's NPDES permit, and the Land Grading and Erosion Control Ordinance would result in less than significant impacts related to erosion and siltation as a result of implementation of the General Plan (GP-DEIR, p. 4.9-39).

The project areas would be subject to some excavation and grading to provide for the roadway improvements. Excavation and grading would be conducted pursuant to the Land Grading and Erosion Control Ordinance and the project's storm water pollution prevention plan (SWPPP) to ensure that drainage through and near the project areas follows historic drainage patterns, and historic water volumes and velocity do not change from existing conditions; therefore, less that significant impacts from erosion and siltation are expected from implementing the projects.

d) *Less Than Significant Impact /Reviewed Under Previous Document*. The GP-EIR identified potential impacts from flooding due to implementation of the General Plan (GP-DEIR, p. 4.9-41 through -43). These impacts were associated with the addition of impermeable surfaces, primarily roads, within the city. City policies and action items would be adequate to reduce any flooding impacts. Therefore, the GP-EIR found that the impact of the General Plan on flooding would be less than significant (GP-DEIR, p. 4.9-43).

See c) above for projects-specific discussion.

e) *Less Than Significant Impact Significance/Reviewed Under Previous Document*. See a) and b) above for project-specific discussion. The proposed projects are not expected to result in the discharge of stormwater from any outdoor work areas. Any impacts are expected to be less than significant.

f) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussions a) and b) above. The project is not expected to result in impacts to water quality. Any impacts are expected to be less than significant.

g) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussion f) above.

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

i) *Less Than Significant Impact.* See discussions a), b), and f) above.

j) *No Impact/Reviewed Under Previous Document*. The GP-EIR discussed impacts related to flooding, which included consideration of housing within a 100-year flood hazard area (GP-DEIR, pp. 4.9-41 through -43). City policies and action items would prevent either an increase in the 100-year floodplain from the result of the construction of any structures or

the placement of housing within the 100-year floodplain. Therefore, impacts from the General Plan were found to be less than significant (GP-DEIR, p. 4.9-43).

The proposed projects do not include any residential structures. Additionally, both project sites are located outside of the 100-year floodplain. Therefore, the proposed projects would have no impact.

k) *No Impact/Reviewed Under Previous Document*. See discussion j) above.

l) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussions c), d), h), j), and k) 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 seiches or tsunamis. The project sites are characterized by generally flat terrain, as is the surrounding area; therefore, there would also be no mudflows on or near the project sites. The proposed projects would have no impact with regard to seiche, tsunami, and mudflow.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X. LAND USE AND PLANNING Would the project:					
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/Reviewed Under Previous Document*. The GP-EIR described possible impacts related to the division of existing communities (GP-DEIR, pp. 4.1-38 through -40). The GP-EIR states that development and redevelopment described in the General Plan was specifically designed so that barriers between communities would be prevented. Additionally, City policies and action items were included in the General Plan to further prevent divisions of communities. The GP-EIR found that impacts of the General Plan to existing communities would be less than significant (GP-DEIR, pp. 4.1-39 and -40).

The proposed projects would not divide existing communities, but would enhance movement between communities by providing two additional connection points within Rancho Cordova. Therefore, this impact is considered less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR included discussion of potential impacts to adopted land use plans, policies, and regulations of other jurisdictional agencies in the area (GP-DEIR, 4.1-46 through -56). Conflicts were identified between the General Plan and the Sacramento County General Plan and the Mather Airport Comprehensive Land Use Plan. While City policies were included in the General Plan to reduce these conflicts, significant and unavoidable conflicts were expected as a result of implementation of the General Plan (GP-DEIR, p. 4.1-56; GP-FEIR, p. 4.0-4).

The Femoyer Street project site is located within the Mather Field Planning Area and is surrounded by land zoned Commercial Business Park. The North Mather Boulevard project site is surrounded by land uses zoned Business Park and Open Space. The roadway connections that would be implemented by project improvements at both sites are shown in the City's General Plan Roadway System and Sizing Map and would be consistent with buildout of the City's General Plan. Additionally, these roadway connections and expansions were analyzed in the City's General Plan EIR. Therefore, this impact is considered less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR addressed potential impacts related to conflicts between the Genera Plan and any adopted habitat conservation plan or natural community conservation plan (GP-DEIR, pp. 4.10-62 and -63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared by Sacramento County and the US Fish and Wildlife Service (respectively), no such plans have been adopted. Because of this, the General Plan would have no impact on adopted plans (GP-DEIR, p. 4.10-63).

Currently, there is no adopted habitat conservation plan (HCP) or natural community conservation plan in Rancho Cordova or Sacramento County. Therefore, this impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. MINERAL RESOURCES Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☒
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 GP-EIR identified potential impacts resulting from the loss of availability of mineral resources in the General Plan Planning Area (GP-DEIR, pp. 4.8-26 through -27). Only those areas already identified as either MRZ-2 or as containing existing mining operations were expected to be impacted by development of the General Plan Planning Area (GP-DEIR, p. 4.8-26). Even with adoption of City policies and action items regarding mineral resources and mining, the General Plan would still have a significant and unavoidable impact (GP-DEIR, p. 4.8-27).

The project sites are not identified by the California Division of Mines and Geology or in the GP-DEIR as high quality resource areas; therefore, this impact is considered less than significant.

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII. NOISE Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☒	☐	☒
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 2 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 GP-EIR addressed increases in noise levels as a result of buildout of the General Plan (GP DEIR, pp. 4.7-20 through -30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise-generating land uses (GP-DEIR, pp. 4.7-22, -27, and -30). Policies and action items included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

An Environmental Noise Assessment was conducted by J. C. Brennan and Associates to determine any adverse noise impacts as a result of the proposed project (**Appendix A**). The North Mather Boulevard improvement project was not analyzed, as there are no sensitive receptors in close proximity to the proposed project site and no adverse impacts are anticipated. However, the Femoyer Street improvements were analyzed, as there are apartment buildings along the western edge of the right-of-way (see Figure 1 of the Environmental Noise Assessment [**Appendix A**] for apartment locations).

The Environmental Noise Assessment concluded that the Femoyer Street improvements would contribute between a 3 dB and a 4 dB L_{dn} increase in overall traffic noise levels. In addition, the predicted exterior noise levels will comply with the City's exterior noise level standard of 60 dB L_{dn} at the nearest outdoor activity area. Therefore, the predicted noise levels associated with the project will comply with the City of Rancho Cordova exterior noise level criteria. In addition, the proposed Femoyer Street improvements will not result in a significant increase in traffic noise based upon General Plan Policy N.1.2 and Action item N.2.2.1.

The Environmental Noise Assessment also concluded that traffic noise levels at the nearest building façade will be 61 dBA L_{dn}. Assuming a minimum exterior to interior noise level reduction of 25 dBA will result in an interior noise level in compliance with the City's interior noise level standard of 45 dBA L_{dn}. No mitigation measures are required for exterior noise increases, interior noise increases, and/or temporary construction noise. Therefore, the impact is considered less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR discussed groundborne noise and vibration concurrently with construction-related noise impacts (see discussion a) above; also see GP-DEIR, pp. 4.7-20 through -22). As large-scale construction of various land uses is ongoing in the city and will continue for some time, guided by the General Plan, significant noise and vibration generation is expected. While City policies and action items would reduce the impact of such vibration and noise, significant and unavoidable impacts as a result of implementation of the General Plan are expected in some cases (GP-DEIR, p. 4.7-22).

See a) above for projects-specific discussion.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified uses that may result in significant stationary (permanent) noise generation (GP DEIR, pp. 4.7-28 through -30). Uses and equipment that would generate significant permanent noise included loading docks, industrial uses, HVAC equipment, car washes, daycare facilities, and auto repair, as well as some recreational uses (GP-DEIR, p. 4.7-28). While the impact of these and other significant sources of permanent noise would be lessoned by policies and action items included in the General Plan, some impacts would remain and the GP-EIR found impacts of the General Plan to be significant and unavoidable (GP-DEIR, p. 4.7-30).

See a) above for projects-specific discussion.

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

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed noise impacts related to airports, specifically the Mather Airport located immediately south and west of the city (GP-DEIR, pp. 4.7-30 through -32). Five planning areas within the city were identified as having potential airport-related noise impacts: Mather Field Planning Area, Jackson Planning Area, Sunrise Boulevard South Planning Area, Rio del Oro Planning Area, and Aerojet Planning Area (GP-DEIR, p. 4.7-30). Single-event noise impacts were also identified for those portions of the city that lie under the primary flight paths for Mather Airport (GP-DEIR, p. 4.7-30). For the five planning areas identified above and areas of the city directly under the approach path for Mather Airport, the impact of the General Plan was found to be significant and unavoidable (GP-DEIR, p. 4.7-32).

See a) above for projects-specific discussion. The project sites are located within the Comprehensive Land Use Plan Area (CLUP) of the Mather Airport. However, as the projects propose minor roadway improvements, no adverse or excessive noise impacts are anticipated at the proposed sites from operation of the airport. This is due to the fact that the proposed projects do not include the development of any residences and/or office-type uses. Therefore, this impact is considered less than significant.

f) *No Impact*. The nearest private airport to the project area is Rancho Murrieta Airport, approximately 12 miles away to the southeast. Pursuant to Federal Aviation Administration regulations, aircraft flying over the project areas are under the control of Mather Airport and Sacramento Approach Control. The proposed project sites are not located in the vicinity of a private airport. *No impact* would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII. POPULATION AND HOUSING Would the project:					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐	☒
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*. In the GP-EIR, the General Plan was found to result in substantial increases in the number of dwellings, residents, and employees in the General Plan Planning Area (GP-DEIR, pp. 4.3-10 through -14). These increases were higher than those previously anticipated by the Sacramento Area Council of Governments (SACOG). Substantial population growth is expected, and significant and unavoidable impacts of the General Plan were identified (GP-DEIR, p. 4.3-14).

The proposed projects do not propose the development of any new residential areas, but does propose the minor expansion of existing infrastructure. However, the roadway connections that would be implemented by the proposed projects are consistent with the General Plan Roadway System and Sizing Map and the goals and policies set forth in the General Plan Circulation Element. Additionally, the two connections would only serve the local roadway network and would not induce growth in any substantial way. Therefore, the impact is considered less than significant.

b) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts due to the displacement of people and housing as a result of implementation of the General Plan. These impacts were primarily due to the installation of infrastructure such as streets. Consistency with state and federal laws relating to displacement of existing residents and housing would ensure that impacts of the General Plan would be less than significant (GP-DEIR, p. 4.3-14).

There is no housing existing on the project sites nor are the project sites zoned for residential development. Therefore, *no impact* to housing would occur.

c) *No Impact/Reviewed Under Previous Document*. See discussion b) above.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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?	☐	☐	☒	☐	☐

EXISTING SETTING

The proposed project sites are located within the following public service districts:

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection – Rancho Cordova Police Department (RCPD)
- School District – Folsom Cordova Unified School District (FCUSD)
- Park District – Cordova Recreation and Park District (CRPD)
- Electrical Service – Sacramento Metropolitan Utilities District (SMUD)

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed the impact of the General Plan on fire protection services and the resulting environmental impact of any additional infrastructure required (GP-DEIR, pp. 4.12-5 through -9). As the General Plan would result in substantial growth, additional fire stations and other infrastructure would be required to serve the increased number of dwellings and urban land uses (GP-DEIR, pp. 4.12-5 and -6). Consistency with City policies and action items would result in a less than significant impact from the General Plan to the environment from construction and provision of additional infrastructure and facilities.

The projects as proposed would not result in the need for any additional governmental/public facilities, nor would it significantly increase demand on existing governmental/public facilities. The projects do not propose to add any new employees or uses to the project areas; they would simply improve the circulation of vehicles in the immediate project areas. Therefore, the impacts are considered less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the need for additional police protection infrastructure and facilities (GP-DEIR, pp. 4.12-16 through -20). Just as with fire protection, the substantial growth predicted in the GP-EIR would require additional fire protection infrastructure and

facilities (GP-DEIR, pp. 4.12-16 and -17). Consistency with City policies and action items would result in less than significant impacts resulting from implementation of the General Plan (GP-DEIR, p. 4.12-17).

See a) above for projects-specific discussion.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to all four school districts servicing the General Plan Planning Area as a result of substantial growth expected during the life of the General Plan (GP-DEIR, pp. 4.12-77 through -80). While additional schools would be required as growth in the General Plan Planning Area continues, consistency with City policies and action items, as well as required CEQA and State Board of Education review of future school sites, would result in less than significant impacts resulting from implementation of the General Plan (GP-DEIR, p. 4.12-80).

See a) above for projects-specific discussion.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential environmental impacts related to the provision of additional parks to serve the growth anticipated in the General Plan (GP-DEIR, pp. 4.12-89 through -96). Adherence to City policies and action items, as well as the requirements of the Cordova Recreation and Park District, would ensure less than significant impacts from implementation of the General Plan (GP-DEIR, pp. 4.12-95 and -96).

See a) above for projects-specific discussion.

e) *Less Than Significant Impact.* See discussion a), above.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☒
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussion d) of checklist XIV, Public Services, above for information on the GP-EIR's conclusions as to impacts related to parks and recreation. The proposed projects consist of minor roadway improvements at two project sites. In addition, the proposed projects do not include the construction of any residences and would not increase the population in the vicinity. Therefore, it is not expected that the use of any recreational facilities would be increased as a result of the proposed projects. This impact is considered less than significant.

b) *No Impact/Reviewed Under Previous Document*. See discussion a) above. The proposed projects do not include recreational facilities, nor do they require their construction or expansion. Therefore, no impact is expected.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. TRANSPORTATION/TRAFFIC Would the project:					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐	☒
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)?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed traffic impacts to the existing roadway network in the General Plan Planning Area as a result of the population, dwelling unit, and employee increases expected to occur with implementation of the General Plan (GP-DEIR, pp. 4.5-27 through -45). The General Plan included description of several new roadways and improvement of existing roadways in order to address the additional expected traffic load. However, even with these improvements and adherence to City policies and action items, the impact of the General Plan would remain significant and unavoidable (GP-DEIR, p. 4.5-42).

The proposed projects are consistent with the General Plan's Roadway System and Sizing Map and were previously analyzed in the GP-EIR. However, due to the fact that the Villages of Zinfandel project has been substantially built, a determination was made to specifically analyze the North Mather Boulevard improvements to ensure substantial traffic impacts would not occur as a result of the improvements. DKS Associates prepared a Traffic Study for this improvement that analyzed "Plus Project" impacts (**Appendix B**). The analysis concluded that the North Mather Boulevard improvements would shift some traffic to and

from other roadway segments. However, the volume of traffic that shifts due to the proposed project would be very modest. Thus, the proposed project would not result in any significant impacts on roadway segment level of service (LOS) under existing conditions. Furthermore, the project intersection would operate at LOS A conditions during the PM peak hour under existing Plus Project conditions. The proposed project will have a less than significant impact on the surrounding roadway system.

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

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed safety and hazards impacts related to the provision of land uses within the Mather Airport Comprehensive Land Use Plan and their impact on safety related to air traffic in and out of the airport (GP-DEIR, p. 4.4-28 and -29). The General Plan established the Mather Field Planning Area that corresponds to the Master Plan boundaries of the Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather Airport Comprehensive Land Use Plan (GP-DEIR, p. 4.4-28). Consistency with City policies and action items, as well as the requirements of the Mather Airport Comprehensive Land Use Plan, would ensure less than significant impacts from implementation of the General Plan (GP-DEIR, p. 4.4-29).

The proposed projects do not involve any aviation-related uses, but project sites are located in close proximity to the Mather Airport. The project sites are located within the airport safety zones, but will not adversely affect air traffic patterns and/or result in significant safety risks to vehicles in the project areas. This impact is considered less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed potential impacts related to roadway safety as a result of implementation of the General Plan. The City's design standards for roadways, as well as land use planning and other City policies, would ensure that impacts of the General Plan related to roadway safety are less than significant (GP-DEIR, p. 4.5-48).

Both roadway improvements are designed to meet the City's standards and will help to alleviate unsafe circulation and congestion in the immediate area. Therefore, the impact is considered less than significant.

e) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified impacts related to emergency access within the General Plan Planning Area. As the roadway network in the city was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (GP-DEIR, p. 4.5-48).

The proposed projects will improve emergency access to the immediate area; therefore, the impact is considered less than significant.

f) *Less Than Significant Impact.* The proposed projects do not include any land uses that would require parking and will not necessitate the need for future parking; therefore, the impact is considered less than significant.

g) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed potential impacts to transit, pedestrian, and bicycle provisions within the city (GP-DEIR, pp. 4.5-49 through -53). Development of the City's Transit Master Plan and Pedestrian and

Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP-DEIR, pp. 4.5-49 and -50).

The proposed projects would not conflict with any alternative transportation policies, plans, or programs. See discussion a) above. Therefore, the impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. UTILITIES AND SERVICE SYSTEMS Would the project:					
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*. The GP-EIR identified potential impacts relating to the capacity of the Sacramento Regional County Sanitation District (SRCSD) treatment facilities to treat wastewater flows from the General Plan Planning Area (GP-DEIR, pp. 4.12-45 through -51). Current capacity at the Sacramento Regional Water Treatment Plant (SRWTP) is adequate to meet projected growth by 2020; however, growth beyond that point will require expansion of existing capacity, which could result in environmental impacts (GP-DEIR, p. 4.12-47). Because of this, the GP-EIR identified the impact of the General Plan as significant and unavoidable (GP-DEIR, p. 4.12-51).

The proposed projects consist of roadway improvements and would not require any wastewater and or water facilities; therefore, the impact is considered less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. In addition to required expansion in treatment capacity, the GP-EIR identified potential impacts associated with the construction of additional wastewater conveyance infrastructure (GP-DEIR, pp. 4.12-45 through -51). County Service District 1 (CSD-1) has planned expansion of sewerage infrastructure into the General Plan Planning Area, and the environmental effects of this expansion were addressed in and environmental impact report (GP-DEIR, pp. 4.12-46 and -47). However, increased growth expected with implementation of the General Plan will require more infrastructure than that currently planned by CSD-1. Therefore, the impact of the General Plan was found to be significant and unavoidable (GP-DEIR, p. 4.12-51).

See a) above. This impact is considered less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussion c) in checklist IX, Hydrology and Water Quality, for information on stormwater drainage facilities and their associated environmental effects. Although the proposed projects would require the construction of stormwater drainage facilities, these facilities would comply with industry standards and would not function substantially different from the existing drainage facilities. Therefore, this impact is considered less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the city and the General Plan Planning Area (GP-DEIR, pp. 4.9-43 through -57). According to the analysis in the GP-EIR, adequate supplies of water exist through buildout of the current incorporated boundaries of the city (GP-DEIR, p. 4.9-45). However, new sources of water will be required to serve buildout conditions for those portions of the General Plan Planning Area that lie outside current city boundaries. Significant environmental effects may occur from the acquisition of these additional sources. Therefore, significant and unavoidable impacts of the General Plan are expected (GP-DEIR, p. 4.9-57).

Water service for the proposed roadway improvements will not be needed; therefore, this impact is considered less than significant.

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

f) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the capacity of local landfills and those landfills to which solid waste from the city and the General Plan Planning Area are transported (GP-DEIR, pp. 4.12-60 through -63). Current capacity exists at all landfills that serve the General Plan Planning Area, and expansion in capacity is not expected to be required (GP-DEIR, p. 4.12-61). Consistency with City policies and action items, as well as with federal, state, and local laws and ordinances, would ensure less than significant impacts as a result of implementation of the General Plan (GP-DEIR, p. 4.12-63).

The proposed projects will not require the use of landfills; therefore, this impact is considered less than significant.

g) *Less Than Significant Impact.* The proposed projects will not require solid waste service; therefore, the proposed project would result in less than significant impacts.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☒	☐	☒
d) Does the project 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 Incorporated/Reviewed Under Previous Document.* As demonstrated in checklists I through XVII above, the proposed projects have the potential to result in significant impacts related to biological resources (i.e., special-status species and wetlands). The implementation of the mitigation measures identified in this MND would ensure than the projects' impacts are less than significant.

b) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document.* Incorporation of the mitigation measures for the project would reduce any environmental impacts to less than significant in both the short term and long term. The proposed projects would be required to adhere to all Rancho Cordova General Plan policies, ensuring adherence with the long-term environmental goals of the City. Therefore, the projects would have a less than significant impact.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. Section 4.0 of this MND addresses the proposed project's contribution to cumulative impacts in the cumulative setting. There are no other past, current, or future projects associated with the proposed projects that would contribute to a substantial cumulative impact. Therefore, this impact is considered less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. See discussion a) above. The proposed projects consist of roadway improvements and will not adversely affect humans. Therefore, this impact is considered less than significant.

4.0 CUMULATIVE IMPACTS

4.1 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 Guidelines 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 (see also CEQA Guidelines Appendix G, Section XVII).

4.2 CUMULATIVE SETTING

The cumulative setting establishes the area of effect in which the cumulative impact has been identified and inside which it will occur. Different cumulative settings can be established for each individual impact or impact area (checklist area). As the proposed projects are subsequent projects identified in the General Plan, and as this Mitigated Negative Declaration (MND) is tiered from the General Plan Environmental Impact Report (GP-EIR), the cumulative setting for the proposed projects are identical to the cumulative setting identified in the GP-EIR.

4.3 PREVIOUS CUMULATIVE ANALYSIS WITHIN THE CUMULATIVE SETTING

The GP-EIR identified several cumulative impacts where expected development and establishment of the roadway network in the city, when combined with other planned, proposed, and approved development and roadway infrastructure projects in the area, would have a significant impact on the environment. The following impact areas were found in the GP-EIR to have cumulative impacts that would be cumulatively considerable:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality (water supply)
- Land Use and Planning
- Mineral Resources
- Noise (both traffic-related and stationary)
- Population and Housing
- Utilities and Service Systems (water treatment and wastewater infrastructure)
- Transportation/Traffic (traffic congestion)

Areas in which cumulative impacts were found in the GP-EIR to be less than cumulatively considerable were:

- Geology and Soils
- Hazards and Hazardous Materials
- Public Services
- Recreation

4.4 CUMULATIVE IMPACT ANALYSIS

The proposed projects are subsequent projects within the scope of activities and land uses studied in the GP-EIR. The proposed projects are consistent with the General Plan in use, design, and density. Cumulative impacts identified in the GP-EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. Even though the proposed projects would not increase dwelling units, residents, or employees, the projects would more than likely contribute to cumulative impacts identified in the GP-EIR. The proposed projects' incremental contribution to the cumulatively considerable impacts listed in Subsection 4.3 above would be cumulatively considerable.

Consistency with City policies, action items, ordinances, and other requirements would reduce the proposed projects' incremental contribution to the above cumulative impacts. However, some contribution would remain. Therefore, the proposed projects' incremental contribution to the above cumulative impacts would be cumulatively considerable. The general nature of the project is the impetus for this contribution, not specific design elements or characteristics of the projects that could be modified by mitigation measures. Therefore, additional mitigation of the proposed projects' cumulative contribution is not feasible.

Development of the proposed project sites would not result in any project-specific contribution to cumulative impacts that were not identified in the program EIR. As the GP-EIR found that cumulative impacts in the above areas were cumulatively considerable and because the proposed projects are consistent with and described in the program EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

5.0 DETERMINATION

On the basis of this initial evaluation:

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

■ I find that, although the proposed 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 City 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 project or the parcel," (ii) that were not analyzed as significant effects previously, or (iii) 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 Section 15183, subd. (c).)

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

☐ I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: Bret Sampson Date: April 27, 2012

Printed Name: Bret Sampson For: City of Rancho Cordova

6.0 REPORT PREPARATION

6.1 REPORT PREPARATION

CITY OF RANCHO CORDOVA – LEAD AGENCY

Cyrus Abhar	Public Works Director
Mark Thomas	Senior Engineer
Kathy Garcia	Senior Engineer
Paul Junker	Planning Director
Bret Sampson	Environmental Coordinator
James McLaughlin	Environmental Planner

7.0 REFERENCES

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APPENDIX A
ENVIRONMENTAL NOISE ASSESSMENT

Environmental Noise Assessment

Femoyer Street Widening / Extension

Rancho Cordova, California

Job # 2012-128

Prepared For:

PMC

2729 Prospect Park Drive
Rancho Cordova, CA 95670

Attn: Bret Sampson

Prepared By:

j.c. brennan & associates, Inc.

Jim Brennan
President
Member, Institute of Noise Control Engineering

April 13, 2012

j.c. brennan & associates
consultants in acoustics

P.O. Box 6748 - 263 Nevada Street - Auburn, California 95603 -p: (530) 823-0960 -f: (530) 823-0961

INTRODUCTION

The Femoyer Street Widening and Extension project is located in the City of Rancho Cordova, California. The project includes the widening of Femoyer Street from Mather Boulevard to Peter A McCuen Boulevard to a four lane minor arterial street. The widening portion of the project also includes a 14-foot landscape median, a 4-foot bike lane, 3-foot curb and gutter, and 6-foot sidewalk on both side of the street. Femoyer Street will be extended from Peter A McCuen Boulevard to the existing Airpark Drive Street which is currently terminated at the south end. The width from back of curb to back of curb is 74 ft, and the width is 88 ft from back of walk to back of walk. The extension portion of the street north of Peter A McCuen Boulevard will be 98-feet wide, and include a right turn pocket south bound at Peter A McCuen Boulevard. The entire length of the project, from Mather Boulevard to International Drive is approximately 3,100 feet in length, and will connect Femoyer Street to International Drive. The surrounding land uses are primarily industrial, warehousing, and vacant land. However, there is multi-family apartments located on the west side of the existing north end of Femoyer Street. Figure 1 shows the proposed project area of potential effect.

BACKGROUND ON NOISE AND ACOUSTICAL TERMINOLOGY [1]

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

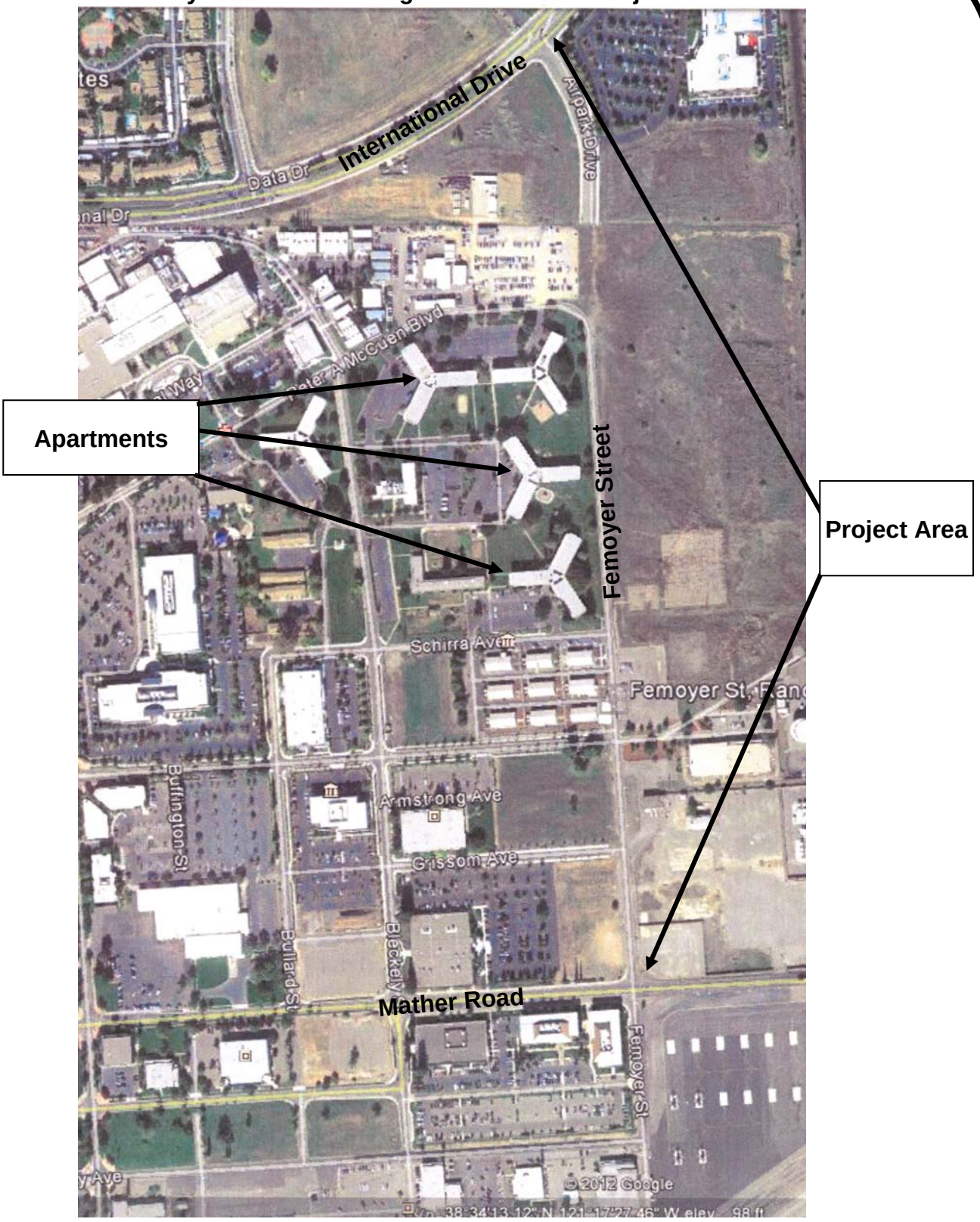
Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective. Often, someone's music is described as noise by another. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels.

[1] For an explanation of these terms, see Appendix A: "Acoustical Terminology"

Figure 1

Femoyer Street Widening and Extension Project Site



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There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.
Table 1 lists several examples of the noise levels associated with common noise sources.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise

level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

Table 1
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source:Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November 2011.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;

- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

Noise level criteria pertaining to project generated noise levels are contained within the City of Rancho Cordova General Plan Noise Element. The following is a summary of the Noise Element Policies and Criteria, which are relevant to this project.

The City of Rancho Cordova establishes a normally acceptable exterior noise level standard of 60 dB Ldn for residential uses. The standard is generally applied at the outdoor activity areas such as patios or designated areas such as play areas. A conditionally acceptable exterior noise level standard of 65 dB Ldn is allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with the 45 dB Ldn interior noise level criterion. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

Policy N.1.2 - Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City's noise standards to the maximum extent feasible.

• **Action N.1.2.1** - Require new development of noise-creating uses to conform with the City's maximum noise levels.

• **Action N.1.2.2** - Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas where current or projected exterior noise levels exceed the City's standards.

• **Action N.1.2.3** - Require any potential noise impacts identified during the acoustical analysis to be mitigated in the project design to the maximum extent feasible.

Policy N.2.2 - Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.

• **Action N.2.2.1** - Assess the significance of the noise increase of all roadway improvement projects in existing areas according the following criteria:

− Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

− Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

− Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.

EXISTING NOISE ENVIRONMENT IN THE PROJECT VICINITY

Traffic Noise Prediction Methodology:

j.c. brennan & associates, Inc., employs the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly Leq values for free-flowing traffic conditions. To predict Ldn values, it is necessary to determine the day/night distribution of traffic.

Existing Exterior Traffic Noise Levels

Table 2 shows the predicted existing traffic noise levels along Femoyer Street, as well as the distances to the Ldn contours. The existing traffic noise levels were calculated at the nearest building facade, as well as at the nearest designated outdoor activity area. Direct inputs to the FHWA Model included traffic data provided by the City, posted traffic speed limits, and observed traffic split data. A complete listing of the FHWA Model inputs for existing traffic conditions are provided in Appendix B.

Table 2
Existing Femoyer Street Traffic Noise Levels

Location	Distance	Traffic Noise Level	Traffic Noise Level Ldn, Distance to Contour	
			60 dBA	65 dBA
Nearest Building Facade	60 feet	57 dBA Ldn	41 feet	19 feet
Nearest Outdoor Activity Area	150 feet	52 dBA Ldn		

Source: FHWA-RD-77-108 with inputs from City of Rancho Cordova, and j.c. brennan & associates, Inc. 2012.

Existing Plus Project Exterior Traffic Noise Levels

The FHWA Model was used once again to determine the overall traffic noise levels after the project is constructed, and to determine the relative increase in traffic noise levels due to the project. The existing plus project traffic noise levels were calculated at the nearest building facade, as well as at the nearest designated outdoor activity area. Direct inputs to the FHWA Model included traffic data provided by the City, posted traffic speed limits, and observed traffic split data. Table 3 shows the results of the existing plus project traffic noise analysis. A complete listing of the FHWA Model inputs for existing traffic conditions are provided in Appendix B.

Table 3
Existing + Project Femoyer Street Traffic Noise Levels

Location	Distance	Traffic Noise Level	Traffic Noise Level Ldn, Distance to Contour	
			60 dBA	65 dBA
Nearest Building Facade	60 feet	60 dBA Ldn	65 feet	30 feet
Nearest Outdoor Activity Area	150 feet	55 dBA Ldn		

Source: FHWA-RD-77-108 with inputs from City of Rancho Cordova, and j.c. brennan & associates, Inc. 2012.

Based upon the comparison of Tables 2 and 3, the project is expected to contribute between a 3 dB and a 4 dB Ldn increase in overall traffic noise levels. In addition, the predicted exterior noise levels will comply with the exterior noise level standard of 60 dB Ldn at the nearest outdoor activity area. Therefore, the predicted noise levels associated with the project will comply with the City of Rancho Cordova exterior noise level criteria. In addition, the proposed project will not result in a significant increase in traffic noise based upon ***Policy N.1.2 and Action N.2.2.1***

Interior Existing Plus Project Traffic Noise Levels

Typical construction results in an exterior to interior traffic noise level reduction of 25 dBA, provided that air conditioning is provided to allow occupants to close windows and doors (The City of Rancho Cordova interior noise level standard assumes that occupants of residences have the ability to close windows and doors). Under the existing plus project scenario, traffic noise levels at the nearest building facade will be 61 dBA Ldn. Assuming a minimum exterior to interior noise level reduction of 25 dBA, will result in an interior noise level in compliance with the City of Rancho Cordova interior noise level standard of 45 dBA Ldn.

MITIGATION MEASURES

No mitigation measures are required.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 2012-128
Description: Femoyer Street Widening - Extension
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Location	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	Femoyer St. Existing	Building Façade	2,000	87		13	2	1	40	60	
2	Femoyer St. Existing	Outdoor Activity Area	2,000	87		13	2	1	40	150	
3	Femoyer St. Exist + Project	Building Façade	4,000	87		13	2	1	40	60	
4	Femoyer St. Exist + Project	Outdoor Activity Area	4,000	87		13	2	1	40	150	
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Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Predicted Levels

Project #: 2012-128
Description: Femoyer Street Widening - Extension
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Location	Autos	Medium Trucks	Heavy Trucks	Total
1	Femoyer St. Existing	Building Façade	56.0	48.1	49.9	57
2	Femoyer St. Existing	Outdoor Activity Area	50.0	42.1	43.9	52
3	Femoyer St. Exist + Project	Building Façade	59.0	51.1	52.9	60
4	Femoyer St. Exist + Project	Outdoor Activity Area	53.0	45.1	46.9	55

Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Noise Contour Output

Project #: 2012-128
Description: Femoyer Street Widening - Extension
Ldn/CNEL: Ldn
Hard/Soft: Soft

			-------- Distances to Traffic Noise Contours --------				
Segment	Roadway Name	Location	75	70	65	60	55
1	Femoyer St. Existing	Building Façade	4	9	19	41	88
2	Femoyer St. Existing	Outdoor Activity Area	4	9	19	41	88
3	Femoyer St. Exist + Project	Building Façade	6	14	30	65	139
4	Femoyer St. Exist + Project	Outdoor Activity Area	6	14	30	65	139

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APPENDIX B
TRAFFIC IMPACT STUDY

DKS *Associates*

TRANSPORTATION SOLUTIONS

MEMORANDUM

TO:	Mark Thomas
FROM:	John P. Long
DATE:	January 30, 2012
SUBJECT:	Traffic Impact Study for North Mather Drive Extension P/A No.

As requested, DKS has conducted a focused analysis on the proposed extension of North Mather Drive to Mather Boulevard to determine if there would be any significant traffic impacts due to this proposed extension under "existing plus project" conditions. This memorandum documents our methodology and the results of that analysis.

Traffic Forecasts

The City provided DKS with available traffic count data in the vicinity of the proposed project. Some of those counts were made before the recent extension of Zinfandel Drive and thus needed to be adjusted to reflect existing conditions.

DKS began with the travel demand model used to evaluate the Mather Specific Plan, which is a focused version of SACOG's SACMET regional travel model with more detailed in Rancho Cordova and the Mather area, and refined that model to forecast traffic with and without the proposed project. "Existing conditions" in that model reflect conditions before the recent extension of Zinfandel Drive. DKS therefore used the model to forecast traffic for the following scenarios:

- Scenario 1: without extension of Zinfandel Drive to Douglas Road
- Scenario 2: with extension of Zinfandel Drive to reflect Existing Conditions
- Scenario 3: with the proposed extension of North Mather Drive to reflect Existing Plus Project Conditions

Traffic Changes due to Project

Tables 1 and 2 show the estimated daily traffic volumes and roadway segment level of service (LOS) with and without the proposed project under existing conditions. The travel demand model estimated that the extension would initially have a volume of about 400 vehicles per day. Much of the traffic on the new section of roadway would have an origin or destination on or near North Mather Drive. There is a significant amount of vacant developable land on or near North Mather Drive. As that land develops, traffic volumes will increase on the new roadway extension.

The proposed project would shift some traffic to and from other roadway segments. However, the volume of traffic that shifts due to the proposed project would be very modest (increases or decreases of 80 to 400 vehicles per day) and thus the proposed project would not result in any significant impacts on roadway segment LOS under existing conditions.

8950 Cal Center Drive
Suite 340
Sacramento, CA 95826

(916) 368-2000
(916) 368-1020 fax
www.dksassociates.com

DKS also estimated PM peak hour traffic volumes for the new intersection of North Mather Drive and Mather Boulevard under existing plus project conditions. The City intends to initially control this new intersection with only one stop sign on the southbound (North Mather Drive) approach. A level of service analysis indicates that this intersection would operate at LOS A conditions during PM peak hour under existing plus project conditions.

Table 1
Estimated Change in Daily Traffic Volumes due to Proposed Project

Roadway	To	From	Daily Traffic Volume: Without Zinfandel Dr Extension	Daily Traffic Volume: Existing (With Zinfandel Dr Extension)	Daily Traffic Volume: Existing Plus Project (North Mather Drive Extension)	Daily Traffic Volume: Estimated Volume Change
North Mather Dr	Mather Blvd	Bear Hollow Dr	NA	NA	410	410
	Bear Hollow Dr	Zinfandel Dr	500	500	620	120
Zinfandel Dr	Douglas Rd	North Mather Dr	NA	4,300	4,200	-100
	Bear Hollow Dr	Internatonal Dr	8,640	12,200	11,980	-220
	Internatonal Dr	White Rock Rd	14,470	16,700	16,700	0
	White Rock Rd	US 50	41,260	42,300	42,300	0
Mather Blvd	Douglas Rd	North Mather Dr		5,600	5,520	-80
	North Mather Dr	Femoyer St		5,600	5,910	310
International Dr	Mather Field Rd	Zinfandel Dr			-400	-400

Estimated based on peak period count data =

Table 2
Estimated Change in Roadway Segment Level of Service due to Proposed Project

Roadway	To	From	Travel Lanes	Level of Service: Existing (With Zinfandel Dr Ext)	Level of Service: Existing Plus Project (North Mather Drive Extension)
North Mather Dr	Mather Blvd	Bear Hollow Dr	2	NA	A
	Bear Hollow Dr	Zinfandel Dr	2	A	A
Zinfandel Dr	Douglas Rd	North Mather Dr	2	A	A
	Bear Hollow Dr	Internatonal Dr	6	A	A
	Internatonal Dr	White Rock Rd	6	A	A
	White Rock Rd	US 50	6	C	C
Mather Blvd	Douglas Rd	North Mather Dr	2	A	A
	North Mather Dr	Femoyer St	2	A	A
International Dr	Mather Field Rd	Zinfandel Dr	6		