Final

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project

Initial Study/Mitigated Negative Declaration
State Clearinghouse Number 2024051303



City of Rancho Cordova
Sacramento County

August 2024

Dewberry

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Zinfandel Drive Bicycle and Pedestrian Overcrossing Project

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State Clearinghouse Number: 2024051303

City of Rancho Cordova, California
Carmichael 7.5-Minute Quadrangle,
Township 9N, Range 07E, Section 34

Submitted to:
City of Rancho Cordova Public Works Department
2729 Prospect Park Drive,
Rancho Cordova, CA 95670

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August 2024

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EXECUTIVE SUMMARY

The City of Rancho Cordova (City) proposes to construct a new bicycle and pedestrian overcrossing over U.S. Route 50 (US 50), along with Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. The pedestrian overcrossing structure and all aspects of the trail would be designed to meet current applicable City, Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards. The proposed project is located within the central portion of the City of Rancho Cordova, Sacramento County, California. The General Plan land uses in the proposed project vicinity include Commercial Mixed Use (CMU), Office Mixed Use (OMU), and Medium Density Residential (MDR) land uses.

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) will be submitted to the State Clearinghouse for a 30-day public review period. During the public review period, the Draft IS/MND will be available for review at the City of Rancho Cordova Department of Public Works 2729 Prospect Park Drive, Rancho Cordova, CA 95670 during business hours and at the following City Websites:https://www.cityofranchocordova.org/departments/community-development/planning/planning-division-document-library

https://www.cityofranchocordova.org/departments/community-development/planning/planning-division-document-library.

The Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of the IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings:

- The proposed project would not impact agriculture, and population and housing.
- The proposed project would have a less-than-significant impact on aesthetics, air quality, energy, greenhouse gas emissions, land use and planning, mineral resources, noise, public services, recreation, transportation, and utilities and service systems.
- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

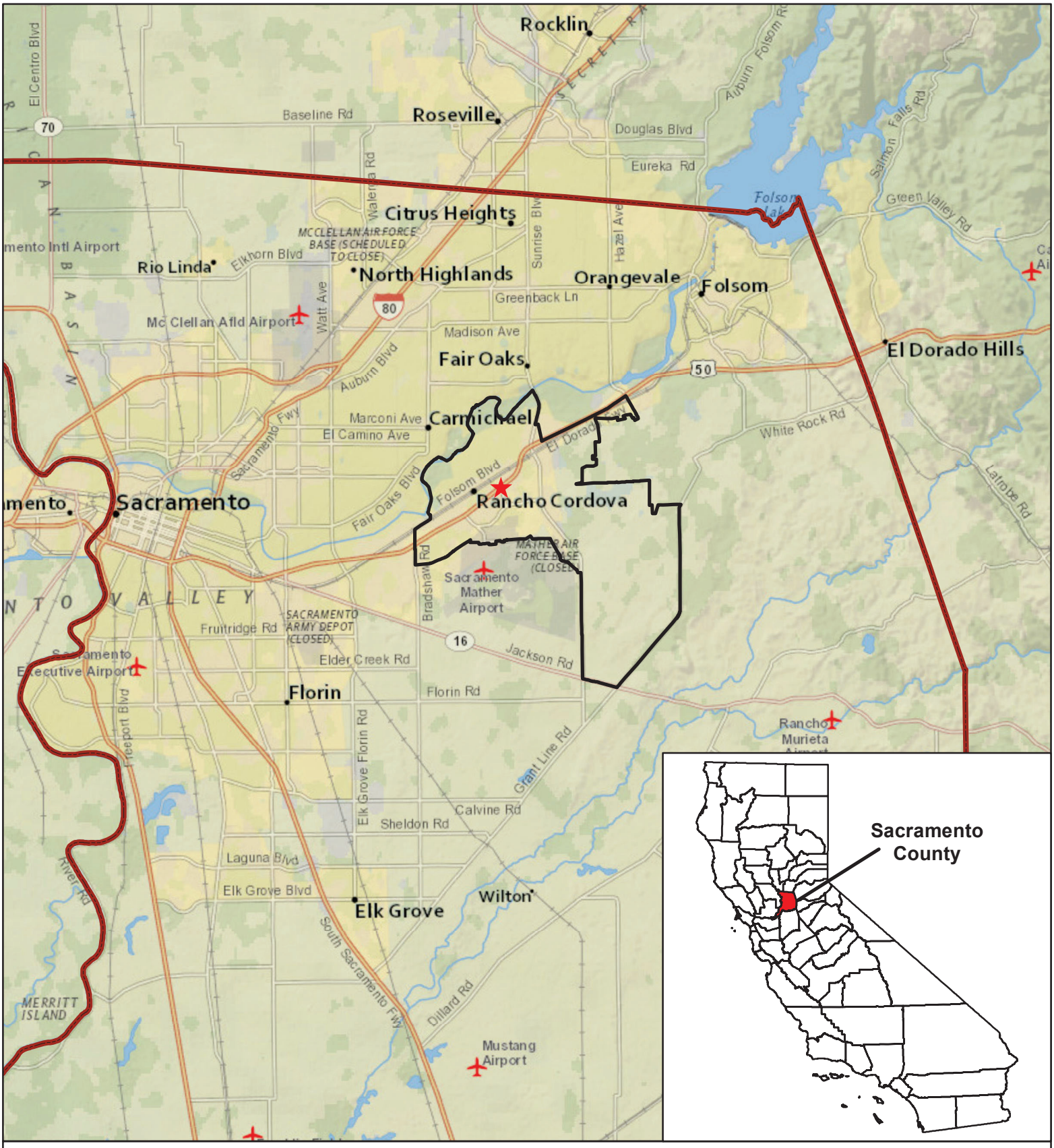
The proposed project would incorporate standard construction best management practices and all applicable standard construction measures required by Caltrans Standard Specifications and other applicable laws, regulations, and policies. The proposed project would implement mitigation measures, as described in Section 4 of this IS/MND. Implementation of these mitigation measures would reduce the potentially significant environmental impacts of the proposed project to less than significant levels.

INITIAL STUDY

1. Project Title:	Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
2. Lead Agency Name and Address:	City of Rancho Cordova 2729 Prospect Park Drive, Rancho Cordova, CA 95670
3. Contact Person and Phone Number:	Edgar Medina, P.E. 916-851-8907 EMedina@cityofranchocordova.org
4. Project Location:	Zinfandel Drive, City of Rancho Cordova, CA Carmichael U.S. Geological Survey 7.5-Minute quadrangle, Township 9N, Range 07E, Section 34
5. Project Sponsor's Name and Address:	Edgar Medina, P.E. City of Rancho Cordova 2729 Prospect Park Drive, Rancho Cordova, CA 95670
6. Adjacent General Plan Designation(s):	Commercial Mixed Use (CMU), Office Mixed Use (OMU), and Medium Density Residential (MDR)
7. Adjacent Zoning Designation(s):	CMU (Commercial Mixed Use), OPMU (Office Professional Mixed Use), RD-10 (Residential 10)

1.0 INTRODUCTION

The City of Rancho Cordova (City) proposes to construct a new bicycle and pedestrian overcrossing over U.S. Route 50 (US 50), along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road (proposed project). The proposed project is located within the central portion of the City of Rancho Cordova, Sacramento County, California (Figure 1-1 and Figure 1-2). The proposed project intends to improve connectivity between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. The pedestrian overcrossing structure and all aspects of the trail would be designed to meet current applicable City, Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.



Legend

- Project Location
- Rancho Cordova City Limits
- County Boundary

0 1 2 4 Miles

Source: ESRI Online Basemap, National Geographic Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Regional Location

Figure 1-1



Legend

★ Project Location

▭ Rancho Cordova City Limits

0 150 300 600 Feet

Source: ESRI Online Basemap, World Imagery Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Project Location

Figure 1-2

2.0 PROJECT DESCRIPTION

2.1 Existing Conditions

The proposed project area is located along Zinfandel Drive in a fully developed urban environment that spans multiple major local and regional roadways, including White Rock Road, Gold Center Drive, US 50 on- and off-ramps, US 50, Olson Drive, and Folsom Boulevard, (Figure 2-1). Zinfandel Drive is classified as a principal arterial roadway within the City and has Average Daily Traffic (ADT) of approximately 23,000 trips north of US 50 per day, and approximately 47,000 trips south of US 50 per day (City of Rancho Cordova, 2016). Land use at the proposed project site includes commercial mixed use, office professional mixed use, and residential use land (City of Rancho Cordova, 2014). Existing bicycle and pedestrian facilities along Zinfandel Drive are described below in Table 2.1-1.

Table 2.1-1. Existing Bicycle and Pedestrian Facilities

Limits		Bicycle and Pedestrian Facilities Along SB Zinfandel	Bicycle and Pedestrian Facilities Along NB Zinfandel
From White Rock Road to Eastbound US 50 Ramps		6' Sidewalk 6' Class 2 Bike Lane	7' Sidewalk 6' Class 2 Bike Lane
Eastbound US-50 Ramps to Westbound US 50 Ramps		6' Sidewalk 6' Class 2 Bike Lane	5' Sidewalk on existing overcrossing 7' Sidewalk off existing overcrossing 6' Class 2 Bike Lane
Westbound US 50 Ramps to Olson Drive		6' Sidewalk 6' Class 2 Bike Lane	6' Sidewalk 6' Class 2 Bike Lane
Olson Drive to Folsom Boulevard		8' Sidewalk 6' Class 2 Bike Lane	5' Sidewalk No Bike Lane

2.2 Purpose and Need

The purpose of the proposed project is to encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City. The proposed project is needed to improve connectivity and provide safe bicycle and pedestrian access along Zinfandel Drive at the project site.



Legend

Project Extent | Potential Staging Areas | Parcel Boundaries

0 105 210 420 Feet

Source: ESRI Online Basemap, World Imagery Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Project Footprint

Figure 2-1

2.3 Proposed Project

The proposed project would construct a new pedestrian overcrossing structure over US 50, offset to the east of the existing Zinfandel Overcrossing and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard.

The proposed overcrossing structure would be located perpendicular to US 50, and just east of, Zinfandel Drive, and would be designed according to existing City, Caltrans, AASHTO, and ADA standards. The proposed pedestrian-bicycle overcrossing would be up to 625 feet long and would include a width of 16 feet. The structure would be designed to maintain a minimum vertical clearance of 18 feet, 6 inches over US 50 and the eastbound onramp. The proposed overcrossing is anticipated to be supported by an abutment located south of the eastbound US 50 onramp, an abutment located within the westbound US 50 loop onramp, and multiple bents located within Caltrans right-of-way. The proposed overcrossing abutments may be supported by driven piles while the proposed columns would be supported by large diameter cast-in-drilled hole (CIDH) piles.

The proposed Class I bicycle and pedestrian trail would be constructed along the eastern edge of Zinfandel Drive from White Rock Road to US 50 to Olson Drive and then transition to the western edge of Zinfandel Drive to Folsom Boulevard. Single span bridges would be constructed to separate bicycle and pedestrian traffic from vehicular traffic at Gold Center Drive and Highway 50 ramps. The proposed trail would be designed to adhere to ADA specification and would include the construction of two to three undercrossings at Gold Center Drive and US 50 on- and off-ramps. The typical Class I trail section includes a 10-foot path with two 2-foot-wide shoulders. Pedestrian signage and signaling would be installed following the construction of the proposed trail sections.

2.3.1 Utility Relocation

Multiple existing surface and underground utilities are present in the proposed project area. Surface and underground utilities include communication, water, sewer, and electrical lines. Much of the anticipated utility relocation associated with the proposed project would include adjusting existing surface utility poles, boxes, meters, and drainage along Zinfandel Drive to correspond with the proposed bicycle and pedestrian facilities. Additionally, existing fire hydrants north of Olson Drive would be shifted as a result of the proposed project improvements. The need for the relocation of underground and overhead utilities at the project site is to be determined and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

2.3.2 Right-of-Way

The proposed project is located primarily within Caltrans and City right-of-way. Small permanent acquisitions will be required from eight parcels and Temporary Construction Easements (TCEs) will be required from eleven parcels along the path as summarized in Table 2.3-1.

Table 2.3-1 Summary of Right-of-Way Required

Parcel No.	Location	Permanent Acquisition Area (SF)	TCE Area (SF)
072-0610-091	NE Corner of White Rock Road / Zinfandel Dr.	5,578	3,259
072-0610-090	South of Gold Center Drive	1,872	2,317
072-0610-092	North of Gold Center Drive	-	7,717
072-0210-048	South of Olson Drive	-	1,290
072-0210-047	SE Corner of Olson Dr. / Zinfandel Dr.	253	2,029
072-0330-016	NE Corner of Olson Dr. / Zinfandel Dr.	363	1,712
072-0330-007	NW Corner of Olson Dr. / Zinfandel Dr.	-	2,095
072-0330-006	North of Olson Dr., West Side of Zinfandel Dr.	722	2,122
072-0330-005	North of Olson Dr., West Side of Zinfandel Dr.	642	2,274
072-0330-002	North of Olson Dr., West Side of Zinfandel Dr.	638	913
072-0330-003	North of Olson Dr., West Side of Zinfandel Dr.	1,263	2,347

South of US 50: Three parcels will be impacted on the east side of Zinfandel between White Rock Road and US 50. On the corner of White Rock Road and Zinfandel Drive there is a vacant lot zoned as Commercial Mixed Use. The area required from this parcel is immediately adjacent to Zinfandel Drive and is essentially unusable by the property owner. On the south side of Gold Center, the Hyatt Place property will be impacted to accommodate the cut slope adjacent to the Class I path as it approaches the undercrossing at Gold Center Drive. The area impacted is between the property line and the existing parking stalls. There will be no impact to current parking. North of Gold Center Drive, a TCE is required at the Fairfield by Marriot to connect the drainage to existing drainage systems and for construction of the Mechanically Stabilized Earth (MSE) wall approaches for the Pedestrian Overcrossing. Both hotel properties are zoned as Office Professional Mixed-Use. TCEs will also be required from the parcels south of Gold Center Drive.

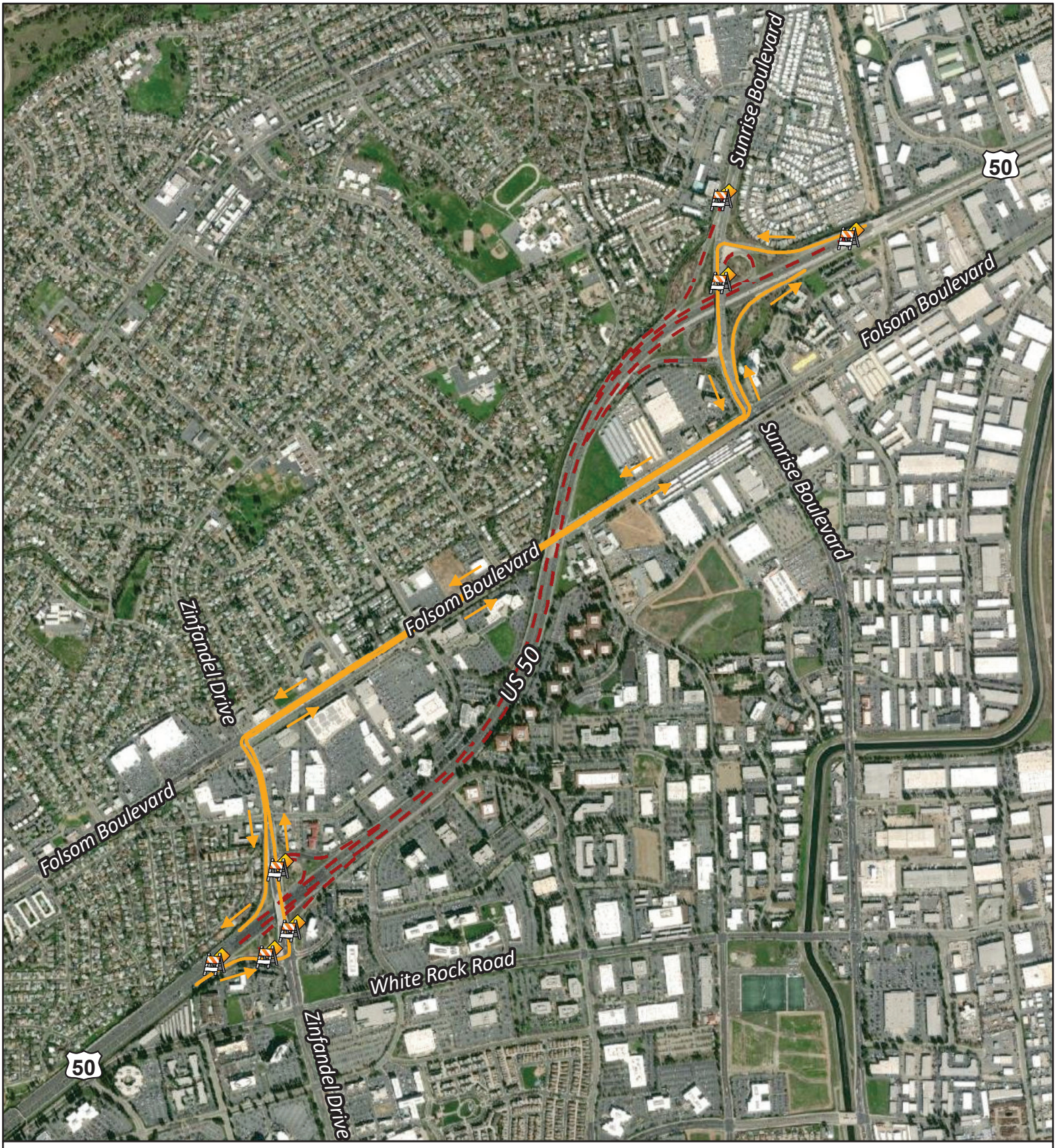
Between US 50 and Olson Drive: There are two parcels impacted north of US 50, both zoned as Commercial Mixed Use. The first is immediately adjacent to the westbound off-ramp where a TCE is required to construct the cut slope adjacent to the Class I path. There are no impacts to the existing adjacent parking. At the southeast corner of Olson Drive and Zinfandel Drive, right-of-way is required to construct the plaza style cross-walk. The area is currently used as a small planter area. TCEs will also be required for construction of the Class I path, no impacts to existing parking or commercial operations.

North of Olson Drive: Six parcels will be impacted north of Olson Drive. All parcels are zoned as Commercial Mixed Use. At the northeast corner of Olson Drive and Zinfandel Drive, a similar plaza style cross-walk will be constructed which will require a small portion of additional permanent right-of-way. There is currently a small retaining wall with landscaping that will be impacted. A TCE is also required in this area which identifies a number of parking stalls that may also be impacted. As the Class I path continues north along the west side of Zinfandel, the frontage along five separate parcels will be impacted. In general, the area includes small planter areas separating the existing parking from the sidewalk. The Class I path will increase width of the sidewalk and require permanent right-of-way from four of the impacted parcels. TCEs are required from all five parcels for construction of the Class I path, including temporary impacts to several parking stalls.

2.3.3 Traffic Handling and Access Control

During construction, temporary lane closures would be necessary along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. In advance of construction operations, necessary construction signage and temporary signal systems would be installed along US 50 and adjacent roadways, to notify motorists of temporary traffic control measures and project construction. The number and placement of temporary signal systems and lane closure signs for project construction will be determined during the PS&E phase, and the Contractor would develop a Traffic Handling Plan prior to construction.

The full closure of roadways in the proposed project area is not anticipated during project construction; however, Gold Center Drive, Olson Drive, and US 50 on- and off-ramps may experience short closures during traffic control transitions and the construction of proposed undercrossings. Additionally, a temporary, nighttime closure of US 50 may be required for the installation and removal of the bridge falsework needed to construct concrete elements on the new bridge. If falsework is required to construct the proposed bridge, a detour would be established along Zinfandel Drive, Folsom Boulevard, and Sunrise Boulevard (**Figure 2-2**) during installation and removal of falsework.



Legend

Road Closure Signs — Proposed Roadway Closure — Proposed Detour Route

0 450 900 1,800 Feet

Source: ESRI Online Basemap, World Imagery Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Proposed Temporary Detour

Figure 2-2

All temporary traffic control equipment and procedures would comply with the 2023 Caltrans Standard Specification and allow access to all adjacent residential, commercial, and public properties would be maintained throughout construction.

2.3.4 Tree Removal

It is anticipated that approximately 29 trees located within the Caltrans right-of-way will need to be removed including approximately 15 trees within the loop on-ramp to westbound US 50, approximately 1 trees north of the westbound US 50 off-ramp, approximately 10 trees along the eastbound US 50 on-ramp and approximately 3 trees north of the eastbound on-ramp between US. In addition, it may be necessary to remove up to 18 trees located on the parcel (APN 720-610-092) south of the eastbound on-ramp.

2.3.5 Construction Activities

Installing Construction Signs

No less than 30 days in advance of construction operations, necessary constructions signs and temporary signal systems would be installed along Zinfandel Drive, US 50, and at US 50 on- and off-ramps in the proposed project vicinity. Signs would display the exact time and date in which construction on US 50 would take place and would remain in place throughout the proposed bridge construction. The number and placement of temporary signal systems and lane closure signs for bicycle and pedestrian improvements along Zinfandel Drive will be determined during the Plans, Specifications and Estimates (PS&E) phase. All temporary traffic control equipment and procedures would comply with the 2023 Caltrans Standard Specification.

Relocating Utilities

Existing utilities which conflict with proposed improvements and equipment would be relocated and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

Clearing and Grubbing

Minor ground disturbance and vegetation removal would be required for proposed project construction along US 50 on- and off-ramps and Zinfandel Drive north of US 50. The maximum depth of excavation is expected to be up to 15 feet for construction of the pedestrian and bicycle overcrossing structure and 5 feet for the trail section.

New Bridge Foundations

The new abutment seat and associated foundations would involve excavations of up to 15 feet. It is anticipated that foundation elements would consist of cast-in drilled-hole piling supporting

single column bents. Temporary shoulder impacts and potential lane closures would be necessary to install the supports along the freeway on- and off-ramps, and potentially in the median of US 50.

New Bridge Construction

New bridge construction for the pedestrian overcrossing would involve placement of falsework to support the wet concrete of the superstructure, construction of bridge formwork, placing reinforcement, and then casting the bridge superstructure for the approach spans. For the main span over US 50, a steel tied arch is proposed. A concrete curb with pedestrian fencing would be placed at the edge of the deck, as well as along the ramp as it approaches the new overcrossing. A temporary, nighttime closure of the highway with a detour onto Zinfandel Drive, Folsom Boulevard, and Sunrise Boulevard would be required for the installation and removal of falsework.

New bridge construction for the pedestrian undercrossings at Gold Center Drive and the westbound ramps would involve placing precast concrete slab girders on seat type abutments supported on cast in drilled hole piles. The undercrossings would be constructed top down to minimize impacts to existing roadways during construction.

Construction of New Pedestrian and Roadway Facilities

Bicycle and pedestrian facility construction would require excavation for a new structural section and placement of aggregate base and an asphalt surface. Additionally, new concrete curbs, gutters, and sidewalks would require that forms be constructed, and then concrete and reinforcement placed. The southern approach to the proposed pedestrian overcrossing at US 50 would be supported on mechanically stabilized embankment retaining walls with precast concrete facing panels. The approach will be located approximately 200 feet south of the existing bridge between Gold Center Drive and US 50 eastbound on-ramp overcrossing. There will be additional cast in place reinforced concrete cantilever retaining walls south of Gold Center Drive and on the north side of the proposed pedestrian overcrossing at US 50 where there is a grade difference between the trail and the existing roadway. Excavation would be limited to only what is required to get the formwork in place. Formwork would be removed after the concrete sufficiently cures and the surfaces would be finished.

Table 2.3-2 provides a description of the type of equipment anticipated to be used during the construction of the proposed project.

Table 0-2. Construction Equipment

Equipment	Construction Purpose
Hydraulic hammer	Demolition
Hoe ram	Demolition
Jack hammer	Demolition
Water truck	Earthwork construction + dust control
Bulldozer/loader	Earthwork construction, clearing and grubbing
Haul truck	Earthwork construction, clearing and grubbing
Front-end loader	Dirt or gravel manipulation
Grader	Ground grading and leveling
Dump truck	Fill material delivery
Bobcat	Fill distribution
Excavator	Soil manipulation and placement of rock slope protection
Compaction equipment	Earthwork
Roller/compactor	Earthwork and asphalt concrete construction
Backhoe	Soil manipulation, drainage work
Drill rig	Construction of drilled or driven pile foundations
Holding tanks	Slurry storage for pile installation
Crane	Placement of false work beams
Concrete truck and pump	Placing concrete
Paver	Asphalt concrete construction
Truck with seed sprayer	Erosion control landscaping
Generators	Hand tool powering

2.3.6 Construction Schedule and Timing

Construction of the proposed project is anticipated to take approximately 12 to 18 months and the construction period is scheduled to begin as early as Fall 2024.

2.4 Environmental Documentation and Permits

The following environmental documents and permits are anticipated to be required for proposed project construction:

- A Categorical Exclusion (CE) pursuant to NEPA;
- An Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to CEQA;
- A Caltrans District 3 Encroachment Permit;
- City of Rancho Cordova Encroachment Permit,
- And a Regional Water Quality Control Board (RWQCB) General Construction Permit.

3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ 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	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

3.1 Determination: (To be completed by Lead Agency)

On the basis of this initial study:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 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, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature — Date: 4.23.24

Albert Stricker — Director of Public Works

Printed Name

4.0 ENVIRONMENTAL CHECKLIST

4.1 Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics – Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

A Visual Impact Assessment (Dewberry | Drake Haglan 2021) was prepared for the proposed project and is available for review at the City of Rancho Cordova (City) Department of Public Works office.

4.1.1 Setting

The analysis below follows the guidance and the definitions outlined in the publication Guidelines for the Visual Impact Assessment of Highway Projects published by the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) in January 2015.

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen.

The proposed project would construct a new bicycle and pedestrian overcrossing over U.S. Route 50 (US 50), along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements in the City (Figure 4.1-1). The proposed project would connect Folsom Boulevard with White Rock Road, providing safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site. The proposed project is located within the central portion of the City in a fully developed urban environment. The proposed project corridor spans multiple major local and regional roadways, including White Rock Road, Gold Center drive, US 50 on- and off-ramps, US 50, Olson Drive, and Folsom Boulevard. The surrounding General Plan land uses consist of Commercial Mixed Use (CMU), Office Mixed Use (OMU), and Medium Density Residential (MDR) land uses (Dewberry | Drake Haglan, 2021d).

The existing landscape of the proposed project corridor is dominated by major roadways. The major roadways, used by both the residents of the City and regional commuters, located within and adjacent to the proposed project area include US 50, Zinfandel Drive, and Folsom Boulevard. The areas surrounding the proposed project include a residential neighborhood, commercial centers, and hotels. The urban, arterial corridor developments around the proposed project site do not contain particularly vivid views and are lacking in distinct features or landforms. The proposed project is needed to improve connectivity and provide safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site.

The proposed project's impact on visual character and quality is expected to be minimal and the sensitivity of viewers to proposed resources changes is also anticipated to be minimal. The proposed overcrossing would incorporate design elements that would enhance the visual appearance of the existing area. The tied arch design would create a unique and identifiable feature in the proposed project area that would contribute to the overall character of the district and City, as well as address the City's goal of walkability and interconnectivity. The proposed undercrossings would be built underneath Gold Center Drive and the west bound on- and off-ramps. Therefore, it would not affect viewers on the existing roadways or from neighboring properties because it would be a buried feature below their line of sight. The undercrossings would include aesthetic treatments to enhance the trail user's views.



N

Source: ESRI Online Basemap, World Imagery Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Proposed Project Rendering

Figure 4.1-1

4.1.2 Discussion

a) **No Impact.** According to the City's General Plan, the proposed project site is not located within an officially designated Scenic Vista (City of Rancho Cordova, 2006b). The proposed project would be visually consistent with the existing structure and surrounding conditions. The proposed project would be consistent with the visual character of the proposed project site upon completion of construction. The proposed project elements would be designed to enhance the visual character and quality of the proposed project area. There would be no impact on scenic vistas. No mitigation measures are required for this resource.

b) **No Impact.** No visually unique features or outcroppings, including rocks, or historic buildings, are located within or in the vicinity of the proposed project site. No officially designated State Scenic Highways or National Scenic Byways are located within the proposed project vicinity (Caltrans, 2021; Scenic America, 2021). The nearest officially designated State Scenic Highway is Route 160, River Road, located approximately 15 miles southwest of the proposed project site. This scenic highway is not within viewing distance of the proposed project, nor is the proposed project visible from the scenic highway. The proposed project would not have an effect on any officially designated state scenic routes, highways, or their viewsheds. There would be no impact to the visually unique features or outcroppings, including rocks, or historic buildings that are located within the vicinity of the proposed project, therefore no mitigation is required.

c) **Less Than Significant Impact.** The proposed project site is located in a fully developed urban environment that spans multiple major local and regional roadways. Receptors sensitive to visual change include roadway users, residences, and visitors to the nearby hotels. The proposed project would be consistent with the City General Plan's vision for the Downtown Planning Area, Goals UD.2 and UD.3, as it would add to the aesthetic value of the area while encouraging alternative modes of transportation in the community. The proposed project would also be compatible with the Folsom Boulevard Specific Plan's vision of creating a unique regional destination punctuated by vibrant and walkable commercial hubs by adding a visually aesthetic bicycle and pedestrian overcrossing that connects to Folsom Boulevard.

   The proposed overcrossing, Class 1 trail additions, and undercrossings would be consistent with the visual character and visual quality of the developed roads around the proposed project site. The undercrossings would be relatively unseen by anyone except those using the proposed trail additions. Upon completion of the proposed project construction, the introduction of the proposed overcrossing, trail additions, and undercrossings are anticipated to moderately increase scale and diversity characteristics

of the transportation elements in the proposed project area, and moderately increase the continuity of visual characteristics at the proposed project site.

Tree and vegetation removal would be required within the proposed project area and landscaping would be implemented after construction to restore and improve the visual character of the proposed project site. Construction activities, including the presence of construction equipment, may temporarily affect the visual environment surrounding the proposed project site. However, these impacts would be temporary and less than significant. Characteristics of the visual environment surrounding the proposed project site upon completion of construction would be consistent with existing conditions.

Upon construction completion, the proposed project would be visually consistent with the existing structure and surrounding conditions. The proposed project would be consistent with the visual character of the proposed project site and would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact on visual character and quality of public views of the proposed project site and surrounding area. No mitigation is required.

d) **Less than Significant.** Currently, lighting from adjacent facilities and from roadway traffic are the only sources of light and glare in the vicinity of the proposed project. Specific lighting would be installed on the overcrossing that prevents or minimizes potential effects of glare on motorists. Lighting would be installed along the Class 1 bike and pedestrian trail and would be consistent with local ordinances for sources of light and glare. Lighting would also be installed within the undercrossings for safety; however, this lighting would not be visible from the surrounding areas as it would be below the surrounding grade. Cyclists and pedestrians travelling at night, as they approach the undercrossing, would see a glow coming from the undercrossing; however, this would not produce a glare that would impede a cyclist's nighttime views, beyond being able to see into the undercrossing. Use of the proposed trail and overcrossing could increase light at the proposed project site but would be less than significant. Construction activities would occur primarily during daylight hours, thus, would not increase light or glare. The proposed project would have less than significant impacts to light and glare. No mitigation measures are required.

4.1.3 Mitigation Measures

No mitigation measures regarding aesthetic resources are required.

4.1.4 References

California Department of Transportation (Caltrans). 2021. California State Scenic Highways. Online: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed: October 24, 2022.

City of Rancho Cordova. 2006a. General Plan Final Environmental Impact Report Volume.1. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11095/635901751960370000. Accessed. October 24, 2022.

City of Rancho Cordova. 2006b. Rancho Cordova General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: October 24, 2022.

Dewberry | Drake Haglan. 2021. Visual Impact Assessment. Accessed: October 21, 2022.

Scenic America. 2021. California: The National Scenic Byways Program. Online: https://www.scenic.org/wp-content/uploads/2021/05/CA-Official-One-Pager.pdf. Accessed: October 24, 2022.

4.2 Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Agricultural and Forest 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Environmental Setting

Agriculture in Rancho Cordova is categorized as either general or rural agriculture. Land used for general agriculture generates commercial-level production, and land used for rural agriculture permits agricultural activities while providing a transitional area between rural agricultural and residential uses. The majority of land used for agriculture within the city limits exists adjacent to or near the northwestern and southern city limit boundaries. The City of Rancho Cordova General Plan Environmental Impact Report explains that the majority of agricultural land within the Planning Area, historically used for grazing, growing row and field crops, orchards, and small vineyards, is now considered fallow, meaning it is vacant or underutilized. No major intensive agricultural activities exist within the proposed project Area. The proposed project is located in

the Downtown Planning Area, designated by the City of Rancho Cordova, which does not contain any development constraints associated with environmental conditions (City of Rancho Cordova, 2006b). The Downtown Planning Area is already urbanized and is not located in close proximity to any designated agriculture land uses. Surrounding zoning classifications of the proposed project site are CMU (Commercial Mixed Use), OPMU (Office Professional Mixed Use), RD-10 (Residential 10) (City of Rancho Cordova, 2021d). There is no designated farmland, forestland, or timberland in the proposed project vicinity, nor would it be necessary to convert any designated farmland or timberland for the construction and operation of this project.

4.2.2 Discussion.

a) **No Impact.** According to the California Department of Conservation (CDOC) Important Farmland Map, the proposed project site is designated as Urban and Built-Up Land (CDOC, 2017). There are no lands designated as prime farmland, unique farmland, or farmland of statewide importance located with the proposed project vicinity. No conversion of Prime Farmland, Unique Farmland, or Farmland of State Importance would result from the proposed project. There would be no impact. No mitigation measures are required.

b) **No Impact.** There are no parcels zoned for agricultural use in the immediate or surrounding area of the proposed project. The City designated zoning classifications in the proposed project vicinity include CMU (Commercial Mixed Use), OPMU (Office Professional Mixed Use), RD-10 (Residential 10) (City of Rancho Cordova, 2021d). The proposed project would conform to the existing urban, developed character of the surrounding region. The Sacramento County Williamson Act Map (County of Sacramento, 2012) does not identify any land in the immediate or surrounding region of the proposed project as enrolled in Williamson Act contracts. Therefore, the proposed project would have no impact on agricultural zone classifications or lands under a Williamson Act contract. No mitigation measures are required.

c) **No Impact.** There are no land uses within, or adjacent to, the proposed project site that are zoned as forestland, timberland, or timberland zoned Timberland Production as defined by the Public Resources Code or the Government Code. Therefore, the proposed project would not result in a conflict with existing zoning regarding forest land or timberland. No impact would occur, and no mitigation measures are required.

d) **No Impact.** There is no designated forestland within the proposed project site or in the surrounding area. As a result, the proposed project would not cause any loss of forestland or the conversion of forestland to non-forest use. No impact would occur, and no mitigation measures are required.

e) **No Impact.** The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project does not involve any changes or alterations to the existing environment that could result in the conversion of farmland to nonagricultural use or forestland to non-forest use, as no farmland or forestland exists in the immediate or surrounding area of the proposed project. There would be no impact. No mitigation measures are required.

4.2.3 Mitigation Measures

No mitigation measures regarding agriculture and forestry resources are required.

4.2.4 References

California Department of Conservation (CDOC). 2017. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed: October 24, 2022.

City of Rancho Cordova. (2021d). Zoning Viewer. Online: https://ranchocordova.maps.arcgis.com/apps/webappviewer/index.html?id=f08b409f526741b0a5571e1fa90a6842. Accessed: October 27, 2022.

City of Rancho Cordova. 2006a. General Plan Draft Environmental Impact Report Vol. I. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=11097. Accessed: October 27, 2022.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: October 27, 2022.

City of Rancho Cordova. 2006c. General Plan Land Use Policy Map. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=715. Accessed: October 27, 2022.

County of Sacramento. 2012. Williamson Act Map. Online: https://planning.saccounty.net/Documents/Maps/Williamson_Act_0312_new%20color_note.pdf. Accessed: October 27, 2022.

4.3 Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Air Quality – Where available, the significance criteria established by the applicable air quality management district 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) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.1 Setting

The City of Rancho Cordova is located within Sacramento County, which is located at the southern end of the Sacramento Valley Air Basin (SVAB). The SVAB is a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada range to the east. The proposed project site is located within the Sacramento Metropolitan County Air Quality Management District (SMAQMD) (CARB, 2019). Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The SMAQMD is responsible for cleaning the air to meet state and federal health standards, so we all breathe easier. The area's two biggest air pollutants are ground-level ozone and particulate matter (SMAQMD, 2017). Sacramento County is also a member of the Sacramento Area Council of Governments (SACOG), a regional planning association that also includes the counties of El Dorado, Placer, Sutter, Yolo and Yuba and is located within the Sacramento Valley Air Basin. SACOG is responsible for regional transportation planning within its jurisdiction and preparing air quality conformity analyses, documents that are used to bring regional emissions into compliance with federal and state air quality standards pursuant to the Clean Air Act (SACOG, 2020).

The SMAQMD has established significance thresholds to assist in determining whether a project may have a significant air quality impact. Projects whose emissions are anticipated to meet or exceed the recommended significance criteria would have a potentially significant adverse impact on air quality. Determination of significance is not limited to the SMAQMD significance thresholds. Other factors to be considered include proximity of the proposed project to

population areas, proximity to other pollutant sources, and potential land use conflicts (SMAQMD, 2020b). Construction of a project that does not exceed the screening level and meets all the screening parameters will be considered to have a less-than-significant impact on air quality. However, all construction projects regardless of the screening level are required to implement the Sac Metro Air District's Basic Construction Emission Control Practices, also known as Best Management Practices (BMPs) (SMAQMD, 2020b).

The federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. Table 4.3-1 provides information on the NAAQS and Table 4.3-2 provides information on the CAAQS.

Table 0-1. NAAQS

Pollutant		Standard type	Averaging time	Concentration threshold	Form
Carbon monoxide (CO)		Primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)		Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_2)		Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate matter (PM)	$PM_{2.5}$	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. EPA, 2017

Table 0-2. CAAQS

Pollutant	Averaging time	Concentration threshold
Carbon monoxide (CO)	8 hours	0.09 ppm
	1 hour	0.070 ppm
Lead (Pb)	1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)	1 hour	0.18 ppm
	Annual arithmetic mean	0.030 ppm
Ozone (O_2)	8 hours	0.09 ppm
	1 hour	0.070 ppm

Particulate matter (PM)	$PM_{2.5}$	Annual arithmetic mean	12.0 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual arithmetic mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Visibility reducing particles		9 hours	Extinction of 0.23 per kilometer
Sulfates		24 hours	25 µg/m3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: ARB, 2016

The proposed project site is in a county that is currently in federal non-attainment for 8-hour ozone and $PM_{2.5}$. The proposed project site is also located in an area that is currently in state non-attainment for ozone and PM_{10}. Sacramento County was designated attainment or unclassified for all remaining pollutants (CARB, 2021).

SMAQMD has established thresholds of significance for project-level, construction related emissions for select pollutants. Thresholds applicable to the proposed project are listed below in Table 4.3-3, under the discussion subsection b.

4.3.2 Discussion

a) **Less than Significant.** The proposed project would construct a bicycle and pedestrian overcrossing over US 50, along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. Upon construction completion, the proposed project would improve connectivity and provide safe bicycle and pedestrian access at the proposed project site, consistent with the City General Plan, the City's Bicycle Master Plan, and the City's Pedestrian Master Plan. Operations of the proposed project would not increase automobile capacity or create other permanent new sources of emissions. In addition, the proposed project would encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City. Therefore, the proposed project would not conflict with or obstruct implementation of an applicable air quality plan.

   The primary source of air pollution would occur during proposed project construction because of construction activities (i.e., grading) and construction vehicle emissions. The proposed project would adhere to the SMAQMD's Guide to Air Quality Assessment and would implement applicable SMAQMD recommended BMPs. This would minimize project construction-related emissions. Therefore, the proposed project construction would not conflict with or obstruct implementation of a City, County or SMAQMD air quality management plan. This impact is considered less than significant, no mitigation is required.

b) **Less than Significant.** Sacramento County is currently in federal non-attainment for 8-hour ozone and $PM_{2.5}$. The County is also located in an area that is currently in state non-attainment for ozone and PM_{10} (CARB, 2021). Temporary impacts resulting from the proposed project on air quality would be construction related. The proposed project would contribute temporary incremental increases in emissions; however, the construction emissions would not exceed the SMAQMD thresholds.

Construction emissions were modelled using the California Emissions Estimator Model Version 2022.1.1.25 (CalEEMod). For the purpose of this analysis, it was assumed that construction would last 18 months, the total proposed project area would be 26 acres, and the maximum area disturbed/day would be 2 acres. It was also assumed that all on road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. See Appendix A for the full CalEEMod. Estimated criteria air pollutant emissions generated by the proposed project's construction and applicable SMAQMD emissions thresholds are summarized in Table 4.3-3, below.

Table 0-3. Air Quality Emission Prediction and Thresholds

Pollutant	SMAQMD Thresholds (Pounds/day)	Maximum Project Emissions (Pounds/day)
ROG	--	7.16
NOx	85	70.2
CO	--	63.1
Sox	--	0.11
PM_{10}	0. If all feasible BMPs are applied, then 80 pounds/day and 14.6 tons/year.	31.9
$PM_{2.5}$	0. If all feasible BMPs are applied, then 82 pounds/day and 15 tons/year.	16.6
Source: CalEEMod Version 2022.1.1.25, July 2024.		

The proposed project would not exceed the SMAQMD thresholds for emissions during construction. Air quality impacts related to construction would be temporary and would cease upon construction completion. Therefore, construction related impacts are considered less than significant. While mitigation measures are not required, the SMAQMD BMPs would be implemented to minimize construction emissions.

The following SMAQMDs BMPs are considered feasible for controlling fugitive dust from a construction site. The BMPs also allow the use of the non-zero particulate matter significance thresholds (SMAQMD, 2020b).

- Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeper is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate (s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.
- <u>As applicable, SMAQMD Rules shall be applied during project construction activities to reduce air quality emissions generated by the proposed project.</u>

c) **Less than Significant.** Construction activities for the proposed project are expected to last between 12 to 18 months. The area surrounding the proposed project is a fully developed urban setting. There are approximately twenty-two medium density residences west of Zinfandel Drive, within 200 feet of the proposed project extent.

Sensitive receptors in the proposed project vicinity include approximately twenty-two medium density residences west of Zinfandel Drive, within 200 feet of the proposed project extent. Sensitive receptors in the vicinity of the proposed project would be exposed to temporary construction emissions, which would cease upon project completion. As discussed above, under subsection b, the proposed project results in construction air pollutant emissions less than the established thresholds (refer to Table 4.3-3). The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, approximately 12-18 months. This exposure period is limited and is less than the two-year exposure period typically assumed for health risk

analysis for small construction projects and the three-year exposure period assumed for PM_{10} and CO hotspot analysis (Caltrans, 2020). With implementation of the BMPs, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors would not experience a permanent increase in air pollutant emissions as a result of the proposed project because the proposed project would improve connectivity of bicycle and pedestrian facilities in the City. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over time. The proposed project would not exceed air quality emissions thresholds and impacts to sensitive receptors would be less than significant. No mitigation measures are required.

d) **Less than Significant.** Construction activities at the proposed project site could include other emissions, including objectionable odors, from tailpipe diesel emission and from new asphalt. Other emissions, including odors, would be temporary and limited to the area adjacent to the construction operations. Thus, odors and other emissions would not affect a substantial number of people for an extended period of time. This impact would be less than significant, and no mitigation measures are required.

   The proposed project would not create any additional long-term air quality or odors beyond those generated temporarily during construction. Impacts regarding operations of the proposed project would be less than significant.

4.3.3 Mitigation Measures

No mitigation measures are required relating to air quality.

4.3.4 References

California Air Resources Board (CARB). 2019. California Map for Local Air District Websites. Online: https://www.arb.ca.gov/capcoa/dismap.htm. Accessed: October 25, 2022.

California Air Resources Board (CARB). 2021. Maps of State and Federal Area Designations. Online: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed: October 25, 2022.

California Department of Transportation (Caltrans). 2022. SER Vol 1 Chapter 11 Air Quality. Online: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-

reference-ser/volume-1-guidance-for-compliance/ch-11-air-quality. Accessed October 25, 2022.

City of Rancho Cordova. 2006a. General Plan Draft Environmental Impact Report Vol. I. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=11097. Accessed: October 27, 2022.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: October 27, 2022.

City of Ranch Cordova. 2016. Bicycle Master Plan. Online: https://www.cityofranchocordova.org/home/showdocument?id=11416. Accessed: October 25, 2022.

City of Ranch Cordova. 2011. Pedestrian Master Plan. Online: https://www.cityofranchocordova.org/home/showdocument?id=9256. Accessed: October 25, 2022.

Sacramento Area Council of Governments, 2020. Air quality objectives, Available at: https://www.sacog.org/air-quality. Accessed: May 3, 2022.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2017. Air Quality and Health. Online: https://www.airquality.org/air-quality-health. Accessed: October 25, 2022.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2018. Road Construction Emissions Model, Version 9.0.0. Accessed: June 28, 2022.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2020b. Guide to Air Quality Assessment in Sacramento County. Online: http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools. Accessed: October 25, 2022.

4.4 Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Biological Resources - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, 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?	☐	☐	☐	☒

4.4.1 Setting

A Technical Memorandum for Biological Resources was prepared for the proposed project and is available for review at the City Public Works Department (Dewberry | Drake Haglan 2021). An evaluation of biological resources was conducted to determine whether any special-status plant or wildlife species, or their habitat, or sensitive habitats, occur in the proposed project's biological study area. Data for the area was obtained from state and federal agencies. Maps and aerial photographs of the proposed project site and surrounding areas were reviewed. Field surveys were conducted to determine the habitats present.

Regional Species and Habitats of Concern

The proposed project is located within an urbanized area dominated by commercial, business and professional, and residential land uses. The high level of disturbance associated with the land uses and the nature of the urban/landscape vegetation makes the proposed project site of overall low value to wildlife. Existing terrestrial habitat types within the biological study area (BSA) include urban (developed).

Within the BSA, urban areas are landscaped with ornamental species, paved, or otherwise developed and generally lack natural vegetation. Urban areas within the BSA include Gold Center Drive, US 50 on- and off-ramps, US 50, Folsom Boulevard, White Rock Road, Olson Drive, and the residential and commercial developments adjacent to the roadways.

Wildlife species that use urban habitat vary depending on the density of development, the surrounding land use, and the types and availability of vegetation and other habitat features available for foraging, nesting, and cover. In general, however, wildlife habitat in urban areas consists of landscaped areas with a mix of both native and exotic ornamental plant species. Species using these areas are conditioned to a greater level of human activity than those in natural and less developed areas. Generally, the more developed an urban area is (i.e., downtown), the less diverse the species will be. Wildlife species typically found in urban habitat include American crow (*Corvus brachyrhynchos*), rock dove (*Columba livia*), Brewer's blackbird (*Euphagus cyanochephalus*), American robin (*Turdus americana*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), raccoon (*Procyon lotor*), Viriginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

4.4.2 Discussion

a) **Less than Significant with Mitigation.** There are no special-status wildlife species, or associated habitat, located within the biological study area; however, habitat for nesting migratory bird species, which are protected under the Migratory Bird Treaty Act (MBTA), was found to be present within the vicinity of the biological study area. The proposed project would potentially result in the trimming of multiple trees and the removal of approximately thirty-seven trees to complete the construction of the new bicycle and pedestrian facilities along the proposed alignment. The trees that would be removed located within the loop on-ramp to westbound US 50, north of the westbound US 50 off-ramp, along the eastbound on-ramp to US 50, and north of the eastbound on-ramp between US 50 and the existing bridge. The removal of trees and the close proximity of construction activities to large, mature trees could affect nesting birds, if present. These activities could cause disruption to nesting activity, particularly if construction occurred during the nesting season (February 1-August 31). Potential impacts on nesting birds could result in mortality of young through forced fledging or nest abandonment by adult

birds, as well as destruction of nests. Implementation of **Mitigation Measure BIO-1** would reduce impacts to MBTA species to less than significant.

b) **No Impact.** The proposed project BSA does not include any riparian habitat or sensitive natural communities. Habitat within the proposed project BSA is strictly urban (developed). The proposed project would have no impact on riparian habitat or sensitive natural communities.

c) No Impact. The proposed project BSA does not include any state or federally protected wetlands. Habitat within the proposed project BSA is strictly urban (developed). The proposed project would have no impact on wetlands.

d) **No Impact.** The proposed project BSA does not support a wildlife corridor or migration habitat. The proposed project BSA is located in an urban environment that includes several major roads and US 50, a major highway. The proposed project would have no impacts to the movement of native resident or migratory fish or wildlife species.

e) **Less than Significant with Mitigation.** The proposed project would include the removal of approximately thirty-seven trees and would have the potential to conflict with the City of Rancho Cordova Preservation and Protection of Private Trees Code. The proposed project may remove up to 15 trees within the loop on-ramp to westbound US 50, 1 tree from north of the westbound US 50 off-ramp, approximately 10 trees along the eastbound US 50 on-ramp, and approximately 3 trees north of the eastbound on-ramp between US 50 and the existing bridge. It may be necessary to remove up to 18 trees located on the parcel (APN 720-610-092) south of the eastbound on-ramp. If any of the trees meet the requirements of a "protected tree" described in City Code Chapter 19.12, an approved Tree Removal Permit would need to be acquired from the City prior to the implementation of any tree removal or trimming activities. In accordance with City Code Chapter 19.12, trees would be replaced at a ratio of one-inch DSH of tree replaced for each inch DSH of tree removal (1:1 ratio) pursuant to subsection (D) of City Code Chapter 19.12. With the implementation of **Mitigation Measure BIO-2,** potential impacts to local policies would be less than significant.

f) **No Impact.** The proposed project is not located in an area with a Habitat Conservation Plan or Natural Community Conservation Plan, therefore, there is no impact.

4.4.3 Mitigation Measures

Mitigation Measure BIO-1: The following avoidance and minimization efforts shall be implemented in order to reduce potential project effects to nesting migratory birds and raptors:

- To avoid and minimize impacts to tree and shrub nesting species, the following measures shall be implemented:

- Conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through January 31).
- If grading and tree removal activities are scheduled to occur during the breeding and nesting season (February 1 through August 31), pre-construction surveys shall be performed prior to the start of proposed project activities.

- If construction, grading, or other proposed project-related activities are scheduled during the nesting season (February 1 through August 31), pre-construction surveys for other migratory bird species shall take place no less than 14 days and no more than 30 days prior to the beginning of construction within 250 feet of suitable nesting habitat.
  - If the pre-construction surveys do not identify any nesting migratory bird species within areas potentially affectedly construction activities, no further mitigation is required.
  - If the pre-construction surveys do identify nesting bird species within areas that are within 250 feet of construction activities, the following measures shall be implemented:
    - Project-related construction impacts shall be avoided by establishment of appropriate no-work buffers to limit project-related construction activities near the nest site. The size of the no-work buffer zone shall be determined by species. The no-work buffer zone shall be delineated by highly visible temporary construction fencing. Monitoring of nest activity by a qualified biologist shall be required if the project-related construction activity has potential to adversely affect the nest or nesting behavior of the bird. No project-related construction activity shall commence within the no-work buffer area until a qualified biologist confirms that the nest is no longer active.

Mitigation Measure BIO-2: If protected trees will be removed as described in City Code Chapter 19.12 as part of the proposed project, the following mitigation measures will be implemented:

- Prior to the removal of any protected trees as defined in City Code Chapter 19.12, the proposed project proponent shall acquire a Tree Removal Permit from the City.
- Prior to the removal of any protected trees, an ISA Certified Arborist shall conduct a tree survey in areas that may be impacted by construction activities.

- This survey shall document tree resources that may be adversely impacted by implementation of the proposed project. The survey will follow standard professional practices.
- Existing trees shall be retained to extent feasible. A Tree Protection Zone (TPZ) shall be established on the bare ground around any tree or group of trees to be retained. The TPZ will be delineated by an ISA Certified Arborist. The TPZ shall be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees shall be demarcated using fencing that will remain in place for the duration of construction activities.
- Construction-related activities shall be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery shall be operated within the TPZ; if this is not possible, a six-inch layer of bark mulch shall be placed where the equipment shall be under the dripline in order to protect the root system from too much compaction. Grading shall be prohibited within the TPZ. No construction materials, equipment, or heavy machinery shall be stored within the TPZ.
- If the proposed project encroaches upon the existing dripline of a protected tree, a tree protection plan shall be submitted with the project application. The tree protection plan shall be included on all demolition, grading, construction, and landscaping plans and project specifications. All protected trees and protective fencing or other protection features shall be shown on all project demolition, grading, construction, and landscape plans (Dewberry | Drake Haglan, 2021)
- The City shall submit a tree replacement plan pursuant to the standards set forth in Rancho Cordova Municipal Code 19.12.120. A tree replacement plan that includes on-site or off-site replacement shall specify where the trees shall be planted and how the trees shall be monitored and maintained for a time period as determined by the public works director. The City will mitigate tree removal by replacing the removed trees at a 1:1 ratio.

4.4.4 References

Dewberry | Drake Haglan. 2021. Biotechnical Memorandum for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project.

City of Rancho Cordova. 2022. Municipal Code. Ch. 19.12 Preservation and Protection of Private Trees [Ord. 12-2017 § 2]. https://www.codepublishing.com/CA/RanchoCordova/html/RanchoCordova19/RanchoCordova1912.html. Accessed October 24, 2022.

4.5 Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cultural Resources - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

4.5.1 Setting

A cultural resource is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including CEQA and the National Historic Preservation Act of 1966 (NHPA). Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places (NRHP) are also considered eligible for listing in the California Register of Historical Resources (CRHR).

Cultural and historical survey reports for the proposed project were prepared in compliance with Caltrans and FHWA, NEPA, and the NHPA guidelines and include a Historic Properties Survey Report (HPSR), an Archeological Survey Report (ASR) and Environmentally Sensitive Area Action Plan (ESA AP). The history and research from these documents are summarized below. Some information from these studies is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFRs) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and, thus would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

<u>Environment</u>

The proposed project is located in the eastern Sacramento Valley, within the Great Valley Geomorphic Province of California. The Great Valley Province is a long, narrow, northwest-trending alluvial valley between the Sierra Nevada Range to the east and the Coast Ranges to the west. The Sacramento Valley is located in the northern portion of the Great Valley and is bounded by the Klamath Mountains to the north and the Stockton Arch to the south. This region formed as a forearc basin during the subduction of the Pacific plate underneath the North American plate.

Historically, the proposed project vicinity was used for field crops, row crops, small vineyards, and orchards. With the combination of these ecological communities, it would appear the proposed project vicinity was a very productive environment and utilized by its prehistoric occupants. In addition, the proposed project vicinity, prehistorically, was vast in a variety of large and small mammals, water birds, fish, and edible plant species. Currently, the proposed project vicinity is mostly of urban setting with small to large commercial buildings.

History

Ethnographic Context

The native inhabitants of the proposed project region are the Nisenan (a.k.a. Southern Maidu). This tribe called an expansive area home; Nisenan territory traditionally stretched from the west bank of the Sacramento River to about the 3500-foot elevation in the Sierra Nevada, north to about the Middle Fork Feather River, and south to about the Cosumnes River.

The Nisenan occupied permanent settlements from which specific task groups set out to harvest the seasonal bounty of flora and fauna that the rich valley environment provided. The Valley Nisenan economy involved riverine resources, in contrast to the Hill Nisenan, whose resource base consisted primarily of acorn and game procurement. Village size ranged from three houses to up to 40 or 50. Houses were domed structures covered with earth and tule or grass and measured 10 to 15 feet in diameter. Brush shelters were used in the summer and at temporary camps during seasonal food gathering. Near today's Rancho Cordova, two large Nisesan Villages named Sekummi and Kadema existed.

The Nisenan had no extensive contact with Euroamericans until between 1828 and 1836, when intensive fur trapping by the Hudson's Bay Company occurred in the region. In 1833, an epidemic (possibly malaria) killed from 50 to 75% of the entire Maidu population. The establishment of Sutter's Fort in Nisenan territory in 1839 became the focal point of foreign incursions into their homeland after the 1848 gold discovery. The population reduction resulting from the 1833 epidemic left Nisenan unable to resist the overwhelming flood of miners and settlers. Many of the few survivors became wage laborers in mines and on ranches; their language and culture greatly diminished. Descendants of the Nisenan remain in the area, however, and continue to carry on traditional practices. Many individuals and groups are active in the preservation of their culture and the places we refer to as archaeological sites.

Local History

The proposed project area is located within 35,521-acres granted by the Mexican government to William Leidersdorff in 1844. The land was identified as the Rancho Rio de los Americanos (United States District Court 1852; GLO 1855) and extended from the eastern border of John Sutter's New

Helvetia Rancho along the south bank of the American River, to the eastern end of present-day Folsom. In 1847, Sutter constructed a road to his lumber mill in Coloma, where gold was discovered in 1848. The road followed the general route of today's Folsom Boulevard, which marks the northern boundary of the proposed project area. Along the southern boundary of the proposed project area is White Rock Road, which follows the route of the historic Hangtown Road. This latter road split off from the Coloma Road at Hangtown Crossing, which was eventually known as Mills Station, located approximately one mile west of the proposed project area. Also, along the northern proposed project boundary is the route of the Sacramento to Folsom railroad, the first passenger railroad constructed in California. The proposed project vicinity was part of the large dredge fields mined by the Natomas Consolidated of California between 1908 and 1962.

In 1955, a post office was established at Mills Station and was named Rancho Cordova after the local Cordova Vineyards, established between Folsom Blvd and the river circa 1911. After the end of World War II, the Cold-War era prompted U.S. development in the region, which included the construction of Mather Field. In turn, the area saw the first residential developments to house employees of Mather Field. At this time, the Rancho Cordova Community Council began to seek incorporation; however, it was not until 2003 that the City finally attained this status.

Known Resources

The proposed project is located within the documented boundary of the Folsom Mining District (CA-SAC-308-H). The District boundary extends approximately 22 miles along the American River from Rancho Cordova northeast to approximately one mile north of the confluence of the American River and Weber Creek. The widest extent of the district is approximately six miles from Fair Oaks to near Walltown. The resource consists primarily of dredge tailings resulting from gold mining conducted by Natomas Consolidated of California between 1908 and 1962. The district includes areas that were previously dredged and mined, however, from as early as 1849.

In addition to the Folsom Mining District discussed above, one railroad and five buildings have been recorded within the ½-mile buffer of the proposed project. None of the buildings were determined to be eligible for listing in the CRHR or the NRHP. Portions of the railroad line have been evaluated separately; however, no formal documentation confirms that the entire line from Sacramento to Folsom has been determined eligible for listing in the NRHP or the CRHR

4.5.2 Discussion

a) **Less than Significant with Mitigation.** As mentioned previously, the proposed project is located within the documented boundary of the Folsom Mining District. The District in its entirety has not been evaluated for its eligibility for listing in the NRHP or the CRHR. However, for the sake of the proposed project, it is assumed eligible for both registers. The Folsom Mining District is an extensive amalgamation of remains from dredging and

placer mining. It has been recorded by various archaeologists in various iterations from 1969 to the present. A visual inspection of unpaved areas in September 2020 of the proposed project footprint confirmed there are no extant features that could possibly be affected by the proposed project.

A finding of No Adverse Effect under Section 106 of the NHPA is appropriate because the one known cultural resource, the Folsom Mining District, is quite extensive and no recorded features or archaeological deposits are present within the project footprint. Nevertheless, to protect against the unlikely event of an inadvertent discovery, an ESA AP has been developed to ensure that provisions for protection of the Folsom Mining District will be carried out and are documented. With implementation of **Mitigation Measure CUL-1 to CUL-4**, the proposed project would result in a less-than-significant impact on archaeological resources.

b) **Less than Significant with Mitigation.** No prehistoric or historic archaeological resources were discovered during the background research or observed during the field survey conducted for the proposed project. Additionally, based on the background research, field survey, the topography, soil profile, and the underlying landform, the APE has a low potential to encounter buried archaeological deposits during construction (InContext 2021a).

The likelihood of encountering previously undocumented buried archaeological deposits in the proposed project site is considered low. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources. With implementation of **Mitigation Measure CUL-3**, the proposed project would result in a less-than-significant impact on archaeological resources.

c) **Less than Significant with Mitigation.** No formal cemeteries or human remains were identified during the field investigation and no burial sites are likely to be encountered during construction activities. However, in the event of an unanticipated discovery of human remains, implementation of **Mitigation Measure CUL-4** would reduce this potential impact to less than significant. Therefore, the proposed project impacts would be less than significant with mitigation incorporated.

4.5.3 Mitigation Measures

Mitigation Measure CUL-1: Prior to construction, the City shall clearly ensure the ESA boundary (the project boundary) is described and illustrated in the PS&E package prepared to guide construction of the undertaking.

Mitigation Measure CUL-2: Prior to construction, the City shall ensure that the ESA AP is part of the City Project Engineer's Pending File.

Mitigation Measure CUL-3: In the event of any discovery of archaeological materials, the construction foreman will immediately halt work in the vicinity of the discovery then contact the City's Project Engineer. City will immediately notify Caltrans of ESA violations or inadvertent discoveries, and Caltrans shall report all ESA violations or inadvertent discoveries to the Caltrans CSO and the SHPO within 48 hours and will consult on the appropriate course of action.

Mitigation Measure CUL-4: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register or California Register, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not eligible for the National Register or California Register; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the proposed project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC).

This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.5.4 References

InContext. 2021a. Archaeological Survey Report: Zinfandel Drive Bicycle and Pedestrian Overcrossing Project. Federal Project No. HIPSTPL-5482(043).

InContext. 2021b. Environmentally Sensitive Area Action Plan: Zinfandel Drive Bicycle and Pedestrian Overcrossing Project. Federal Project No. HIPSTPL-5482(043).

InContext. 2021c. Historic Property Survey Report: Zinfandel Drive Bicycle and Pedestrian Overcrossing Project. Federal Project No. HIPSTPL-5482(043).

4.6 Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy –Would the project:				
a) Results in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

4.6.1 Setting

In 1975, the California State Legislature adopted Assembly Bill (AB) 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within Environmental Impact Reports (EIRs) that a project could have on energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation energy by ensuring projects consider the efficiency of energy use.

The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources. The use of energy from transportation facilities in the vicinity of the proposed project is currently caused by vehicles travelling on Zinfandel Drive, U.S. Route 50 (US 50), Olson Drive, Gold Center Drive, Folsom Boulevard, and White Rock Road.

The Sacramento Municipal Utility District (SMUD) is the primary provider of electric service in the City's planning area. Pacific Gas and Electric Company (PG&E) provides natural gas to all customers in the City, in addition to owning and maintaining some of the City's electrical facilities (City of Rancho Cordova, 2006b). According to the California Energy Commission (CEC), the total estimated usage from both residential and nonresidential uses for Sacramento County was approximately 11,063 million kWh in 2020. Of the 11,063 million kWh consumed, approximately 5,161 million kWh was from residential use and approximately 5,902 million kWh was from non-residential use (CEC, 2020). The CEC does not provide approximate energy usage data for only the City.

4.6.2 Discussion

a) **Less than Significant.** The proposed project would improve connectivity of the pedestrian and bicycle network in the City, as identified in the City's General Plan Circulation Element. The proposed project would provide safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or increase Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. The proposed project would provide facilities to encourage the use of alternative modes of transportation between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. It intends to reduce ADT and VMT through conversion of these trips to bicycle or pedestrian trips for residents, visitors, and commuters. The proposed project includes the construction of a bicycle and pedestrian overcrossing and would not create new energy demand from operation nor would not require the creation of new energy sources.

   Temporary increases in energy use may occur during construction as traffic control and proposed lane closures may increase travel time for the motor vehicles on nearby roadways, including Gold Center Drive, Olson Drive, and US 50 on- and off-ramps. Energy in the form of gasoline and diesel fuel would be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers would commute to the construction site; however, workers are anticipated to come from nearby communities. Diesel equipment would be used during construction; however, compliance with local, state, and federal regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the proposed project's construction to the extent feasible. All standard BMPs to minimize energy waste would be implemented. Construction of the proposed project would not result in wasteful or inefficient use of energy. Therefore, impacts would be less than significant, and no mitigation would be required.

b) **No Impact.** Upon completion, the proposed project would be a bicycle and pedestrian overcrossing along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements. It would improve connectivity for active transportation between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. The proposed project is consistent with local plans, as the City's General Plan Circulation Element states that one of its main focuses is to develop an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation. The proposed project would not result in capacity increases for vehicles, increase ADT or increase VMT, but would rather provide safe access for alternative modes of

transportation to travel over US 50. Therefore, operations of the proposed project would not result in new energy demands over time. Thus, the proposed project does not conflict with any local, state, or federal regulations regarding energy use, energy efficiency, or construction regulations. BMPs would be implemented to reduce impacts to energy use to the extent feasible. The proposed project has no impact, and no mitigation is required.

4.6.3 Mitigation Measures

No mitigation measures regarding energy are required.

4.6.4 References

California Energy Commission (CEC). 2020. Electricity Consumption by County. Online: https://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed: May 17, 2021.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: October 25, 2021

City of Rancho Cordova. 2015. General Plan Circulation Element. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/13135/636289856403370000. Accessed: May 17, 2021.

4.7 Geology and Soils

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Geology and Soils –Would the project:				
a) Directly or indirectly cause 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 direct or indirect 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

4.7.1 Setting

The proposed project site is in an urban area and the topography is relative flat. The proposed project site is located within the Great Valley geomorphic province. The geology of the Great Valley is characterized by thick, Jurassic through Holocene aged sedimentary deposits. The California Geological Survey (CGS) and the United States Geological Survey (USGS) have mapped a large portion of the valley as being underlain by Quaternary-aged Riverbank formation. The Riverbank formation represents alluvial fans, or fan-shaped areas of sediment carried by a watercourse. These geological deposits are generally composed of alluvial gravel, sand, and silt derived from the western slopes of the Sierra Nevada Range. The valley province is bounded by

the Klamath and Cascade mountain ranges to the north, the Sierra Nevada Mountains to the east, and the California Coast Mountain Range to the west.

The Valley is generally considered to be an elongated sedimentary trough, approximately 450 miles long and 50 miles wide, which has been filled by a thick sequence of Jurassic to Holocene continental and marine sediments. The Valley province is further divided into four geomorphic subunits: the Delta, River Floodplain, Alluvial Floodplain, and Low Foothills. Surface elevations within the Great Valley generally range from several feet below mean sea level (msl) to more than 1,000 feet above sea level. The major topographical feature in the Sacramento Valley is the Sutter Buttes (a volcanic remnant), which rises approximately 1,980 feet above the surrounding valley floor. The geological formations underlying the majority of the Planning Area consist mostly of Cenozoic Quaternary gravelly alluvial and glacial deposits from the ancestral channel of the American River, which date back to the mid Pleistocene age or approximately 600,000 years. These formations are typically found north of Douglas Road and east of Sunrise Boulevard. The geologic structure east of Grant Line Road consists primarily of Cenozoic Tertiary Mehrten formations of andesitic conglomerate, sandstone, and breccia.

The proposed project site and adjacent areas are located on the eastern side of the Preliminary Geologic Map of Cenozoic Deposits of the Davis, Knights Landing, Lincoln, and Fair Oaks Quadrangles, California (Helley, 1979). The proposed project site is mainly underlain by "Tailings or Artificial Fill", but on the north end the site is underlain by "Riverbank Formation middle unit". Dredge Tailings is described as gravel, cobbles, boulder, sand and silt resulting from historic mining operations. Artificial fill is described as including artificial dam fill and tailings associated with dredge mining. The Riverbank Formation middle unit is described as arkosik alluvium, sand with silt, forming alluvial terraces, and dissected alluvial fans along streams.

Geology and Seismicity

Soils

The City's General Plan states that the potential for seismic activity and related damage is considered to be low based on the soil characteristics and depth to groundwater in the City's planning Area. The majority of the soils in the City's planning area are the results of alluvial deposits, or river and lake deposits on various geomorphic surfaces.

The Natural Resource Conservation Service (NRCS) classifies soils in the area of the proposed project as shown below in Table 4.7-1**.** Table 4.7-1 also identifies the approximate acres within the proposed project extent per soil type, as well as characteristics related to topography and permeability.

Table 4.7-1. Soil Types within the Proposed Project Area

Soil Map Unit Name	Acres in Project Area	Percent of Project Area	Slopes	Subsoil Permeability (Inches)	Water Holding Capacity	Erosion Potential	Runoff
Urban land	7.0	26.6%	--	--	--	--	--
Urban land-Natomas complex	4.1	15.7%	0-2%	60+	Very high	Slight	Slow
Xerorthents, dredge tailings-Urban land complex	15.2	57.7	0-2%	60+	Very low to low	Slight	Very Slow
Source: NRCS, 2021; City of Rancho Cordova General Plan EIR							

The majority of the City's planning area consists of soils characterized by slight to moderate erosion potential, and very low to medium runoff rates. The shrink-swell potential of the City's planning area soil ranges from low to high. The soil types in the proposed project extent are not listed as having moderate to high shrink-swell potential.

Seismicity

The Midland fault, located 35 miles west of the City's planning area, and the Bear Mountain fault zones, located 24 miles northeast of the City's planning area, are considered to be the faults of greatest concern in Sacramento County due to their location and size. The Midland fault is considered to be a deep pre-Oligocene subsurface feature extending nearly 50 miles along the west side of the Sacramento Valley. Subsurface data indicates that there has been no appreciable movement on the Midland fault in the last 24 to 36 million years, and no evidence of surface expression has been found. The Bear Mountain fault is the westerly most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada range.

The California Geological Survey (CGS) identifies low, medium, and high severity zones within the state of California. The City's planning area is located within Seismic Zone 3. A Seismic Zone 3 is an area that can expect to experience ground motion of low severity. The proposed project site is located in an area with low earthquake shaking potential. The proposed project site is not located in a Seismic Hazard Zone or an Earthquake Fault Zone.

No known active faults or Alquist-Priolo earthquake hazard zones occur in Sacramento County. There has not been seismic activity of significance magnitude has occurred in Sacramento County resulting in structural damage or human related injuries or deaths since the 1892 earthquake.

Liquefaction

Liquefaction is the process in which water is combined with unconsolidated soils, generally from ground motion and pressure, which causes the soils to behave like quicksand. Liquefaction potential is determined from a variety of factors, including soil type, soil density, depth to the groundwater table, and the duration and intensity of ground shaking. Liquefaction is most likely to occur in deposits of water saturated alluvium or areas of considerable artificial fill. Although the City's planning area is geologically characterized by alluvial Riverbank deposits, fewer than 28 percent of the soil types within the City's planning area are considered unconsolidated soils. In addition, the depth to the groundwater table and aquifer system is generally greater than 50 feet. Therefore, the potential for liquefaction is considered low.

The potential for other secondary hazards occurring during or after seismic events in the City's planning area is considered to be low because it is not in close proximity to faults.

Paleontological Setting

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. A search of the University of California Museum of Paleontology (UCMP) collections database did not identify any evidence of significant paleontological resources in the City's planning area. The City's planning area does not appear sensitive for the presence of paleontological resources.

4.7.2 Discussion

a) **(i - iv) Less than Significant.** The proposed project site does not lie within or adjacent to an Alquist-Priolo Earthquake Fault Zone. No known active faults or Alquist-Priolo earthquake hazard zones occur in Sacramento County, and therefore do not occur in Rancho Cordova. The closest fault zone in the Bear Mountain fault zones, which is located approximately twenty-four miles northeast of the proposed project site. Surface rupture due to faulting within the proposed project site is not expected to occur and, therefore, is considered less than significant unless an unknown fault were to rupture.

The City is located in Seismic Zone 3, which is considered an area of relatively low ground shaking potential. The proposed project site is located in an area with low earthquake shaking potential and is not located in a Seismic Hazard Zone or an Earthquake Fault Zone. The potential for strong seismic ground shaking is considered low based on existing soil and geological conditions. The proposed project would construct a bicycle and pedestrian overcrossing over US 50 that meets current structural and geometric standards, including

the current Caltrans Seismic Design Criteria. Impacts would be less than significant, and no mitigation is required.

The potential for soil liquefaction due to earthquakes and ground shaking at the proposed project site is considered minimal. The depth to groundwater beneath the City's planning area is generally greater than 50 feet, rendering the potential for liquefaction low. There are three soil types in the proposed project extent. Table 4.7-1 summarizes the characteristics of each of the soil types. The on-site soils have a low potential for liquefaction. Therefore, the probability of soil liquefaction taking place on the proposed project site is considered to be low. Therefore, the proposed project would not expose people to seismic-related soil or geologic hazards, and the impact is considered less than significant. No mitigation is required.

According to the Department of Conservation California Geological Survey (CGS) Information Warehouse (2015), and given the urban, flat terrain in the region, landslides do not occur in the proposed project's vicinity. The probability of landslides occurring on the proposed project site is very low. The proposed project would construct a bicycle and pedestrian overcrossing over US 50 and would not expose additional people or structures to substantial adverse effects. The overcrossing would be designed to comply with the Caltrans Seismic Design Criteria, which would minimize the potential effects from ground shaking. Impacts are considered less than significant. No mitigation is required.

b) **Less than Significant.** The soil types present at the proposed project site are not characteristic of moderate or severe soil erosion potential. The proposed project would comply with the Sacramento County Grading and Erosion Control Ordinance, which establishes administrative procedures, minimum standards of review, and implementation and enforcement procedures for controlling erosion, sedimentation, and other pollutant runoff from new development projects. Therefore, the potential erosion impacts from construction activities would be less than significant. No mitigation is required.

c) **Less than Significant.** The proposed project is located in an existing urban setting and involves the construction of a bicycle and pedestrian overcrossing over US 50. The engineering design of the proposed project would address liquefactions and other seismically induced hazards. Implementation of the proposed project would not cause unstable soil conditions. Additionally, no habitable structures are included in the proposed project, and the hazard to life from lateral spreading, subsidence, liquefaction, or collapse would be the same as existing conditions in the proposed project area. These impacts are less than significant, and no mitigation is required.

d) **Less than Significant.** The extent of shrinking and swelling is influenced by the environment, such as the extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. According to Table 18-I-B of the Uniform Building Code (International Conference of Building Officials, 1994), the classification of expansive soils with an index of zero to 20 is very low, 21 to 50 is low, 51 to 90 is medium, 91 to 130 is high, and above 130 is very high potential for expansion. The soil types in the proposed project extent do not have moderate or high shrink-swell potential. The proposed overcrossing would be designed with consideration of the expansive soils in the final design according to Caltrans engineering design standards. Therefore, the proposed project would not create a risk of life or property due to being located on expansive soils. Impacts would be less that significant and no mitigation measures are required.

e) **No Impact.** The proposed project involves the construction of a bicycle and pedestrian overcrossing that would improve connectivity and provide safe bicycle and pedestrian access over US 50. No water or wastewater systems would be affected by the proposed project. The proposed project does not involve the construction of septic tanks or alternative wastewater disposal systems. There would be no impact as a result of the proposed project and no mitigation measures are required.

f) **Less than Significant with Mitigation.** A search of the University of California Museum of Paleontology (UCMP) Localities database found that thirteen paleontological resources have been recorded within Sacramento County. The proposed project area is within an urban setting with highly disturbed areas such as local roadways and highways, as well as commercial shopping centers. Thus, the presence of unique geologic features within the proposed project extent are not anticipated. There is a low potential for paleontological resources to be present at the proposed project site.

   There is always a possibility of inadvertent discovery of fossils and or other artifacts during grading and excavation construction activities. For these reasons, this impact is considered potentially significant. Implementation of **Mitigation Measure GEO-1** would reduce this impact to less than significant levels.

4.7.3 Mitigation Measures

Mitigation Measure GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The proposed project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance

with SVP guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

4.7.4 References

California Department of Conservation. 2015. Fault Activity Map of California. Online: https://maps.conservation.ca.gov/cgs/fam/. Accessed: April 20, 2021.

California Department of Conservation. 2015. Geologic Map of California. Online: https://maps.conservation.ca.gov/cgs/gmc/. Accessed: April 20, 2021.

California Department of Conservation. 2015. Landslide Inventory (Beta). Online: https://maps.conservation.ca.gov/cgs/lsi/. Accessed: April 20, 2021.

California Department of Conservation. Earthquake Zones of Required Investigation. Online: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed: April 20, 2021.

California Division of Mines and Geology. 1981. Geologic Map of the Sacramento Quadrangle, California, 1:250,000. Online: https://www.conservation.ca.gov/cgs/Documents/Publications/Regional-Geologic-Maps/RGM_001A/RGM_001A_Sacramento_1981_Sheet1of4.pdf. Accessed: April 20, 2021.

City of Rancho Cordova. 2006. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11097/635900974765170000. Accessed: April 20, 2021.

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Helley, E.J., 1979. Preliminary Geologic Map of Cenozoic Deposits of the Davis, Knights Landing, Lincoln, and Fair Oaks Quadrangles, California, U.S. Geological Survey, Open-File Report OF-79-583, Scale 1:62,500. Online: https://ngmdb.usgs.gov/Prodesc/proddesc_11318.htm. Accessed April 17, 2021.

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United States Department of Agriculture: Natural Resources Conservation Service. 2021. Custom Soil Resource Report for Sacramento County, California. Accessed: April 20, 2021.

University of California Museum of Paleontology (UCMP). UCMP Locality Search. Online: https://ucmpdb.berkeley.edu/cgi/ucmp_query2?stat=BROWSE&query_src=ucmp_BrowseUSstates&table=ucmp_loc2&where-state_prov_std=California&where-county_std=Sacramento+County&orderby=county_std. Accessed: April 20, 2021.

4.8 Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Setting

The earth's atmosphere naturally contains a number of compounds collectively referred to as greenhouse gases (GHGs), including CO_2, methane (CH_4), and nitrous oxide (N_2O). These gases trap solar radiation and the earth's own radiation, preventing it from passing through the earth's atmosphere and into space. GHGs are vital to life on earth; however, increasing GHG concentrations are causing an increase in average global temperatures.

In general, CH_4 has 21 times the warming potential of CO_2, and N_2O has 310 times the warming potential of CO_2. CO_2e represents CO_2 plus the additional warming potential from CH_4 and N_2O. The common unit of measurement for CO_2e is metric tons ($MTCO_2e$) As the average temperature of the earth increases, climate patterns may be affected, including changes in precipitation patterns, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as increased intensity of low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32), which set a goal for the state to reduce GHG emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board (CARB), among other state agencies, has enacted regulation in order to achieve these targets. In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 21.7 percent from the State's projected 2020 CO_2e emission levels under a business-as-usual scenario (CARB, 2008). In November 2017, CARB adopted the second update; the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established in more recent legislation (CARB 2017). The 2017 Scoping Plan Update identifies the GHG reductions

needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030.

The SMAQMD is the local agency with primary responsibility for compliance with the federal and state standards for GHG emissions. In 2020, the SMAQMD finalized their Greenhouse Gas Thresholds for Sacramento County, which include a construction threshold (1,100 metric tons GHG/year ($MTCO_2e$)), a land use operational threshold (1,100 $MTCO_2e$ /year), and a stationary source operational threshold (10,000 $MTCO_2e$ /year). Projects whose emissions are expected to meet or exceed the significance criteria would have a potentially significant adverse impact on global climate change, and in turn, projects whose emissions are below the threshold would have a less than significant impact. SMAQMD encouraged local agencies in Sacramento County to develop a climate action plan (CAP) or GHG reduction plan that could be used by the local agency to reduce GHG emissions and streamline CEQA review for development projects (SMAQMD, 2020a).

The City of Rancho Cordova approved their Climate Action and Adaption Plan (CAAP) on September 18, 2023. The CAAP details specific measures that will be implemented through communitywide activities and government operations in Rancho Cordova by 2030 and 2045 to reduce GHG emissions to 36 percent below 2019 levels (438,300 $MTCO_{2e}$ annually) and to 81 percent below 2019 levels (129,000 $MTCO_{2e}$ annually), respectively. It also includes an adaptation plan that recommends actions to reduce the community's vulnerability to the anticipated impacts of climate change. The following CAP reduction measures are applicable to the proposed project (Rancho Cordova, 2023):

- **Transportation-1.1:** Enforce the City's Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving along and encourage people to make trips by walking, biking, or using public transit.
- **Transportation-1.3:** Improve street connectivity, for example, by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments.
- **Transportation-2.1:** Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to designations.
- **Offroad-2.1:** Increase electrification and use of alternative fuels in construction projects.
- **Offroad-2.2:** Reduce construction vehicle idling.

Most of the measures in the City's CAAP are not applicable to the proposed project (Rancho Cordova, 2023).

4.8.2 Discussion

a) **Less than Significant.** The proposed project would provide safe bicycle and pedestrian access along Zinfandel Drive, connecting areas north and south of US 50. The proposed project would not create new demand for energy, significantly alter any surrounding land use, or create any other permanent source of GHG emissions. Therefore, the proposed project would not change operational GHG emissions compared to existing conditions and there would be no GHG impacts associated with proposed project operations.

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During proposed project construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

Construction emissions were modelled using the California Emissions Estimator Model Version 2022.1.1.25 (CalEEMod). For the purpose of this analysis, it was assumed that proposed project construction would last 18 months, the total proposed project area would be 26 acres, and the maximum area disturbed/day would be 2 acres. It was also assumed that all on road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. The threshold adopted by SMAQMD for GHG emissions during construction is 1,100 $MTCO_2e$/year. The model predicted that a maximum of approximately 11,935 pounds of CO_2e would be emitted per day, totaling approximately 1,145 $MTCO_2e$ over an 18-month construction period. As the 18-month construction period would be over two years, the $MTCO_2e$/year for the proposed project would be approximately 573 $MTCO_2e$. Therefore, GHG emissions would not exceed the construction threshold of 1,100 $MTCO_2e$/year (SMAQMD, 2020a).

The proposed project construction is considered short-term in nature and would not generate substantial air quality pollutant concentrations, including GHG emissions, as discussed under Section 4.3, Air Quality, above. Even though impacts would be less than significant, construction activities would be subject to the implementation of BMPs, listed in Section 4.3, Air Quality, above. Therefore, equipment efficiency would be maximized during the construction phase. Impacts from the proposed project would be less than significant, and no mitigation measures are required.

b) **Less than Significant.** As discussed in Section 4.3, Air Quality, above, the proposed project would not increase automobile capacity or create other permanent new sources of GHG

emissions. The proposed project would improve pedestrian and bicyclist accessibility along Zinfandel Drive, which would be consistent with applicable air quality plans. The proposed project would not conflict with or obstruct implementation of the City of Rancho Cordova CAAP. As discussed in subsection a), above, the proposed project would result in a maximum of approximately 11,935 pounds of CO_2e emitted per day, for a total of approximately 1,145 $MTCO_2e$ over the 18-month construction period. Given the levels of emissions during construction, and the implementation of BMPs, along with compliance with federal, State, and local regulation policies, the proposed project would be consistent with the Sacramento County CAP. The proposed project would not conflict with any identified plans adopted for the reduction of GHG emissions. Impacts are less than significant, and no mitigation is required.

4.8.3 Mitigation Measures

No mitigation measures regarding Greenhouse Gas Emissions are required.

4.8.4 References

California Air Resources Board (CARB). 2008. Climate Change Scoping Plan- a Framework for Change. Online: https://ww3.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed: October 27, 2021.

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City of Rancho Cordova, 2021a. Climate Action Plan. Online: https://www.cityofranchocordova.org/residents/community-topics/climate-action-plan. Accessed: October 26, 2021.

Sacramento County. 2021. Climate Action Plan. Online: https://planning.saccounty.net/PlansandProjectsIn-Progress/Documents/Climate%20Action%20Plan/Final%20Draft%20CAP%20and%20Appendices%20Sept%202021.pdf. Accessed: October 26, 2021.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2020a. Greenhouse Gas Thresholds for Sacramento County. Online: http://www.airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf. Accessed: October 26, 2021.

4.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

4.9.1 Setting

An Initial Site Assessment (ISA) was prepared on behalf of the City of Rancho Cordova. The ISA was performed in general conformance with the scope and limitations of American Society for Testing and Materials (ASTM) Practice E 1527-05.

The ISA identifies Recognized Environmental Conditions (RECs) for the proposed project site that may adversely affect roadway and/or bridge construction or right-of-way acquisition. RECs are defined by the ASTM Practice E 1527-05 as: “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under

conditions that pose a material threat of a future release to the environment. A database report was obtained from Environmental Database Resources, Inc. consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area. Based on the results of the record review and reconnaissance, there are no RECs located within the proposed project site.

The proposed project site is located in a fully developed urban setting and is surrounded by existing development and major transportation corridors. A reconnaissance of the proposed project site was performed on July 29, 2020, by Dewberry | Drake Haglan. The site reconnaissance recorded the presence of lane stripping along US 50, Zinfandel Drive and White Rock Drive at the proposed project site. Lane stripping has the potential to contain lead-based paint if the road was constructed prior to 1978. Some of the roadways within the proposed project area have been located along their existing alignments since before 1978 indicating that there is the potential to encounter lead-based paint during construction activities.

The Occupational Safety & Health Administration (OSHA) requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (ACM) and treated accordingly. Bridges built prior to 1981 sometimes have ACMs within their rail shim sheet packing, bearing pads, support piers, and/or expansion joint materials. Structures constructed prior to 1978 are presumed to contain lead-based paint (LBP) unless proven otherwise, although structures constructed after 1978 may also contain lead-based paints.

Areas adjacent to roadways heavily used prior to 1978 could potentially contain lead due to the use of lead as a gasoline additive during this time. Crawford & Associates, Inc prepared an Aerially Deposited Lead Investigation Report for the US 50 and Zinfandel Interchange Project on October 28, 2015. In general, the results of the ADL sampling and testing program indicated that the soil adjacent to the existing interchange have lead concentrations below the Department of Toxic Substances Control action levels.

Several utilities were observed running through the proposed project area. Surface and underground utilities present at the proposed project area include communication, water, sewer, and electrical lines. No large power substations or step-down transformers, which are known to contain PCBs, were noted in the vicinity of the proposed project site. No spills or hazardous materials response events related to PCBs were noted in the report.

4.9.2 Discussion

a) **Less than Significant.** The proposed project would construct a bicycle and pedestrian overcrossing over US 50, along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road and would

not be a facility that generates or emits hazardous materials upon construction completion. There would be no increased likelihood the proposed project would create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials upon project completion. The proposed project would not result in the use, storage, or distribution of hazardous or toxic materials.

Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Hazardous materials typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although the equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, state, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws, including the California OSHA (Cal OSHA) requirements. Implementation of construction best management practices (BMPs), compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would result in impacts that are less than significant, and no mitigation is required.

b) **Less than Significant.** The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would be used for commuting and recreation purposes and would improve bicycle and pedestrian access over US 50 at the proposed project site. There are no known hazardous waste sites or RECs within the proposed project site. Operations of the proposed project would not be used by motor vehicles that often carry hazardous material, and the proposed project would not increase the number of vehicles using the surrounding roadways. The potential for release of hazardous materials into the environment would be similar to existing conditions and impacts would be less than significant. Therefore, the operation of the proposed project would not increase the potential for accidents or upset of hazardous materials resulting in the exposure of the public. Impacts would be less than significant. No mitigation is required.

The proposed project has the potential to use a variety of hazardous materials during construction activities, as discussed under question a, above. These materials would be stored, handled, and transported per federal, state, and local regulatory requirements.

Implementation of construction BMPs, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would result in impacts that are less than significant. No mitigation measures are required in this regard.

c) **Less than Significant.** The closest school to the proposed project is White Rock Elementary School, located approximately 0.7-miles west of the proposed project site. Construction activities would not emit hazardous emissions that would impact these schools. Common materials used at construction sites, gasoline, diesel fuel, and other materials would not be stored on site. As stated above, implementation of construction BMPs, compliance with vehicle manufacturers' specifications, and compliance with applicable regulations would reduce the potential for hazardous materials or emissions to be released. Operations at the proposed project site would be similar to existing conditions. Therefore, this impact would be considered less than significant, and no mitigation is required.

d) **No Impact.** The proposed project site is not included in the list of hazardous waste and substances site list from the Department of Toxic Substances Control (DTSC) EnviroStor database (DTSC, 2021). One ENVIROSTOR site does occur within approximately one mile of the proposed project, Purity Oil Sales- Delta Gunite. However, the status of the site is listed as "Certified/Operational & Maintenance" (ENVIROSTOR, 2021). According to the ISA, there are five CA HIST CORTESE sites within approximately ½ mile of the proposed project site. Based on our review of the available data posted on the State Water Resources Control BoardGeoTracker website and other available information provided by the EDR record search regarding this facility, both cases have been closed. No evidence was identified to suggest that possible soil or groundwater contamination from the HIST CORTESE sites may impact on the proposed project site (Dewberry | Drake Haglan, 2021b). Therefore, the proposed project would have no impact and no mitigation would be required.

e) **Less than Significant.** The nearest airport to the proposed project is the Mather Airport, a public airport focused on cargo aviation. Mather Airport is one of the four airports that comprise the Sacramento County Airport System. Mather Airport is located approximately two miles southwest of the proposed project site. The proposed project site is located in northern edge of Review Area 1 of Mather Airport's Airport Influence Area. Review Area 1 consists of the areas contained within the noise contours and safety zones designated in the Mather Airport Land Use Compatibility Plan (MALUCP). The proposed project site is not located within any of the designated Theoretical Capacity CNEL Contour – Noise Exposure Ranges in the MALUCP (SACOG, 2021). The proposed project site is located in the Airport Influence Area as well as within Safety Zone 6: Airport Traffic Pattern Zone, as designated by the MALUCP. Safety Zone 6 is the furthest zone

from the airport and has the least stringent criteria standards (SACOG, 2021). The proposed project would not interfere with flight patterns at Mather Airport. Construction and operation of the proposed project would not result in a safety hazard or excessive noise for people residing or working within an airport land use plan or within two miles of an airport. Impacts would be less than significant, and no mitigation would be required.

f) **Less than Significant.** The proposed project would construct a new bicycle and pedestrian overcrossing over US 50, along with a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. Implementation of the proposed project would have no long-term impacts on an emergency response plan or emergency evacuation plan. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on adjacent roadways would remain the same as existing conditions. Therefore, the proposed project would have no impact to emergency response plans or emergency evacuation plans upon the completion of construction.

During construction, temporary lane closures would be necessary along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. The full closure of roadways in the proposed project area is not anticipated during construction; however, Gold Center Drive, Olson Drive, and US 50 on- and off-ramps may experience short closures during traffic control transitions and the installation of proposed undercrossing. Additionally, a temporary, nighttime closure of US 50 may be required for the installation and removal of the bridge falsework needed to construct concrete elements on the new bridge. If falsework is required to construct the proposed bridge, a detour would be established along Zinfandel Drive, Folsom Boulevard, and Sunrise Boulevard (**Figure 2-2**) during installation and removal of falsework. The proposed project would be coordinated with the Rancho Cordova Police Department, Sacramento Metropolitan Fire District, and other law enforcement or emergency service providers within the area.

g) **No Impact.** The proposed project site is not located in or near a State Responsibility Area (SRA) or lands classified as Very High Fire Hazard Severity. The proposed project site is in a Local Responsibility Area (LRA) and is designated as a Non-Very High Fire Hazard Severity Zone. Therefore, the proposed project would not expose people or structures to a significant risk from wildland fires beyond what is currently present. Upon completion, operation of the proposed project would have no impact.

4.9.3 Mitigation Measures

No mitigation measures regarding hazards and hazardous materials are required.

4.9.4 References

California Department of Toxic Substances Control. 2021. Hazardous Waste and Substances Site List. Online: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed: April 21, 2021.

Dewberry | Drake Haglan. 2021b. Initial Site Assessment.

ENVIROSTOR. 2021. Sites and Facilities Map. Online: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=34170001. Accessed: October 28, 2021.

Sacramento Area Council of Governments (SACOG). 2021. Mather Airport Land Use Compatibility Plan Update. Online: https://files.ceqanet.opr.ca.gov/268092-1/attachment/90Lr50a6l39qcwSrRz8DrD-d_HHgJ6zNVwuzhl3OEXhVktmcVQmysMo80xq1j9JFyDXA1jih98-WHY860. Accessed: April 21, 2021.

Sacramento County. 2021. Department of Airports: General Information. Online: https://sacramento.aero/scas/about/general_information. Accessed: April 22, 2021.

4.10 Hydrology and Water Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

4.10.1 Setting

The proposed project is located in the Franklin hydrologic subarea (HAS) of the larger Coon-American hydrologic area (HA), which lies within the Valley- American hydrologic unit (HU) of the Sacramento River hydrologic region (HR). Within the study area, there are no aquatic features. The proposed project site is not located within the 100-year flood plain nor any other flood hazard area. Groundwater recharge within the Rancho Cordova Planning Area occurs from a combination of three main sources: stream recharge (primarily from the Cosumnes and American Rivers within their channels and floodplains) subsurface inflows from adjacent areas; and percolation of rainfall and applied water. However, due to soil characteristics within the Planning Area, groundwater recharge capabilities are considered low.

The proposed project area is completely urbanized and consists of flat topography, nearly entirely impervious surfaces, major roadways and US 50. Soils in the proposed project area

consist of Urban land; Urban land-Natomas complex, 0 to 2 percent slopes (NRCS, 2020). None of the soil units are listed as hydric or as having hydric inclusions.

4.10.2 Discussion

a) **Less than significant impact.** The proposed project would not result in any temporary or permanent impacts to the existing habitats. The proposed project would construct a bicycle and pedestrian overcrossing over US 50, along with a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The impact will be less than significant since there are no aquatic features within the proposed project area.

Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated storm water runoff (nonpoint source pollution), a major contributor to the degradation of water quality. The City would ensure that the Project contractor complies with the requirements of a National Pollution Discharge Elimination System (NPDES) permit from the RWQCB, Central Valley Region. As part of the permit, the contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before, during, and after construction to surface waters. The following BMPs will be implemented into the proposed project as part of the construction specifications.

- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) will be located at least 65 feet from any potential drainages on site.
- Fuels and hazardous materials would not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the Spring. If rains are forecasted during construction, additional erosion and sedimentation control measures would be implemented.

- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in stormwater pollution prevention practices.
- Revegetate disturbed areas in a timely manner to control erosion.

Thus, construction impacts would be less than significant. No mitigation measures are required.

b) **Less than Significant Impact.** The proposed project area is not actively used for groundwater recharge (City of Rancho Cordova, 2019). The proposed project would not construct a significant amount of new impervious surfaces that would impede surface water drainage into the soil. No wells would be constructed; and construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions. Impacts would be less than significant. No mitigation measures are required.

c) **Less than Significant Impact.** The proposed project would not alter the course of a water body, nor would it alter the existing site drainage pattern. The site drainage is not expected to result in substantial on or off-site siltation or erosion. The proposed project would not substantially increase the amount or rate of surface runoff such that on or off-site flooding would occur, nor would it change the surrounding land use in such a way that would exceed the existing or planned storm drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant. No mitigation measures are required.

d) **No Impact.** The proposed project would not construct housing or other structures that would result in the exposure of people or structures to 100-year flood hazards, and the proposed project is not located in a tsunami or seiche zone. With the implementation of standard construction BMPs, the proposed project would not result in the release of pollutants due to inundation. There is no impact, therefore no mitigation is required.

e) **Less than Significant.** The Water Quality Control Plan for the California Regional Water Quality Control Board, Central Valley, applies to the Sacramento River. The proposed project area does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of BMP's, the impact would be less than significant. No mitigation measures are required.

4.10.3 Mitigation Measures

No mitigation measures regarding hydrology and water quality are required.

4.10.4 References

California Water Boards Central Coast. 2019. Basin Plan 2019. Online: https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/#:~:text=The%20Water%20Quality%20Control%20Plan%20for%20the%20Central,programs%20of%20implementation%20to%20achieve%20water%20quality%20objectives.?msclkid=ef5b8cb1b5d711ec9a70de9fe125db66. Accessed: March 30, 2022

City of Rancho Cordova. 2006. General Plan Final Environmental Impact Report Volume.1. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11095/635901751960370000. Accessed: March 28, 2022

Dewberry | Drake Haglan. 2021. Biotechnical Memorandum for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project.

U.S. Environmental Protection Agency (U.S. EPA), 2022. Lower Sacramento Watershed – 18020109. Available at: https://cfpub.epa.gov/surf/huc.cfm?huc_code=18020109. Accessed March 25, 2022.

City of Rancho Cordova and USACE Hydrology and Water Quality. 2010. Sun Creek Plan Project Hydrology. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/8662/635895080495700000. Accessed: March 25, 2022

4.11 Land Use and Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Land Use and Land Use Planning – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

4.11.1 Setting

A Community Impact Assessment Memorandum was prepared for the proposed project and is available for review at the City Department of Public Works.

The proposed project site is located within the central portion of the City of Rancho Cordova along Zinfandel Drive, bound by Folsom Boulevard to the North and by White Rock Road to the south. It is located in a fully developed urban environment that spans multiple major local and regional roadways, including White Rock Road, Gold Center Drive, US 50 on- and off- ramps, Olson Drive, and Folsom Boulevard. The proposed project intends to improve connectivity between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. Zinfandel Drive is classified as a major roadway within the City and has ADT of approximately 23,000 trips north of US 50 per day, and approximately 4,000 trips south of US 50 per day (City of Rancho Cordova, 2006a). The conceptual land plan for the Downtown Planning Area designates land use in the proposed project vicinity as Commercial Mixed Use (CMU) and Office Mixed Use (OMU) (City of Rancho Cordova, 2006b). The General Plan designates Medium Density Residential land use adjacent to the proposed project but is outside of the Downtown Planning Area. The proposed project site is also located in the Folsom Boulevard Specific Plan boundary. The Folsom Boulevard Specific Plan designates future land uses at the proposed project site as commercial mixed use (City of Rancho Cordova, 2013). The City designated zoning classifications in the proposed project vicinity include CMU (Commercial Mixed Use), OPMU (Office Professional Mixed Use), RD-10 (Residential 10) (City of Rancho Cordova, 2021c).

4.11.2 Discussion

a) **No Impact.** The proposed project is located along Zinfandel Drive and consists of constructing a bicycle and pedestrian overcrossing over US 50, along with a Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. The proposed project is anticipated to improve connectivity between the primarily business

areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. In addition, according to the County of Sacramento Planning & Community Development Department, the proposed project location is contained in the Rancho Cordova Community bounds (Sacramento County Community boundaries Map, 2011). Therefore, there would be no impact regarding physically dividing an established community and no mitigation is required.

b) **No Impact.** The proposed project is included in and is consistent with the City's General Plan and the Folsom Boulevard Specific Plan. The City's General Plan includes goals of establishing mixed-use development that facilitates walking or cycling via pleasant pedestrian- and cyclist-friendly infrastructure (City of Rancho Cordova, 2006b). The purpose of the proposed project is to encourage the use of alternative modes of transportation and improve connectivity and provide safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site. As such, the proposed project is consistent with the City's General Plan.

   The land uses surrounding the proposed project include commercial mixed use, office professional mixed use, and residential uses (City of Rancho Cordova, 2006b). The proposed project would not require changes to any land use designation or zoning classification. The proposed project is consistent with local plans, policies, and regulations. No impact would occur in this regard and no mitigation is required.

4.11.3 Mitigation Measures

No mitigation measures regarding land use and planning are required.

4.11.4 References

City of Rancho Cordova. 2006a. General Plan Final Environmental Impact Report Volume.1. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11095/635901751960370000. Accessed. February 24, 2021.

City of Rancho Cordova. 2006b. Rancho Cordova General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=11075. Accessed: January 18, 2021.

City of Rancho Cordova. 2021c. Zoning Viewer. Online: https://www.arcgis.com/apps/webappviewer/index.html?id=f08b409f526741b0a5571e1fa90a6842. Accessed: October 25, 2021.

Dewberry | Drake Haglan. 2021. Community Impact Assessment Memorandum for the Zinfandel Drive Bicycle and Pedestrian Over crossing Project.

County of Sacramento. 2011. Community Boundaries with Incorporated Areas Map. Online: https://planning.saccounty.net/Documents/Maps/Community%20Boundaries_0211.pdf . Accessed: February 10, 2021.

4.12 Mineral Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

4.12.1 Setting

The California Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature to regulate activities related to mineral resource extraction. The act requires the prevention of adverse environmental effects caused by mining, the reclamation of mined lands for alternative land uses, and the elimination of public health and safety hazards from the effects of mining activities.

A provision of SMARA requires the California Geological Survey (formerly California Division of Mines and Geology) to classify the regional significance of mineral resources and create mineral land classification reports. Four Mineral Resource Zones (MRZ) have been designated for all minerals that occur or expected to occur in the Greater Sacramento Area (Department of Conservation, 2018) that reflect the mineral resource significance of an area. These designations are intended to preserve known mineral resources for future mining and to prevent encroachment of urban development that would compromise the resource's value. The four classifications are:

- MRZ-1 Areas of no mineral significance
- MRZ-2 Areas of identifies mineral resource significance
- MRZ-3 Areas of undetermined mineral resource significance
- MRZ-4 Areas of unknown mineral resource significance

Historically, minerals such as pumice, gold, construction aggregate, kaolin clay, and common clay have been extracted in the region. Existing mineral extraction activities that occur in and around the Rancho Cordova Planning Area primarily consist of fine sand and course gravel construction aggregates, as well as clay. There are two permitted mining operations in the City of Rancho Cordova, both owned by Aerojet and leased to Teichert Aggregates. Neither of the mining

operations are located in or near the proposed project area; both sites being over five miles away from the proposed project site.

The proposed project site is located in an MRZ-2; however, it is not located in an Aggregate Resource Area or an Aggregate Resource Area with an active PCC-grade aggregate operator. The MRZ-2 classification includes areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

4.12.2 Discussion

a) **Less than Significant.** The proposed project involves the construction of a new bicycle and pedestrian overcrossing over US 50, along with a Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. There are no mining operations within the proposed project's vicinity. Approximately 6,076 acres in the City, including the proposed project site, are classified as MRZ-2 and may contain significant mineral deposits. However, the proposed project site is surrounded by urban development located over and along existing significant roadways, making the use of the site for mineral extraction infeasible. The proposed project site is not located in an Aggregate Resource Area or an Aggregate Resource Area with an active PCC-grade aggregate operator as designated by the California Department of Conservation, Division of Mines and Geology. Furthermore, the proposed project site is within the City's Downtown Planning Area, which does not contain any development constraints associated with environmental conditions because the area is already urbanized (City of Rancho Cordova, 2006b). The proposed project would not 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. Therefore, the proposed project would have no impact to known mineral resources. No mitigation is required.

b) **No Impact.** There are no resource recovery sites delineated on any local government plan, specific plan, or land use plan for the City. The proposed project is not located near a mineral resource recover site delineated by the General Plan or any other applicable land use plan. Construction activities would be temporary in nature and would not conflict with or limit access to mineral resources. Surrounding roadway operations would be similar to existing conditions. The proposed project would not 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. There would be no impact to a locally important mineral resource recovery site. No mitigation would be needed.

4.12.3 Mitigation Measures

No mitigation measures regarding mineral resources are required.

4.12.4 References

California Department of Conservation, Division of Mines and Geology. 1999. ARA Resources within 100-year FEMA Floodplain Areas. Accessed: April 22, 2021.

California Department of Conservation, Division of Mines and Geology. 1999. Map of Areas Zoned MRZ-2 for PCC-Grade Aggregate and Areas Mined out (MRZ-1) in Sacramento County. Accessed: April 22, 2021.

California Department of Conservation. 2015. CGS Information Warehouse: Mineral Land Classification. Online: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed: April 22, 2021.

California Department of Conservation. 2022. SMARA Statutes and Regulations. Online: https://www.conservation.ca.gov/dmr/lawsandregulations. Accessed: October 27, 2022.

California Geological Survey. 2018. Mineral Land Classification Map of Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region. Online: https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_245-MLC-Plate01-SECURED.pdf. Date Accessed: April 22, 2021.

City of Rancho Cordova. 2006a. Final Environmental Impact Report. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11097/635900974765170000. Accessed: April 22, 2021.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: April 22, 2021.

4.13 Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or airport land use plan area, or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Noise Technical Memorandum for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project* (Dewberry | Drake Haglan, 2021c).

4.13.1 Setting

Noise is any unwanted sound that interferes with an individual's ability to perform a task or enjoy an activity. While there are sounds that are considered desirable, this element is intended to address unwanted sounds for the health, safety, and welfare of the community. Removing or reducing the impact of significant sources of noise will improve quality of life for Rancho Cordova's residents, employees, and visitors. The City would remove major sources of noise when possible and mitigate the impacts of all other noise-producing activities.

A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. The decibel (dB) notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A ten-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness. Table 4.13-1 identifies decibel levels for common sounds heard in the environment.

Table 0-1. Typical Noise Levels

Common outdoor activity	Noise level (dBA)	Common indoor activity
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet Commercial area	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime Quiet suburban nighttime	40	Theater, large conference room (background)
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans, 2013

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are: equivalent A-weighted sound level over a given time period (Leq); average day-night 24 hour average sound level with a nighttime increase of ten dBA to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24 hour average that includes both an evening and a nighttime weighting. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse levels of noise with respect to public health because of sleep interference.

State and local agencies that govern the proposed project site have policies and standards regarding noise levels for land use types as well as construction operations. Caltrans Standard Specification, 14-8.02, Noise Control, states that projects: "Do not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 PM to 6:00 AM." Receptors that are located beyond 50 feet of a project area do not need to be considered unless there is a reasonable expectation that noise impacts would extend beyond that boundary.

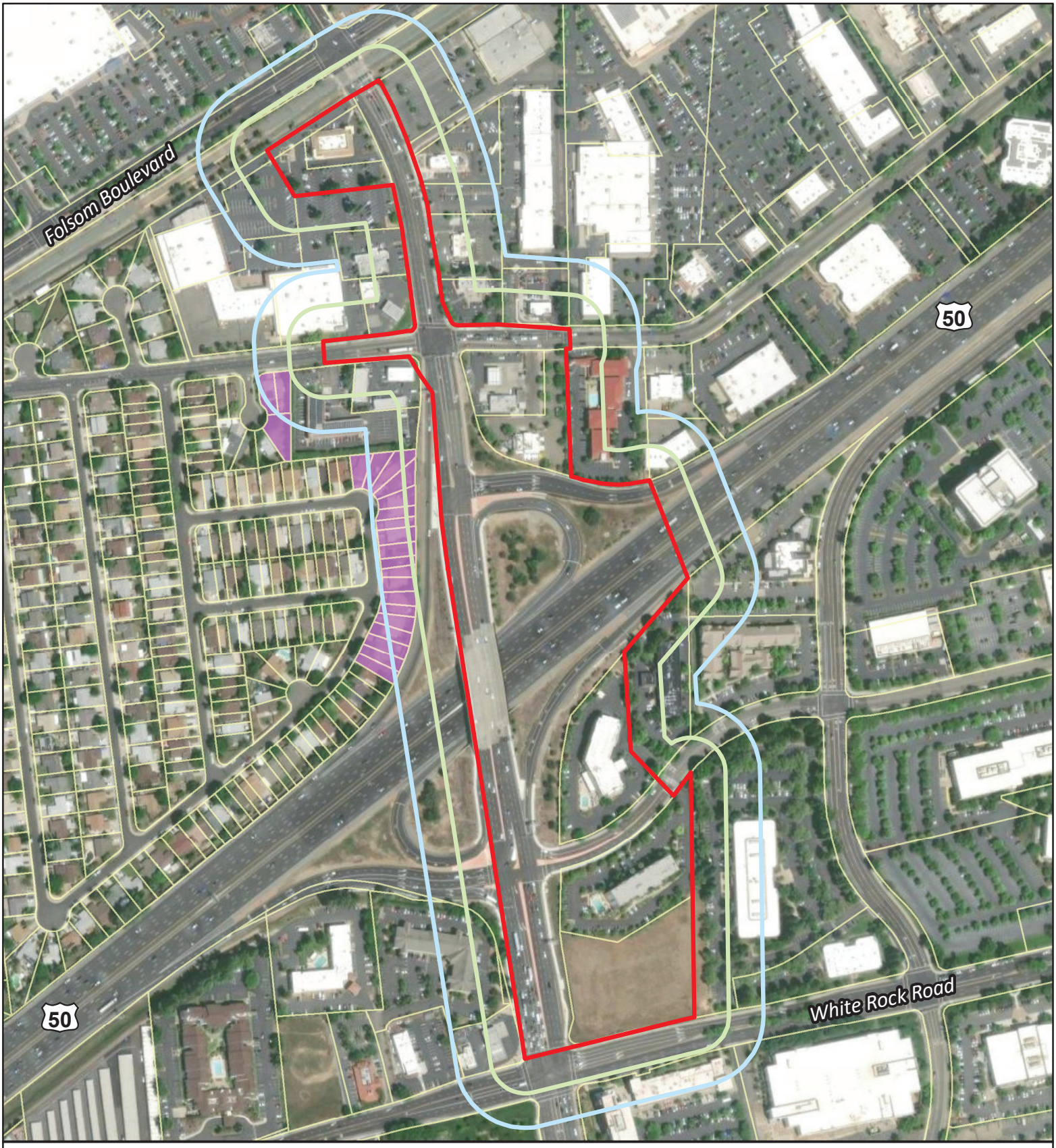
The Rancho Cordova Municipal Code Section 6.68.090 states that noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property are exempt from the Noise Control chapter if they do not occur between the hours of 8:00 p.m. and 6:00

a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the following Sunday and on each Sunday after the hour of 8:00pm. However, if there is an unforeseen or unavoidable condition that occurs during a construction project and the nature of the proposed project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Zoning classifications within and adjacent to the proposed project corridor consists of Commercial Mixed Use (CMU), Office Professional Mixed Use (OPMU), and Residential (RD-10) as designated by the city's zoning ordinance. There are 11 sensitive receptor parcels between 50 and 100 feet of the proposed project boundary and an additional 11 parcels within 200 feet that could be affected by construction noise from the proposed project (Figure 4.13-1). The 22 parcels that could be affected by the construction noise are zoned as Medium Density Residential (RD-10).



Sensitive Receptors
100 ft Buffer
Project Extent
50 ft Buffer
200 ft Buffer
Parcel Boundaries

0 115 230 460 Feet

Source: ESRI Online Basemap, World Imagery Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Sensitive Receptors Map

Figure 4.13-1

4.13.2 Discussion

a) **Less than Significant with Mitigation.** The proposed project would construct a bicycle and pedestrian overcrossing, along Zinfandel Drive and over US 50. The proposed project would be located adjacent to existing noise sources, including roadways (Zinfandel Drive and US 50). The proposed project would not increase vehicle capacity on surrounding roadways, nor would it generate land use changes in the surrounding environment. It is not anticipated that the proposed project would permanently increase ambient noise levels in the proposed project area. Sensitive receptors and adjacent land uses would not perceive a permanent change in noise levels as a result of the proposed project.

The primary source of noise from the proposed project would result from construction activities. Noise from proposed project construction activities is anticipated to temporarily increase ambient noise levels in the vicinity of the proposed project site. Noise at the construction site would intermittently dominate the noise environment with varying levels of intensity. The degree of construction noise impacts would vary for different areas along the proposed project corridor, and for different construction activities. Noise from construction activities generally attenuate at a rate of 6 dBA per doubling distance.

Table 4.13-2 summarizes noise levels produced by construction equipment that is commonly used on bridge and trail construction projects and is representative of the equipment necessary for the proposed project construction. Construction equipment is expected to generate noise levels ranging from 80 to 89 dBA at a distance of 50 feet and noise produced by construction equipment would be reduced over distance at a rate of about six dBA per doubling of distance. General construction phases for typical roadway/highway projects and their estimated overall noise levels are summarized in Table 4.13-3, below.

The loudest construction activities for the proposed project would include excavation and foundation construction phases which would produce up to 88 dBA at 50 feet. Based on the loudest proposed construction activity, the closest sensitive receptor would experience maximum noise levels of approximately 88 dBA. Construction operations are anticipated during daylight hours only and would adhere to City standards (Monday to Friday, 6:00 a.m. to 8:00 p.m.).

Table 0-2. Typical Construction Equipment Noise Levels

Construction equipment	Noise level (dBA, Leq at 50 feet)
Jack Hammer	88
Bulldozers	85
Loader	85
Grader	85
Heavy Trucks	85
Excavator	85
Compaction Equipment	80
Backhoe	80
Drill Rig	85
Crane	85
Concrete pump	82
Paver	85
Pneumatic tools	85
Generators	82
Source: FTA, 2018	

Table 0-3. Typical Construction Phases and Noise Levels

Construction phase	Noise level (dBA, Leq at 50 feet)
Ground clearing	84
Excavation	88/78
Foundations	88
Erection	79/78
Finishing	84
Source: U.S. EPA, 1971.	

The proposed project would comply with the City Municipal Code, and Section 14-8.02, Noise Control, of the Caltrans Standard Specifications. In addition, the proposed project would implement best management practices (BMPs) and construction noise minimization measures.

The implementation of **Mitigation Measure NOI-1** would reduce impacts to less than significant levels.

b) **Less than Significant**. Equipment associated with high vibration levels (pile drivers) would be used for proposed project construction. Proposed construction activities would use

bulldozers, pile drivers, and other heavy tracked construction equipment, which would generate groundborne vibration (VdB) levels of 96 VdB (an equivalent of 0.06 inches per second) at 50 feet from construction areas (Caltrans, 2013). Groundborne vibrations dissipate rapidly with distance and vibration source levels are assumed to attenuate by two-thirds for each doubling distance from the vibratory source. The closest sensitive receptor to the proposed project is located approximately 300 feet to the north; therefore, sensitive receptors in the proposed project area would experience negligible changes in vibration due to groundborne noise levels generated by proposed project construction. The proposed project would have a less than significant effect in this regard and no mitigation measures would be required.

c) **Less than Significant**. The proposed project is located approximately 2 miles southwest of Mather Airport. Mather Airport is a public airport that specializes in cargo aviation. The Mather Airport Land Use Compatibility Plan (MALUCP) indicates that the proposed project site is not located in any of the noise exposure contours for Mather Airport runway. The proposed project site is located in the Airport Influence Area as well as within Safety Zone 6: Airport Traffic Pattern Zone, as designated by the MALUCP. Safety Zone 6 is the furthest zone from the airport and has the least stringent criteria standards.

   The proposed project is located in a high noise environment due to its proximity to US 50 and Mather Airport. The proposed project would not include development of residential units, nor commercial or industrial structures for employment, but rather improve the active transport network that would provide non-motorized mobility opportunities. Therefore, no new population or jobs would be created by this proposed project that would result in new or expanded populations being introduced into an area within two miles of an airport. Operation of the proposed project would not expose people to noise levels beyond existing conditions at existing bicycle and pedestrian access at the proposed project site. Therefore, operation of the proposed project would not expose residents or workers to increased noise levels beyond what currently exists. Impacts would be less than significant in this regard, and no mitigation is required.

4.13.3 Mitigation Measures

Mitigation Measure NOI-1: The following control measures shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact.

- Turn off idling equipment.

4.13.4 References

Sacramento County. 2021. Mather Airport: Airport Land Use Compatibility Plan. Online: https://www.sacog.org/sites/main/files/file-attachments/draft_mather_alucp_210205.pdf?1613746501. Accessed: April 9, 2021.

Dewberry | Drake Haglan. 2021c. Noise Technical Memorandum.

4.14 Population and Housing

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Population and Housing – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Setting

The City had an estimated population of approximately 79,332 individuals and a total of 28,614 housing units as of 2020 (U.S. Census Bureau, 2020).[1] The proposed project site is located within two Census Tracts established during the 2020 U.S. Census, Census Tract 90.08 and Census Tract 90.10. Census tract 89.05 borders the study area on the northwest boundary and census tract 89.08 borders the study area on the northeast boundary (Figure 4.14-1).

Census Tract 90.08 had an estimated population of approximately 5,625 individuals with a total of 1,755 housing units as of 2020 Decennial Census. Census Tract 90.10 had an estimated population of approximately 5,997 individuals and a total of 2,749 housing units as of 2020 as of 2020 Decennial Census. Between 2010 and 2019, there was a 7.64 and 20.20 percent increase in the population of Census Tracts 90.08 and 90.10, respectively (U.S. Census Bureau, 2020). Additionally, between 2010 and 2019, there was a 0.58 and a 6.67 percent increase in housing in Census Tracts 90.08 and 90.10, respectively (U.S. Census Bureau, 2020).

The proposed project is included in and is consistent with the City's General Plan and the Folsom Boulevard Specific Plan. These plans have been prepared and approved by the City. The Rancho Cordova General Plan includes goals of establishing mixed-use development that facilitates walking or cycling via pleasant pedestrian- and cyclist-friendly infrastructure. The purpose of the proposed project is to encourage the use of alternative modes of transportation and improve connectivity and provide safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site. As such, the proposed project is consistent with the City's General Plan.

[1] It should be noted that the California Department of Finance, in their most current estimate (January 1, 2024), estimates the City of Rancho Cordova to have a population of 82,109 residents and 30,751 residential units. Because this is an estimate, the U.S. Census Bureau's approved 2020 census track data is used in this setting discussion.



Census Tracts

Project Extent

89.05 89.08 90.08 90.10

0 0.175 0.35 0.7 Miles

Source: ESRI Online Basemap, World Imagery (Clarity) Map, Sacramento County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only.

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
City of Rancho Cordova, CA

Census Tracts

Figure 4.14-1

4.14.2 Discussion

a) **No Impact**. The proposed project would not result in the permanent creation of new jobs that would induce substantial population growth. The proposed project is intended to encourage residents, visitors, and employees of the major employment centers in Rancho Cordova to bike or walk instead of driving. As such, the addition of the proposed overcrossing would neither directly nor indirectly induce substantial population growth. The City's General Plan states that a bicycle and pedestrian promenade will be developed across Highway 50, between Zinfandel Drive and the crossing of Folsom Boulevard that will connect the northern and southern portions of downtown (City of Rancho Cordova, 2006). The proposed project improvements would be consistent with the City's General Plan. The proposed project would not induce substantial unplanned population growth in the area and would have no impact upon population growth. No mitigation measures are required.

b) **No Impact**. The proposed project would construct a bicycle and pedestrian overcrossing over U.S. Route 50 and a Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. The proposed project would not provide new housing units. The proposed project would not remove any existing housing units as it is an overcrossing over a Highway adjacent to established roads. The proposed project would not require the displacement of housing units or people within the proposed project area. Therefore, the proposed project would have no impact on displacing substantial numbers of existing people or housing units and would not necessitate the construction of replacement housing elsewhere. The proposed project would have no impact upon housing and no mitigation measures are needed.

4.14.3 Mitigation Measures

No mitigation measures regarding population and housing are required.

4.14.4 References

United States Census Bureau. 2021. ACS Demographic and Housing Estimates. Online: https://data.census.gov/cedsci/table?q=rancho%20cordova&g=1400000US06067009008,06067009010&tid=ACSDP5Y2010.DP05&hidePreview=true. https://data.census.gov/cedsci/table?q=rancho%20cordova&g=1400000US06067009008,06067009010&tid=ACSDP5Y2010.DP05&hidePreview=true Accessed: October 24, 2022.

Unites States Census Bureau. 2021. Quick Facts: Rancho Cordova city, California. Online: https://www.census.gov/quickfacts/fact/table/ranchocordovacitycalifornia/RHI225221. Accessed: October 24, 2022, 2021.

Federal Financial Institutions Examination Council (FFIEC). 2020. Geocode Map. Online: https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx. Accessed: October 24, 2022.

City of Rancho Cordova. 2006. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=14279. Accessed: April 2, 2021.

4.15 Public Services

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services —				
a) Would the project result in substantial adverse physical impacts associated with the provision of, or 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:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

4.15.1 Setting

City of Rancho Cordova Police Department

Police protection services in the City of Rancho Cordova are provided by the Rancho Cordova Police Department (RCPD). The RCPD is contracted through the Sacramento County Sheriff's Department to provide patrol, traffic enforcement, investigations, and administrative services to the City. RCPD is comprised of 55 sworn officers and 7 non-sworn staff (RCPD, 2024). The RCPD's goal is to maintain an average response time for Priority One calls for service of five minutes or less (City of Rancho Cordova, 2006a). The Rancho Cordova Police Station is located at 2897 Kilgore Road, approximately 1 mile northeast of the proposed project site.

Sacramento Metropolitan Fire Department

Emergency fire and medical services within Rancho Cordova are provided by the Sacramento Metropolitan Fire District (SMFD). SMFD encompasses approximately 417 square miles in the southern portion of Sacramento County and includes both urban and rural areas. SMFD has 42 fire stations with approximately 673 paid personnel on its staff. In the City's planning area, SMFD currently has seven fire stations (City of Rancho Cordova, 2006a). The closest fire station to the proposed project site is station 61 located at 10595 Folsom Boulevard, Rancho Cordova (Metro Fire Sacramento, 2021).

The SMFD has established a goal for a response time of five minutes or less for 80 percent of the time in the urbanized portions of the City. SMFD fire suppression equipment generally consists

of engines, aerial platform trucks, rescue boats, grass units, water tenders, and fully equipped Type 3 modular medical paramedic emergency response units. If a paramedic equipped engine is the first responder to an incident, the onboard paramedic provides emergency medical attention until a Type 3 modular unit arrives and assumes emergency medical service responsibilities (City of Rancho Cordova, 2006a).

Schools

The City of Rancho Cordova is served primarily by the Folsom Cordova Unified School District and the Elk Grove Unified School District. Folsom Cordova Unified School District has a current enrollment of 20,550 students and Elk Grove Unified School District has a current enrollment of 62,957 students (CDE, 2024). The proposed project site is located in the Folsom Cordova Unified School District (FCUSD). FCUSD consists of 21 elementary schools, 4 middle schools, 3 high schools, 7 alternative schools, and one charter school (FCUSD, 2024). The closest school to the proposed project site is White Rock Elementary School, located approximately 0.6 miles west of the proposed project site.

Parks

A detailed discussion of parks is provided below in **Section 4.16**, **Recreation**. The Cordova Recreation and Parks District (CRPD) provides comprehensive park development and maintenance services, as well as recreation programming for the City of Rancho Cordova. The City coordinates with CRPD in its land use authority to ensure that parkland dedication requirements are met and that parks are provided in accordance with the CRPD Master Plan and City policies on parks and open space (City of Rancho Cordova, 2006a). Major recreational opportunities in the City include bike trails, Folsom Lake State Recreational Area, and local parks.

The nearest recreation areas to the proposed project include a Class 1 bike trail, a Class 2 bike lane, a Class 3 bike route, and White Rock Community Park, all managed by CRPD.

4.15.2 Discussion

a) **Less than Significant Impact**. The proposed project involves the construction of a bicycle and pedestrian overcrossing and a Class 1 bicycle and pedestrian trail that would improve connectivity and provide safe bicycle and pedestrian access over US 50. Long-term operational demands of the proposed project would be minimal, as the proposed project is a bicycle and pedestrian overcrossing. The proposed project would not increase the need for fire protection, as the service needs would be similar to existing conditions after completion. Therefore, the proposed project would have no impact to fire protection services upon the completion of construction.

The proposed project would require partial lane closures along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. Emergency access to, and through, the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project. Implementation of a Standard Construction Period Emergency Access Plan would ensure that traffic disruption impacts are minimized to a less than significant level and that fire and law enforcement services are not impacted by the proposed project.

Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities would be short in duration. Traffic control would be present while traffic is moved onto the new alignment. Basic safety measures and best management practices (BMPs) would be implemented to reduce impacts to less than significant levels.

b) **Less than Significant Impact**. The proposed project involves the construction of a bicycle and pedestrian overcrossing and a Class 1 bicycle and pedestrian trail that would improve connectivity and provide safe bicycle and pedestrian access over US 50. Long-term operational demands of the proposed project would be minimal, as the proposed project is a bicycle and pedestrian overcrossing. The proposed project would not increase the need for police protection, as the service needs would be similar to existing conditions after completion. Therefore, the proposed project would have no impact to police protection services upon the completion of construction.

The proposed project would require partial lane closures along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard during construction. Emergency access to, and through, the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project. Implementation of a Standard Construction Period Emergency Access Plan would ensure that traffic disruption impacts are minimized to a less than significant level and that fire and law enforcement services are not impacted by the proposed project.

Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities would be short in duration. Traffic control would be present while traffic is moved onto the new alignment. Basic safety measures and best management practices (BMPs) would be implemented to reduce impacts to less than significant levels.

c) **No Impact**. The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would not increase population, refer to **Section 4.14**, **Population and Housing**. The proposed project would not result in

an increase in school age children beyond what FCUSD currently provides for. Construction workers are anticipated to come from surrounding areas, and thus would not relocate to the proposed project vicinity. Therefore, temporary increase in school services would not occur. There would be no impact in regard to school service needs and no mitigation measures are required.

d) **No Impact.** The proposed project would not increase population, refer to **Section 4.14**, **Population and Housing**, and thus would not result in an increase in demand on parks and recreational facilities (refer to **Section 4.16**, **Recreation**, for further details). Therefore, the proposed project would not require the construction or expansion of recreational facilities beyond what is already proposed.

e) **No Impact**. The proposed project would construct a new bicycle and pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would not increase the need for other public services, as service needs would be similar to existing conditions. Therefore, the proposed project would have no impact to other public services upon the completion of construction. The proposed project would not increase the population, refer to **Section 4.14**, **Population and Housing**, and thus, would not result in an increase in the number of people that would use other public services such as libraries, public transportation, and other County services. Construction workers are anticipated to come from the surrounding areas and thus would not relocate to the proposed project vicinity.

4.15.3 Mitigation Measures

No mitigation measures regarding public services are required.

4.15.4 References

California Department of Education. 2024. Data Quest. 2022-2023 Year. Folsom Cordova Unified School District and Elk Grove Unified School District Enrollment by Ethnicity and Grade. Available Online: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3467330&agglevel=district&year=2022-23 and https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3467314&agglevel=district&year=2022-23. Date Accessed: May 3, 2024.

City of Rancho Cordova. 2006a. General Plan Final Environmental Impact Report. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/11095/635901751960370000. Accessed: October 26, 2022.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=14279. Accessed: April 16, 2021.

City of Rancho Cordova. 2021c. Zoning Viewer. Online: https://www.arcgis.com/apps/webappviewer/index.html?id=f08b409f526741b0a5571e1fa90a6842. Accessed: April 16, 2021.

Folsom Cordova Unified School District (FCUSD). 2024. School District Information. Available Online: https://www.fcusd.org/district/about-us. Date Accessed: May 3, 2024.

Metro Fire Sacramento. 2021. Station Locations. Online: https://metrofire.ca.gov/maps. Accessed: April 16, 2021.

Rancho Cordova Police Department. 2024. About Us. Available Online: https://www.ranchocordovapd.com/about-us. Date Accessed: May 6, 2024.

4.16 Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 facilities would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

4.16.1 Setting

The City's Open Space Parks and Trails Element of the General Plan contains goals and policies established to maintain existing open space and natural recreational areas, in addition to creating more recreational areas for the enjoyment of residents and the protection of the environment. The Cordova Recreation and Parks District (CRPD) provides comprehensive park development and maintenance services, as well as recreation programming for the City of Rancho Cordova. The City coordinates with CRPD in its land use authority to ensure that parkland dedication requirements are met and that parks are provided in accordance with the CRPD Master Plan and City policies on parks and open space. Major recreational opportunities in the City include bike trails, Folsom Lake State Recreational Area, and local parks.

The nearest recreation areas to the proposed project include a Class 1 bike trail, a Class 2 bike lane, a Class 3 bike route, and White Rock Community Park, all managed by Cordova Recreation and Parks District. The Class 1 bike trail is located approximately 2,000 feet north of the proposed project. The Class 2 bike lane is located along Zinfandel Drive at the proposed project site. The Class 3 bike route is located approximately 500 feet south of the proposed project site along Zinfandel Drive. White Rock Community Park is located approximately 3,000 feet southwest of the proposed project site.

4.16.2 Discussion

a) **No Impact**. The proposed project would not involve the construction of new housing or other facilities that would increase traffic to existing recreational. The proposed project consists of constructing a new bicycle and pedestrian recreational facility to serve residents of Rancho Cordova. Thus, it would not increase the use of or contribute to the physical deterioration of other existing parks or recreational facilities. The proposed project would result in no impact, and no mitigation would be required.

b) **Less than Significant**. The proposed project intends to encourage the use of alternative modes of transportation for resident, visitors, and employees of the major employment centers within the City. The proposed project would serve the community as both a recreational facility as well as active transportation corridor. The proposed project intends to improve connectivity in the City as well as improve safety for bicycle and pedestrian access along Zinfandel Drive at the proposed project site.

Operations would be similar to existing conditions upon completion. The proposed project is intended to encourage residents, visitors, and employees of the major employment centers in Rancho Cordova to bike or walk instead of driving. The proposed project would not contribute to an increase in population, nor would it result in an increase in demand on existing recreational facilities. No additional recreational facilities would be required to be created as a result of the proposed project. Construction workers brought to the area for the temporary construction period are anticipated to come from the surrounding area and would not relocate. Therefore, an increased demand on recreational facilities would not occur. No mitigation measures are required.

4.16.3 Mitigation Measures

No mitigation measures regarding recreational facilities are required.

4.16.4 References

City of Rancho Cordova. Zoning Viewer. Online: https://www.arcgis.com/apps/webappviewer/index.html?id=f08b409f526741b0a5571e1fa90a6842. Accessed: April 13, 2021.

City of Rancho Cordova. 2006b. Rancho Cordova General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=686. Accessed: April 13, 2021.

4.17 Transportation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

4.17.1 Setting

The proposed project would consist of a new bicycle and pedestrian overcrossing that would cross over US 50 as well as a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project is located in central Rancho Cordova, Sacramento County, California. This proposed project does not involve any improvements to existing roadways.

Roadways

The proposed project would connect Folsom Boulevard to White Rock Road and would cross over US 50. The proposed project area spans multiple major local and regional roadways, including Zinfandel Drive, White Rock Road, Gold Center Drive, US 50 on- and off-ramps, Olson Drive, and Folsom Boulevard as well US 50.

US 50 is an east-west multi-lane freeway beginning just west of the City of Sacramento and continuing east through Sacramento County and El Dorado County to Lake Tahoe and beyond. In the Rancho Cordova area, US 50 varies between an eight-lane facility and a six-lane facility with the addition of two high occupancy vehicle (HOV) lanes east of Sunrise Boulevard. Zinfandel Drive is a four-lane major road from International Drive to Folsom Boulevard. The US 50/ Zinfandel Drive interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants. White Rock Road is a two-lane local road between International Drive and Zinfandel Drive, a six-lane secondary road between Zinfandel Drive and Sunrise Boulevard, and a two-lane rural road east of Sunrise Boulevard. Folsom Boulevard parallels US 50 from Business 80 in Downtown Sacramento to Folsom. Folsom

Boulevard is generally a four-lane major road within the City of Rancho Cordova (City of Rancho Cordova, 2006a).

Bicycle and Pedestrian Facilities

Existing bicycle and pedestrian facilities along Zinfandel Drive are shown below in Table 4.17-1:

Table 4.17-1: Existing Bicycle and Pedestrian Facilities in Project Area

Limits	Bicycle and Pedestrian Facilities Along SB Zinfandel	Bicycle and Pedestrian Facilities Along NB Zinfandel
From White Rock Road to Eastbound US 50 Ramps	6' Sidewalk 6' Class 2 Bike Lane	7' Sidewalk 6' Class 2 Bike Lane
Eastbound US 50 Ramps to Westbound US 50 Ramps	6' Sidewalk 6' Class 2 Bike Lane	5' Sidewalk on existing overcrossing 7' Sidewalk off existing overcrossing 6' Class 2 Bike Lane
Westbound US 50 Ramps to Olson Drive	6' Sidewalk 6' Class 2 Bike Lane	6' Sidewalk 6' Class 2 Bike Lane
Olson Drive to Folsom Boulevard	8' Sidewalk 6' Class 2 Bike Lane	5' Sidewalk No Bike Lane

4.17.2 Discussion

a) **No Impact**. The proposed project would establish a Class 1 bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would connect existing Class 2 bikeway facilities within the City and would provide safe bicycle and pedestrian access along Zinfandel Drive at the proposed project site. The proposed project intends to improve connectivity between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50 as well as encourage the use of alternative modes of transportation within the City. The proposed project would provide safe and improved access for both recreational and commuting bicyclists and pedestrians. The proposed project would not conflict with any adopted plan, policy, or ordinance, and therefore the proposed project would have no impact.

b) **Less than Significant**. Transportation projects that can be presumed to lower VMT or have no effect on it, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research (OPR) Technical Advisory (OPR, 2018), should be expected to cause a less than significant impact and would not require further VMT analysis. Specifically, projects that would not lead to a substantial or measurable increase in VMT, include:

- Addition of Class I bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.

- Addition of new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel.

The proposed project would improve connectivity between the areas south of US 50 and the areas north of US 50 by constructing a Class I bicycle and pedestrian trail. The purpose of the proposed project is to encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City. It is needed to improve connectivity and provide safe bicycle and pedestrian access along Zinfandel Drive.

During construction, temporary lane closures would be necessary along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. The full closure of roadways in the proposed project area is not anticipated during project construction; however, Gold Center Drive, Olson Drive, and US 50 on- and off-ramps may experience short closures during traffic control transitions and the installation of proposed undercrossings. Additionally, a temporary, nighttime closure of US 50 may be required for the installation and removal of the bridge falsework needed to construct concrete elements on the new bridge. All temporary traffic control equipment and procedures would comply with the 2018 Caltrans Standard Specification and access to all adjacent residential, commercial, and public properties would be maintained throughout construction. These lane closures would be temporary in nature and are considered to have a minimal effect on VMT during project construction. Construction related impacts are considered less than significant and no mitigation is required.

Upon completion of construction, the proposed project would result in an improved connection of bicycle and pedestrian access over US 50. No changes to the existing roadways would occur, beyond the multipurpose path access points. In addition, as stated above, the construction of Class I bicycle paths, trails, multipurpose paths, or other off-road facilities that serve non-motorized travel would not lead to a measurable increase in VMT. Therefore, the proposed project's impacts to VMT would be less than significant and no mitigation is required.

c) **Less than Significant**. No changes to the existing roadways would occur, beyond conformance of the existing roadways with the multipurpose path access points. During construction, there could be conflict with construction equipment and adjacent land uses. Construction equipment would be confined to the proposed project site and staging areas and would not conflict with other vehicles moving through the proposed project site. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. Impacts are less than significant in this regard and no mitigation measures are required.

Design features of the proposed project would not result in conflicts of movement, nor would it result in increased hazards at intersections. The proposed project would not generate vehicular traffic. The proposed project would result in a connection in the regional active transportation network. The proposed project would provide safer routes for pedestrian and bicycle access through the proposed project site, which would ultimately reduce existing conflicts between vehicles and pedestrians and cyclists. Providing safer pedestrian and bicycle access through the proposed project site is a goal in the City General Plan, City's Bicycle and Pedestrian Master Plan, and Sacramento County General Plan. This would ultimately be beneficial to the City of Rancho Cordova. Impacts would be less than significant. No mitigation measures are required.

d) **Less than Significant.** As discussed above, the proposed project would require partial lane closures along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. The full closure of roadways in the proposed project area is not anticipated during project construction; however, Gold Center Drive, Olson Drive, and US 50 on- and off-ramps may experience short closures during traffic control transitions and the installation of proposed undercrossings. Additionally, a temporary, nighttime closure of US 50 may be required for the installation and removal of the bridge falsework needed to construct concrete elements on the new bridge. All temporary traffic control equipment and procedures would comply with the 2018 Caltrans Standard Specification and access to all adjacent residential, commercial, and public properties would be maintained throughout construction. These would be temporary in nature and may increase emergency response times during construction. Any increase in emergency response times would cease upon construction completion. The proposed project would be coordinated with the Sacramento Metropolitan Fire District, Rancho Cordova Police Department, and other law enforcement or emergency service providers within the area; therefore, the proposed project's impact on emergency access would be less than significant.

4.17.3 Mitigation Measures

No mitigation measures regarding transportation are required.

4.17.4 References

City of Ranch Cordova. 2016. Bicycle Master Plan. Online: https://www.cityofranchocordova.org/home/showdocument?id=11416 Accessed: February 10, 2021.

City of Ranch Cordova. 2011. Pedestrian Master Plan. Online: https://www.cityofranchocordova.org/home/showdocument?id=9256. Accessed: February 10, 2021.

City of Rancho Cordova. 2006a. General Plan Draft Environmental Impact Report 4.5 Transportation and Circulation. Online:

https://www.cityofranchocordova.org/home/showpublisheddocument/11095/635901751960370000. Accessed: October 26, 2022, 2021.

City of Rancho Cordova. 2006a. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=14279. Accessed: February 10, 2021.

Sacramento County. 2011. General Plan of 2005-2030. Online: https://planning.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/2030%20General%20Plan%20Exec%20Summary.pdf. Accessed: February 10, 2021.

4.18 Tribal Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	☐	☒	☐	☐

4.18.1 Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the CRHR or is in included in a local register of historical resources. Pursuant to Public Resource Code (PRC) §2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.
4. A historical resource described in PRC §21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC §21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and requests the consultation within 30 days of receipt of the formal notification of the project (PRC §21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in §21084.3.

Assembly Bill (AB) 52 Consultation

As part of the effort to identify any TCRs that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in August 2020. The search found no known TCRs in or near the proposed project site.

Assembly Bill 52 (AB 52) went into effect on July 1, 2015, and established a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC §§ 21073, 21074, 21080.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

On September 30, 2020, the City of sent letters to the tribes that had requested AB 52 consultation with the City: Ione Band of Miwok Indians, Wilton Rancheria, and the United Auburn Indian Community of the Auburn Rancheria (UAIC). The NAHC provided a list of eight Native American representatives. Pursuant to PRC § 21080.3, on November 6, 2020, the City sent letters to the Native American tribes in the list provided by the NAHC, who had not been sent letters in September. The letters notified the tribes of an AB 52 project and requested they respond if they had information regarding Tribal Cultural Resources.

Between December 7 and December 11, 2020, followed up emails and/or phone calls were made to the parties mentioned above. On December 8, 2020, Pamela Cubbler, Treasurer of Colfax Todds Valley Consolidated Tribe, sent an email requesting a copy of the Pedestrian Survey Report. On the same day, a reply was sent via email explaining that the Pedestrian Survey Report was not yet complete, but some data was provided from the in-progress report to Ms. Cubbler, and an offered to email the report when it was finished.

On December 11, 2020, Mike DeSpain of the Buena Vista Rancheria of Me- Wuk Indians emailed requesting to be kept informed of groundbreaking activities for the project and wanted to know if the cultural resource study was going to be released at the same time the project starts. On the same day, email was sent to Mr. DeSpain offering a copy of the cultural resources report when it is completed; and stated that at that time, the start date of the project is known.

On November 4, 2020, Anna Starkey, Cultural Regulatory Specialist with the UAIC, sent an email and attached letter that verified receipt of the Section 106/AB52/Sacred Lands File letter and stated they had no record of a Sacred Land in their files for the project. Ms. Starkey recommended the City contact the Shingle Springs Rancheria and recommended incorporating mitigation measures regarding Unanticipated Discoveries (which were provided as an attachment to the email) into the cultural resources section of CEQA document the City was

preparing. Ms. Starkey also requested that copies of draft documents be sent to the UAIC before being released to the public. Ms. Starkey stated that if no cultural resources were identified as a result of the project and the City agreed to the mitigation measures discussed, consultation for the project could then close.

On January 06, 2021, Edgar Medina from the City emailed Ms. Starkey and responded to her request to consult on the project by requesting a copy of the unanticipated discoveries mitigation measures for review and consideration. In addition, Edgar Medina accepted Ms. Starkey's request to have public documents reviewed by the UAIC when they are ready for review. The same day, Ms. Starkey emailed Edgar Medina with the UAIC's unanticipated discoveries mitigation measures that they would like to see incorporated in the Tribal Cultural Resources chapter of the CEQA document. On January 07, 2021, Edgar Medina emailed Ms. Starkey that the City decided to incorporate the mitigation measures into the CEQA document, and the City will notify Ms. Starkey when the document is ready for review.

On January 04, 2021, an email was received from Ms. Mayberry from Wilton Rancheria in which she requested to be consulted and provided questions about the proposed project. Ms. Mayberry wanted to know where and how deep the planned subsurface impacts will be. Wilton Rancheria's main concern is for deep buried resources since most of modern roads were made from existing Native American trade and hunting routes. On January 06, 2021, Mr. Medina, from the City, emailed Ms. Mayberry acknowledging receipt of Wilton Rancheria's request for consultation and asked to hear any concerns Wilton Rancheria may have on the proposed project. Edgar Medina requested confirmation that Ms. Mayberry is the designated lead contact for the tribe and he answered her initial questions: A) the planned subsurface impacts entail the construction of a Class I pedestrian overcrossing over highway 50, and they anticipate that subsurface excavations will occur at the existing on and off ramps existing bridge abutments, and B) it is anticipated that the proposed project will have excavation depths of 15' to 20' in previously engineered filled areas such as an existing on and off ramps to the highway and bridge abutments. No further response from Wilton Rancheria has been received.

Field Survey

On September 07, 2020, an intensive pedestrian survey was conducted of the proposed project area. The majority of the proposed project is in paved road, and it includes structures that cover the ground surface. The only areas within that are not paved over are the three potential staging areas. These staging areas' parcels were subject to a more intensive pedestrian survey. No prehistoric or historic archaeological resources were encountered during the pedestrian survey.

4.18.2 Discussion

a) Less than Significant. On July 31, 2020, a records search for the proposed project was completed by the North Central Information Center at California State University, Sacramento. The records search identified a historic-period mining district (CA-SAC-308H) which encompasses the proposed project area, but no district-associated resources have been documented within, or adjacent to, the proposed project area of direct impact. Visual inspection of unpaved areas within area was unconstrained. No cultural resources or historic properties were identified as a result of this investigation. Therefore, impacts would be less than significant, and no mitigation is required.

b) **Less than Significant with Mitigation**

On August 12, 2020, a request for a sacred land search and Section 106 consultation outreach list was submitted to the Native American Heritage Commission (NAHC). The NAHC search was negative for sacred lands. The field survey conducted in September 2020 did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators.

No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the City coordinated with the UAIC via email and received mitigation measures recommended for the proposed project. These measures address inadvertent discoveries and the inclusion of a tribal cultural resources section in the Worker Environmental Awareness and Protection training, and a request for a post-ground disturbance site visit. Due to the nature of the proposed project, there is the potential to encounter previously unknown tribal cultural resource. Therefore, through the implementation of **Mitigation Measure TCR-1 and CUL-4**, the proposed project would have a less than significant impact on tribal cultural resources.

4.18.3 Mitigation Measures

Implement **Mitigation Measure CUL-4**, as described in **Section 4.5, Cultural Resources**, above. Additionally, the following mitigation measure was developed in consultation with the tribes and is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

Mitigation Measure TCR-1: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the proposed project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the proposed project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the proposed project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

4.18.4 References

InContext. 2021a. Archaeological Survey Report: Zinfandel Drive Bicycle and Pedestrian Overcrossing Project. Federal Project No. HIPSTPL-5482(043).

4.19 Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

4.19.1 Setting

The Sacramento County Water Agency (SCWA) provides primary water service to the City's planning area. Other agencies, including the California-American Water Company, the Golden State Water Company, and Omochumne-Hartnell Water District provide water service to portions of the City not served by SCWA. The proposed project site is within the Golden State Water Company Water District (City of Rancho Cordova, 2006b).

Regional San provides wastewater conveyance and treatment services to the residential, industrial, and commercial customers in the City. Regional San's contributing agencies include the Sacramento Area Sewer District (SASD) (Regional San, 2021). The proposed project is located within the Sacramento Area Sewer District (SASD) service area (SASD, 2021). The SASD collects local wastewater in the City of Rancho Cordova. Wastewater collected by the SASD goes through a series of pump stations on its way to the Sacramento Regional Wastewater Treatment Plant (SRCSD, 2021).

The Sacramento Municipal Utility District (SMUD) is the primary provider of electric service in the City and works closely to the city to ensure a reliable power supply for all residents. Pacific Gas and Electric Company (PG&E) provides natural gas to all customers in the City. PG&E also owns and maintains some of the City's electrical facilities. Several companies in the City's planning area, including Comcast and AT&T provide cable and telephone services (City of Rancho Cordova, 2006b). In addition, Caltrans has recently installed a fiber optic line along US 50 through the proposed project site. Fiber optic cables can carry more information and help improve network connections which replaced the existing copper communication lines.

The City's solid waste service is provided to residents by Republic Services, Inc. The City adopted a Construction & Demolition Debris Reduction, Reuse, Recycling Ordinance in 2011, which requires that a minimum of 50% of the waste generated from certain construction and demolitions projects is recycled. Compliance includes hiring a waste hauler or a combination of waste haulers to haul all waste and recyclable materials generated to recycling and disposal facilities, complete and submit a Waste Management Plan to the Building and Safety Division, pay a $40 per parcel Applicant Fee, and Create an account and a new project at RanchoCordova.WasteTracking.com (City of Rancho Cordova, 2021b).

4.19.2 Discussion

a) **Less than Significant**. Multiple existing surface and underground utilities are present in the proposed project area. Surface and underground utilities include communication, water, sewer, and electrical lines. Much of the anticipated utility relocation associated with the proposed project would include adjusting existing surface utility poles, boxes, meters, and drainage along Zinfandel Drive to correspond with the proposed bicycle and pedestrian facilities. Additionally, existing fire hydrants would be shifted as a result of the proposed project improvements. The need for the relocation of underground and overhead utilities at the proposed project site is to be determined and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

   Operations would be similar to existing conditions upon construction completion. The proposed project would result in a minimal increase in impervious surfaces from the Class 1 trail, which could cause an increase in surface water runoff leaving the proposed project site. Modifications to the existing drainage features would be conducted to make them suitable and to handle the small incremental increase in runoff. The proposed project would not generate wastewater nor increase water demand and therefore would not require the construction of additional wastewater or water treatment facilities. Operations of the proposed project would not increase the demand for water, electrical power, natural gas, or other telecommunication facilities. Thus, the proposed project

would not require the expansion of construction of new facilities. Operational impacts would be less than significant, and no mitigation measures are required.

Non-potable water use would be required for fugitive dust control during project construction. See **Section 4.3**, **Air Quality**, for more information regarding fugitive dust control BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water for construction activities. This use of water would occur during the construction period and would cease upon construction completion. Potable water would be required during construction for workers. Typically, potable water is brought to the site in bottles or other potable water vessels. Water use at the proposed project site would cease upon construction completion. No new or expanded water facilities would be required.

During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. No new or expanded facilities would be required.

The proposed project would not result in the need for new or expanded water, wastewater treatment, or other utility facilities. Impacts from the proposed project would be less than significant. No mitigation is required.

b) **No Impact**. The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would not result in new, permanent water demand directly or indirectly. Use of non-potable water would be used for fugitive dust control measures (see **Section 4.3**, **Air Quality**, for more information regarding dust control). Potable water supplies during construction are used for construction workers. Water supplies during construction is typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur during the construction period of the proposed project and would cease upon construction completion. No impact would occur to existing water supplies. No mitigation is required.

c) **No Impact**. The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. Upon construction completion, the proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated

by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. There would be no impact and no mitigation measures are required.

d) **No Impact**. The proposed project would construct a new pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project operations would not generate substantial amounts of solid waste beyond trash that multipurpose path users may inadvertently drop on the route. Impacts are considered less than significant, and no mitigation is required.

   The proposed project involves primarily excavation, installation of a bicycle and pedestrian overcrossing, and two to three undercrossings at Gold Center Drive and US 50 on- and off-ramps. There is no demolition of any building structures associated with the proposed project or other elements that would generate substantial solid waste. The nearest landfill is the Kiefer Landfill, located at 12701 Kiefer Boulevard, Sloughhouse, CA 95683, approximately 7 miles southeast of the proposed project site. This landfill is operated by Sacramento County (City of Rancho Cordova, 2006b). The proposed project would not generate solid waste in excess or impair the attainment of solid waste reduction goals. Therefore, there would be no impact, and no mitigation is required.

e) **No Impact**. The proposed project would be a pedestrian overcrossing structure over US 50 and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. As discussed under subsection d, above, the proposed project would not generate substantial amounts of solid waste and the contractor would be required to comply with federal, State, and local waste management and reduction statutes and regulations. Therefore, the proposed project would not conflict with statutes and regulations related to solid waste. There would be no impact. No mitigation measures are required.

4.19.3 Mitigation Measures

No mitigation measures regarding utilities are required.

4.19.4 References

Caltrans. 2022. U.S. Highway 50 Fiber Optics Project. Online: . Accessed: November 7, 2022.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000. Accessed: October 25, 2021

City of Rancho Cordova. 2021b. Rancho Recycles. Online: https://www.cityofranchocordova.org/departments/public-works/services-and-programs/rancho-recycles. Accessed: October 27, 202.

Regional San. 2021. About Us. Online: https://www.regionalsan.com/about-us. Accessed: October 27, 2021.

Sacramento Area Sewer District. 2021. Sacramento Area Sewer District Service Area. Online: https://www.sacsewer.com/sites/main/files/file-attachments/sasd_servicearea_20210208.pdf?1612892152. Accessed: October 27, 2021.

Sacramento Regional County Sanitation District (SRCSD). 2021. A Guide to the Sacramento Region's Sewer Services. Online: https://www.regionalsan.com/sites/main/files/file-attachments/guidetoservices_1.pdf. Accessed: October 27, 2021.

4.20 Wildfire

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wildfire – If located in or near sate responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

4.20.1 Setting

The proposed project site is served by the Sacramento Metropolitan Fire District (SMFD). The SMFD operates 41 staffed fires stations in Sacramento County. Sacramento Metro Fire District Station 61 is located approximately 2,000 feet northwest of the proposed project site and is the closest station to the proposed project site. In addition, Sacramento Metro Fire District Station 66 is located approximately 5,000 feet southeast of the proposed project site.

According to the CalFire Fire Hazard Severity Zones Map, the proposed project site is not located in or near a State Responsibility Area (SRA) or lands classified as Very High Fire Hazard Severity Zones. The City of Rancho Cordova in located in a Non-Very High Fire Hazard Severity Zone (NVHFHSZ) in a Local Responsibility Area (LRA). There are no areas in Rancho Cordova categorized as a Very High Fire Hazard Severity Zone.

Although this CEQA topic only applies to area within an SRA or Very High Fire Hazard Severity Zones, out of an abundance of caution, these checklist questions are analyzed below.

4.20.2 Discussion

a) **Less than Significant**. The proposed project would construct a new bicycle and pedestrian overcrossing over US 50, along with approximately 3,200 feet of Class 1 bicycle and

pedestrian improvements. The proposed project would improve the active transportation network in the City, and would not hinder continued use of Zinfandel Drive, US 50, White Rock Road, Olson Drive, Gold Center Drive or Folsom Boulevard. The proposed project would not increase capacity along any of the adjacent roadways that could increase traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on adjacent roadways would remain the same as existing conditions. Therefore, the proposed project would have no impact to emergency response plans or emergency evacuation plans upon the completion of construction.

During construction, temporary lane closures would be necessary along Zinfandel Drive, Gold Center Drive, Olson Drive, and Folsom Boulevard to complete bicycle and pedestrian improvements. The full closure of roadways in the proposed project area is not anticipated during project construction; however, Gold Center Drive, Olson Drive, and US 50 on- and off-ramps may experience short closures during traffic control transitions and the installation of proposed undercrossings. Additionally, a temporary, nighttime closure of US 50 may be required for the installation and removal of the bridge falsework needed to construct concrete elements on the new bridge. If falsework is required to construct the proposed bridge, a detour would be established along Zinfandel Drive, Folsom Boulevard, and Sunrise Boulevard (**Figure 2-2**) during installation and removal of falsework. The proposed project would be coordinated with the Rancho Cordova Police Department, Sacramento Metropolitan Fire District, and other law enforcement or emergency service providers within the area through a standard Construction Period Emergency Access Plan. The proposed project would have a less than significant impact, and no mitigation is required.

b) **Less than Significant**. The proposed project would construct a new bicycle and pedestrian overcrossing over US 50, along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements. The proposed project site's slope, prevailing winds, or other factors that exacerbate wildfire risks and expose the proposed project site and surrounding area to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be similar to existing conditions upon completion of construction. Therefore, operation of the proposed project would have no impact in this regard.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Proposed project coordination with the City and the implementation of BMPs would reduce the potential for construction

activities to result in severe fires. Impacts would be less than significant, and not mitigation is required.

c) **No Impact.** The proposed project would construct a new bicycle and pedestrian overcrossing over U.S. Route 50 (US 50), along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements. The proposed project site is in an already urbanized area and would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts from the proposed project implementation would have no impacts relative to this topic and no mitigation measures are required.

d) **No Impact**. The proposed project would construct a new bicycle and pedestrian overcrossing over U.S. Route 50 (US 50), along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements. The proposed project is located in the City of Rancho Cordova in an urbanized area with relatively flat terrain. The proposed project would not exacerbate existing downstream flooding risk or landslides as a result of run-off, post -fire slope instability or drainage changes. The proposed project would not substantially increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risks.

During construction, construction workers would be present on site; however, this increase in workers would be temporary in nature. The risks associated with runoff, slope instability, and drainage changes within the proposed project site during construction would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact in this regard and no mitigation measures are required.

4.20.3 Mitigation Measures

No mitigation measures regarding Wildfire are required.

4.20.4 References

Federal Emergency Management Agency. 2020. FEMA's National Flood Hazard Layer (NFHL) Viewer. Online: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed: April 2, 2021.

California State Geoportal. 2020. California Fire Hazard Severity Zone Viewer. Online: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414. Accessed: April 2, 2021.

CAL FIRE and Resource Assessment Program. 2008. Very High Fire Hazard Severity Zones in LRA: Sacramento County. Online: https://osfm.fire.ca.gov/media/6758/fhszl_map34.pdf. Accessed: April 2, 2021.

CAL FIRE. 2007. Fire Hazard Severity Zones in SRA: Sacramento County. Online: https://osfm.fire.ca.gov/media/6756/fhszs_map34.pdf. Accessed: April 2, 2021.

Metro Fire Sacramento. Station Locations. Online: https://metrofire.ca.gov/maps. Accessed: April 2, 2021.

City of Rancho Cordova. 2006a. General Plan Draft Environmental Impact Report. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=746. Accessed: April 2, 2021.

Sacramento County Office of Emergency Services. 2017. Emergency Operations Plan. Online: https://sacoes.saccounty.net/EmergencyManagement/Documents/Emergency%20Operations%20Plan%20%28EOP%29%20Final%201.0%20Sac%20Co.%2007-11-17.pdf. Accessed: April 2, 2021.

Sacramento County Office of Emergency Services, Evacuation Annex. 2018. Sacramento County Evacuation Plan. Online: https://sacoes.saccounty.net/EmergencyManagement/Documents/SAC%20Evacuation%20Plan%20FINAL%202018%20with%20appendicies.pdf. Accessed: April 2, 2021.

City of Rancho Cordova. 2006b. General Plan. Online: https://www.cityofranchocordova.org/home/showpublisheddocument?id=14279. Accessed: April 2, 2021.

4.21 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance –				
a) Does the project have the potential to substantially 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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)?	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.21.1 Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects is analyzed below.

4.21.2 Discussion

a) **Less than Significant with Mitigation**. Per the impact discussions in the Biological, Cultural Resources, and Tribal Cultural Resources sections, the potential of the proposed project to substantially degrade the environment or eliminate major periods of California history or prehistory would be less than significant with mitigation incorporated**.**

b) **Less than Significant**. The proposed project is located in the City of Rancho Cordova, Sacramento County. The purpose of the proposed project is to encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City. The proposed project would construct a new pedestrian overcrossing structure over US 50, offset to the east of the existing Zinfandel

Overcrossing and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed overcrossing structure would be located parallel to, and just east of, Zinfandel Drive, and would be designed according to existing City, Caltrans, AASHTO, and ADA standards. Operations of surrounding roadways would be similar to existing conditions upon construction completion. The impacts would be site specific and would be mitigated to less than significant levels. Therefore, the proposed project would not be cumulatively considerable, and no mitigation measures are required for cumulative impacts.

c) **Less than Significant with Mitigation**. The proposed project would construct a new pedestrian overcrossing structure over US 50, offset to the east of the existing Zinfandel Overcrossing and would establish a Class I bicycle and pedestrian trail from White Rock Road to Folsom Boulevard. The proposed project would not cause substantial adverse effects on human beings. As discussed in the biological resources, geology and soils, and hazards and hazardous materials, the potential impacts to human beings would be mitigated to a less than significant level. Therefore, impacts on human beings would be less than significant with the incorporation of mitigation measures, where required.

5.0 LIST OF PREPARERS AND REVIEWERS

This Draft IS/MND was prepared by Dewberry Engineers Inc. in cooperation with the other members of the environmental study team. Dewberry Engineers Inc. was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

CEQA Lead Agency:

Project Engineer ..... Edgar Medina, PE

Dewberry

Principal in Charge ..... Dennis Haglan, PE
Project Manager ..... Brian Hansen, PE
Environmental Project Manager ..... Leslie Haglan
Senior Biologist/Environmental Planner ..... Lindsay Tisch
Cultural Resources/Environmental Planner ..... Jennifer Hildebrandt, MS
Senior Environmental Planner ..... Chris Graham
Environmental Planner ..... Courtney Van Winkle
Environmental Planner ..... Noelle Tamas
Environmental Planner ..... Isabella Ciraulo

6.0 ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms and abbreviations used within this document. Each term is defined in full once within the document before the abbreviation is used.

AB	Assembly Bill
ACM	Asbestos containing material
ADL	Aerially deposited lead
ADT	Average daily vehicular traffic trips
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
BMP	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
California Register	California Register of Historical Resources
CalOSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CDOC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CGS	California Geological Survey
CH_4	Methane

CHRIS	California Historical Resources Information System
CIDH	Cast-in-Drilled Hole
City	City of Rancho Cordova
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2e	Carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
County	Sacramento County
CRPD	Cordova Recreation and Parks District
dB	decibel
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EDR	Environmental Database Resources, Inc.
EIR	Environmental Impact Report
FCUSD	Folsom Cordova Unified School District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
General Plan	City of Rancho Cordova General Plan
GHG	Greenhouse Gas
HASP	Health and Safety Plan
HBP	Highway Bridge Program
HOV	High occupancy vehicle
HPSR	Historic Properties Survey Report
IS	Initial Study
ISA	Initial Site Assessment
LBP	Lead-based paint
Leq	Equivalent A-weighted sound level
LRA	Local Responsibility Area

MALUCP	Mather Airport Land Use Compatibility Plan
MBTA	Migratory Bird Treaty Act
mg/L	Milligrams per liter
MLD	Most Likely Descendant
mph	Miles per Hour
MRZ	Mineral Resource Zone
MSE	Mechanically Stabilized Earth
Msl	Mean sea level
$MTCO_2e$	Metric tons of carbon dioxide equivalent
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEIC	Northeast Information Center
NESHAP	National Emission Standard for Hazardous Air Pollutants
NHPA	National Historic Preservation Act of 1966
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NVHFHSZ	Non-Very High Fire Hazard Severity Zone
O_3	Ozone
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead
PG&E	Pacific Gas and Electric Company
PIA	Project Impact Area
PM	Particulate Matter
PM_{10}	Particulate Matter 10 microns in diameter or less
$PM_{2.5}$	Particulate Matter 2.5 microns in diameter or less

ppb	Parts per Billion
ppm	Parts per Million
PRC	Public Resources Code
PS&E	Plans, Specifications and Estimates
RECs	Recognized Environmental Conditions
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SASD	Sacramento Area Sewer District
SCWA	Sacramento County Water Agency
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMFD	Sacramento Metropolitan Fire Department
SMUD	Sacramento Metropolitan Utility District
SR	State Route
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SVAQEEP	Sacramento Valley Air Quality Engineering and Enforcement Professionals
SWPPP	Stormwater Pollution Prevention Plan
TCE	Temporary Construction Easement
TCR	Tribal Cultural Resource
TPZ	Tree Protection Zone
UCMP	University of California Museum of Paleontology
US 50	U.S. Route 50
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	Groundborne Vibration
VMT	Vehicle miles traveled

APPENDICES

APPENDIX A: CALEEMOD VERSION 2022.1.1.15 MODEL

Zinfandel Pedestrian Overcrossing Project Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

3.3. Site Preparation and Grading (2024) - Unmitigated

3.5. Site Preparation and Grading (2025) - Unmitigated

3.7. Building Construction (2025) - Unmitigated

3.9. Paving and Architectural Coating (2025) - Unmitigated

3.11. Paving and Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Zinfandel Pedestrian Overcrossing Project
Construction Start Date	10/1/2024
Lead Agency	City of Rancho Cordova
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	37.8
Location	38.592110310049605, -121.28801903019206
County	Sacramento
City	Rancho Cordova
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	754
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Linear	0.19	Mile	26.0	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.35	1.13	10.4	13.0	0.02	0.43	0.00	0.43	0.40	0.00	0.40	—	2,398	2,398	0.10	0.02	0.00	2,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.52	7.16	70.2	63.1	0.11	3.05	28.9	31.9	2.80	13.8	16.6	—	11,894	11,894	0.48	0.10	0.00	11,935
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.83	0.69	6.80	6.10	0.01	0.29	2.83	3.13	0.27	1.36	1.63	—	1,141	1,141	0.05	0.01	0.00	1,145
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.13	1.24	1.11	< 0.005	0.05	0.52	0.57	0.05	0.25	0.30	—	189	189	0.01	< 0.005	0.00	190

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	1.35	1.13	10.4	13.0	0.02	0.43	0.00	0.43	0.40	0.00	0.40	—	2,398	2,398	0.10	0.02	0.00	2,406
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	8.52	7.16	70.2	63.1	0.11	3.05	28.9	31.9	2.80	13.8	16.6	—	11,894	11,894	0.48	0.10	0.00	11,935
2025	7.74	6.51	61.3	58.5	0.11	2.60	28.9	31.5	2.39	13.8	16.1	—	11,894	11,894	0.48	0.10	0.00	11,935
2026	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.83	0.69	6.80	6.10	0.01	0.29	2.83	3.13	0.27	1.36	1.63	—	1,141	1,141	0.05	0.01	0.00	1,145
2025	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
2026	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.15	0.13	1.24	1.11	< 0.005	0.05	0.52	0.57	0.05	0.25	0.30	—	189	189	0.01	< 0.005	0.00	190
2025	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
2026	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.12	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Dust From Material Movement	—	—	—	—	—	—	13.1	13.1	—	6.73	6.73	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	46.9	46.9	< 0.005	< 0.005	—	47.1
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.77	7.77	< 0.005	< 0.005	—	7.79
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation and Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	8.52	7.16	70.2	63.1	0.11	3.05	—	3.05	2.80	—	2.80	—	11,894	11,894	0.48	0.10	—	11,935
Dust From Material Movement	—	—	—	—	—	—	28.9	28.9	—	13.8	13.8	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	6.46	5.80	0.01	0.28	—	0.28	0.26	—	0.26	—	1,094	1,094	0.04	0.01	—	1,098
Dust From Material Movement	—	—	—	—	—	—	2.65	2.65	—	1.27	1.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.18	1.06	< 0.005	0.05	—	0.05	0.05	—	0.05	—	181	181	0.01	< 0.005	—	182
Dust From Material Movement	—	—	—	—	—	—	0.48	0.48	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Site Preparation and Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.74	6.51	61.3	58.5	0.11	2.60	—	2.60	2.39	—	2.39	—	11,894	11,894	0.48	0.10	—	11,935
Dust From Material Movement	—	—	—	—	—	—	28.9	28.9	—	13.8	13.8	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	0.59	5.52	5.26	0.01	0.23	—	0.23	0.22	—	0.22	—	1,071	1,071	0.04	0.01	—	1,074
Dust From Material Movement	—	—	—	—	—	—	2.60	2.60	—	1.24	1.24	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.01	0.96	< 0.005	0.04	—	0.04	0.04	—	0.04	—	177	177	0.01	< 0.005	—	178
Dust From Material Movement	—	—	—	—	—	—	0.47	0.47	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.57	6.57	< 0.005	< 0.005	—	6.59
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving and Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.11	0.93	8.34	11.1	0.02	0.38	—	0.38	0.35	—	0.35	—	1,645	1,645	0.07	0.01	—	1,651
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.24	1.65	< 0.005	0.06	—	0.06	0.05	—	0.05	—	245	245	0.01	< 0.005	—	245
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.5	40.5	< 0.005	< 0.005	—	40.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN

3.11. Paving and Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.97	11.1	0.02	0.34	—	0.34	0.32	—	0.32	—	1,644	1,644	0.07	0.01	—	1,650
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	57.9	57.9	< 0.005	< 0.005	—	58.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.59	9.59	< 0.005	< 0.005	—	9.62
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	—	NaN	NaN	NaN	NaN	NaN	NaN

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Linear, Grubbing & Land Clearing	10/1/2024	11/14/2024	5.00	5.00	—
Site Preparation and Grading	Linear, Grubbing & Land Clearing	11/15/2024	2/15/2025	5.00	5.00	—
Building Construction	Linear, Drainage, Utilities, & Sub-Grade	2/17/2025	10/16/2025	5.00	1.00	—
Paving and Architectural Coating	Linear, Paving	10/17/2025	1/18/2026	5.00	0.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38

Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	Diesel	Average	6.00	8.00	84.0	0.37
Site Preparation and Grading	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation and Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Site Preparation and Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation and Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation and Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving and Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Paving and Architectural Coating	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving and Architectural Coating	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving and Architectural Coating	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	0.00	14.3	LDA,LDT1,LDT2
Demolition	Vendor	0.00	8.80	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation and Grading	—	—	—	—
Site Preparation and Grading	Worker	0.00	14.3	LDA,LDT1,LDT2
Site Preparation and Grading	Vendor	0.00	8.80	HHDT,MHDT
Site Preparation and Grading	Hauling	0.00	20.0	HHDT
Site Preparation and Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving and Architectural Coating	—	—	—	—
Paving and Architectural Coating	Worker	0.00	14.3	LDA,LDT1,LDT2
Paving and Architectural Coating	Vendor	0.00	8.80	HHDT,MHDT
Paving and Architectural Coating	Hauling	NaN	20.0	HHDT
Paving and Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	—	—	26.0	0.00	—
Site Preparation and Grading	—	—	26.0	0.00	—
Building Construction	—	—	26.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
User Defined Linear	26.0	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	375	0.01	< 0.005
2025	0.00	375	0.01	< 0.005
2026	0.00	375	0.01	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.1	annual days of extreme heat
Extreme Precipitation	5.35	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	59.7
AQ-PM	32.6
AQ-DPM	87.3
Drinking Water	97.0
Lead Risk Housing	83.2
Pesticides	0.00
Toxic Releases	17.9
Traffic	89.7
Effect Indicators	—
CleanUp Sites	83.0

Groundwater	71.9
Haz Waste Facilities/Generators	47.4
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	73.8
Cardio-vascular	76.2
Low Birth Weights	84.2
Socioeconomic Factor Indicators	—
Education	67.4
Housing	66.1
Linguistic	71.4
Poverty	84.1
Unemployment	87.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	26.44681124
Employed	27.51186963
Median HI	21.72462466
Education	—
Bachelor's or higher	20.18478121
High school enrollment	17.54138329
Preschool enrollment	63.77518286
Transportation	—

Auto Access	56.16578981
Active commuting	78.73732837
Social	—
2-parent households	67.11151033
Voting	33.10663416
Neighborhood	—
Alcohol availability	18.49095342
Park access	58.1675863
Retail density	67.45797511
Supermarket access	50.82766585
Tree canopy	86.66752214
Housing	—
Homeownership	35.77569614
Housing habitability	46.24663159
Low-inc homeowner severe housing cost burden	54.20248941
Low-inc renter severe housing cost burden	52.59848582
Uncrowded housing	29.30835365
Health Outcomes	—
Insured adults	21.00603105
Arthritis	0.0
Asthma ER Admissions	34.5
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0

Life Expectancy at Birth	3.9
Cognitively Disabled	11.9
Physically Disabled	6.2
Heart Attack ER Admissions	26.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	47.4
Elderly	55.7
English Speaking	34.1
Foreign-born	55.7
Outdoor Workers	34.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	45.8
Traffic Density	79.7
Traffic Access	62.7
Other Indices	—

Hardship	70.0
Other Decision Support	—
2016 Voting	18.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	92.0
Healthy Places Index Score for Project Location (b)	34.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Schedule adjustment.
Construction: Off-Road Equipment	Updated construction equipment list.

APPENDIX B: MITIGATION MONITORING & REPORTING PROGRAM SUMMARY

Mitigation Monitoring & Reporting Summary

Potential Impact	Mitigation Measures	Timing	Responsible Party	Level of Significance After Mitigation
Biological Resources				
Project implementation would have the potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	**MM BIO-1:** The following avoidance and minimization efforts shall be implemented in order to reduce potential project effects to nesting migratory birds and raptors: • To avoid and minimize impacts to tree and shrub nesting species, the following measures shall be implemented: ○ Conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through January 31). ○ If grading and tree removal activities are scheduled to occur during the breeding and nesting season (February 1 through August 31), pre-construction surveys shall be performed prior to the start of proposed project activities. • If construction, grading, or other proposed project-related activities are scheduled during the nesting season (February 1 through August 31), pre-construction surveys for other migratory bird species shall take place no less than 14 days and no more than 30 days prior to the beginning of construction within 250 feet of suitable nesting habitat. ○ If the pre-construction surveys do not identify any nesting migratory bird species within areas potentially affectedly construction activities, no further mitigation is required. ○ If the pre-construction surveys do identify nesting bird species within areas that are within 250 feet of construction activities, the following measures shall be implemented: ▪ Project-related construction impacts shall be avoided by establishment of appropriate no-work buffers to limit project-related construction activities near the nest site. The size of the no-work buffer zone shall be determined by species. The no-work buffer zone shall be delineated by highly visible temporary construction fencing. Monitoring of nest activity by a qualified biologist shall be required if the project-related construction activity has potential to adversely affect the nest or nesting	Prior to construction activities	City of Rancho Cordova	Less than significant

POTENTIAL IMPACT	MITIGATION MEASURES	TIMING	RESPONSIBLE PARTY	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	behavior of the bird. No project-related construction activity shall commence within the no-work buffer area until a qualified biologist confirms that the nest is no longer active.			
Project implementation would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**MM BIO-2**: If protected trees will be removed as described in City Code Chapter 19.12 as part of the proposed project, the following mitigation measures will be implemented: • Prior to the removal of any protected trees as defined in City Code Chapter 19.12, the proposed project proponent shall acquire a Tree Removal Permit from the City. • Prior to the removal of any protected trees, an ISA Certified Arborist shall conduct a tree survey in areas that may be impacted by construction activities. • This survey shall document tree resources that may be adversely impacted by implementation of the proposed project. The survey will follow standard professional practices. • Existing trees shall be retained to extent feasible. A Tree Protection Zone (TPZ) shall be established on the bare ground around any tree or group of trees to be retained. The TPZ will be delineated by an ISA Certified Arborist. The TPZ shall be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees shall be demarcated using fencing that will remain in place for the duration of construction activities. • Construction-related activities shall be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery shall be operated within the TPZ; if this is not possible, a six-inch layer of bark mulch shall be placed where the equipment shall be under the dripline in order to protect the root system from too much compaction. Grading shall be prohibited within the TPZ. No construction materials, equipment, or heavy machinery shall be stored within the TPZ. • If the proposed project encroaches upon the existing dripline of a protected tree, a tree protection plan shall be submitted with the project application. The tree protection plan shall be included on all demolition, grading, construction, and landscaping plans and project specifications. All protected trees and protective fencing or other protection features shall be shown on all project demolition, grading, construction, and landscape plans (Dewberry | Drake Haglan, 2021)	Prior to and during construction activities	City of West Sacramento	Less than significant

POTENTIAL IMPACT	MITIGATION MEASURES	TIMING	RESPONSIBLE PARTY	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	• The City shall submit a tree replacement plan pursuant to the standards set forth in Rancho Cordova Municipal Code 19.12.120. A tree replacement plan that includes on-site or off-site replacement shall specify where the trees shall be planted and how the trees shall be monitored and maintained for a time period as determined by the public works director. The City will mitigate tree removal by replacing the removed trees at a 1:1 ratio.			
Cultural Resources				
Project implementation would cause adverse change in the significance of a historical resource pursuant to §15064.5	**Mitigation Measure CUL-1:** Prior to construction, the City shall clearly ensure the ESA boundary (the project boundary) is described and illustrated in the PS&E package prepared to guide construction of the undertaking. **Mitigation Measure CUL-2:** Prior to construction, the City shall ensure that the ESA AP is part of the City Project Engineer's Pending File. **Mitigation Measure CUL-3:** In the event of any discovery of archaeological materials, the construction foreman will immediately halt work in the vicinity of the discovery then contact the City's Project Engineer. City will immediately notify Caltrans of ESA violations or inadvertent discoveries, and Caltrans shall report all ESA violations or inadvertent discoveries to the Caltrans CSO and the SHPO within 48 hours and will consult on the appropriate course of action. **Mitigation Measure CUL-4:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary: • If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. • If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for	During construction activities.	City of Rancho Cordova	Less than significant

POTENTIAL IMPACT	MITIGATION MEASURES	TIMING	RESPONSIBLE PARTY	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	inclusion in the National Register or California Register, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not eligible for the National Register or California Register; or 2) that the treatment measures have been completed to its satisfaction. • If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. • If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the proposed project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.			
Project Implementation would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	See **MM CUL-3** above	During construction activities.	City of Rancho Cordova	Less than significant

Mitigation Monitoring & Reporting Summary

Potential Impact	Mitigation Measures	Timing	Responsible Party	Level of Significance After Mitigation
Project Implementation would disturb any human remains, including those interred outside of formal cemeteries?	See **MM CUL-4** above	During construction activities.	City of Rancho Cordova	Less than significant
Geology and Soils				
Project implementation would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM GEO-1:** If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The proposed project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with SVP guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.	During construction activities.	City of Rancho Cordova	Less than significant
Noise				
Project implementation has the potential to result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM NO-1**: Implement the following control measures to minimize noise and vibration disturbances at sensitive receptors during construction: • Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact. • Turn off idling equipment.	Prior to and during construction activities	City of Rancho Cordova	Less than significant

Mitigation Monitoring & Reporting Summary

POTENTIAL IMPACT	MITIGATION MEASURES	TIMING	RESPONSIBLE PARTY	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Tribal Cultural Resources				
Project implementation has the potential to result in impacts to tribal cultural resources.	**MM TCR-1:** If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the proposed project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary. When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the proposed project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the proposed project area. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.	Prior to construction activities	City of Rancho Cordova	Less than significant

APPENDIX C:

RESPONSE TO COMMENTS

RESPONSE TO PUBLIC COMMENT

This appendix provides a summary of comments received during the public review for the Initial Study and Mitigated Negative Declaration (IS/MND) for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project (project) located in the City of Rancho Cordova (City) in Sacramento County. The City, acting as the California Environmental Quality Act (CEQA) Lead Agency, prepared an IS to analyze the impacts created by the project. The IS/MND, Notice of Completion (NOC) and Notice of Availability (NOA) were submitted to the California State Clearinghouse (SCH) (SCH Number 202405130) on May 30, 2024, and the IS/MND was circulated for State and local public review for thirty days, through June 30, 2024. The City mailed an NOA to their standard mailing radius (properties within 500 feet of the project site) and circulated the NOA in the Grapevine newspaper. The NOA was also posted to the City's website on May 30, 2024.

Comments Received

The City received four agency comment letters on the Draft IS/MND and no public comment letters. The agency comment letters received are as follows:

- **Letter A:** Sacramento Metropolitan Air Quality Management District (SMAQMD), Roberto Ramirez, Air Quality Planner/Analyst, June 16, 2024.
- **Letter B:** California Department of Transportation (Caltrans) District 3, Gary Arnold, Branch Chief, June 27, 2024.
- **Letter C:** Sacramento Municipal Utility District (SMUD), Jerry Park, Environmental Services Specialist, June 28, 2024.
- **Letter D:** Central Valley Regional Water Quality Control Board (CVRWQCB), Peter Minkel, Engineering Geologist, July 1, 2024.

Response to Comments

Table C-1, below, provides the letter number, a summary of the comments, and brief reply to each comment. Any revisions to the IS/MND resulting from the commenter letters are identified below in the Conclusion section, and provided in the appropriate IS/MND section. Deleted text is shown in strikeout (e.g., ~~text~~) and new text is shown in double underline (e.g., new text). Formatting revisions in the IS/MND have not been identified through strikeout or double underline.

Table C-1. Public Review Comment Summary

Comment Number	Comment Summary	Response
Letter A: Sacramento Metropolitan Air Quality Management District (SMAQMD)		
A-1	The commenter commends the project for including Basic Construction Emissions Control Practices. For Air	The City acknowledges SMAQMD's appreciation that the project includes Basic Control Emissions Control

	Quality emissions modeling, the commenter recommends utilizing CalEEMod as this model has superseded the Road Construction Emissions model (RCEM) that was used in the analysis of the Air Quality IS/MND section.	Practices. Based on the recommendation from SMAQMD, CalEEMod Version 2022.1.1.25 was used, and the air quality (AQ) emissions and greenhouse gas (GHG) emissions results were included in Section 4.3, Air Quality, Discussions b, Table 4.3-3 and Section 4.8, Greenhouse Gas Emissions, Discussions a and b of the IS/MND. RCEM references and results of RCEM modeling were struck from the IS/MND and replaced with the results from the CalEEMod. It should be noted that although AQ emissions results under the CalEEMod were higher than the RCEM results, AQ emissions and GHG emissions generated by the project will still remain under thresholds. Thus, results of the analysis and significance conclusions have not changed with use of the CalEEMod Version 2022.1.1.25. Revisions to the IS/MND based on this comment are summarized below under the Conclusion Section.
A-2	The commenter states that all projects are subject to SMAQMD Rules, and they should be implemented as applicable for the project. The commenter also states that implementing the SMAQMD Basic Construction Emissions Control Practices facilitates compliance with Rule 403, Fugitive Dust.	The City acknowledges that project construction activities would require implementation of SMAQMD rules as applicable, and the City will coordinate with SMAQMD to ensure that the correct Rules are applied. A bullet has been added on page 33 of the IS/MND referencing that all applicable SMAQMD Rules shall be applied during project construction activities. Revisions to the Final IS/MND based on this comment are summarized below under the Conclusion Section.
	Letter B: California Department of Transportation (Caltrans) District 3	
B-1	The commenter states a sight line conflict with the eastbound onramp	The City will coordinate with Caltrans in providing the most current ADA

	meter signal heads that will need to be addressed in the design phase. Caltrans requests detailed ADA plans to review this conflict.	plans for the proposed project prior to Final Plan Set approval. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
B-2	The commenter notes that no safety concerns regarding the proposed project have been identified. The commenter requests construction details and full plan set of the proposed project.	The City acknowledges that the commenter has no safety concerns for the project. As requested, the City will coordinate with Caltrans in providing the most current construction details and full plan set prior to Final Plan Set approval. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
B-3	The commenter has provided right-of-way (ROW) maps and indicates that all future plan-sets associated with the project will need to clearly delineate state (Caltrans) ROW lines. The commenter also notes that the City may need to identify any vulnerable survey monuments during final planning phases.	The City will coordinate with Caltrans to ensure that all state (Caltrans) ROW lines are shown on the Final Plan Set. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
B-4	The commenter notes that any project along or within the State's (Caltrans') ROW requires an encroachment permit be issued by Caltrans.	The City will coordinate with Caltrans to obtain any applicable encroachment permits. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Letter C: Sacramento Municipal Utility District (SMUD)		
C-1	The commenter requests that the project acknowledges impacts related to overhead/underground transmission/distribution line easements, utility routing, electrical load needs, energy efficiency, climate change, cumulative impacts to electrical delivery.	Section 2.3.1, Utility Relocation, of the IS/MND acknowledges that utilities are in the area (including SMUD facilities) and that the need for relocation of underground and overhead utilities will be determined prior to Final Plan Set approval. Section 4.6, Energy, of this IS/MND analyzes the effects of the project on existing energy demand and future energy consumption and concludes that project construction and operation (including cumulatively) would not result in wasteful or inefficient use of energy (including electricity). For clarification purposes, several sections of the IS/MND (as shown below in the Conclusion section) have been updated to include acknowledgement that the City will coordinate with the utility providers if relocation of facilities is needed. This comment does not affect the analyses or conclusions presented in the IS/MND. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
C-2	The commenter requests that the project acknowledges the potential need to relocate and/or remove SMUD infrastructure.	Section 2.3.1, Utility Relocation, the IS/MND acknowledges that utilities are in the area (including SMUD facilities) and that the need for relocation of underground and overhead utilities will be determined prior to Final Plan Set approval. For clarification purposes, several sections of the IS/MND (as shown below in the Conclusion section) have been updated to include acknowledgement that the City will coordinate with the utility providers if relocation of facilities is needed. This comment does not affect the analyses or

		conclusions presented in the IS/MND. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
C-3	The commenter requests coordination with the City regarding potential relocation of SMUD facilities due to project implementation.	For clarification purposes, several sections of the IS/MND (as shown below in the Conclusion section) have been updated to include acknowledgement that the City will coordinate with the utility providers if relocation of facilities is needed. This comment does not affect the analyses or conclusions presented in the IS/MND. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
Letter D: Central Valley Regional Water Quality Control Board (CVRWQCB)		
D-1	The commenter provides a summary of the regulatory setting pertaining to the applicable basin plan where the project is located and antidegradation considerations.	The City acknowledges the regulatory setting CVRWQCB has referenced applicable to the proposed project. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.
D-2	CVRWQCB summarizes potential permits required for the project, including but not limited to: Construction Storm Water General Permit, Clean Water Act Section 404 Permit, Clean Water Act Section 401 Permit – Water Quality Certification, Waste Discharge Requirements – Discharges to Waters of the State, Dewatering Permit, Limited Threat General NPDES Permit, and an NPDES Permit.	The City will coordinate with CVRWQCB to obtain the applicable permits required for the proposed project. Furthermore, the IS/MND Section 4.10, Hydrology and Water Quality**,** references that the City would ensure the Project contractor complies with requirements of the NPDES permit from CVRWQCB. As part of the contract with the City as per the NPDES permit, the project contractor will prepare and implement a SWPPP. This comment does not pertain to the analyses or conclusions presented in the IS/MND and therefore revisions to the IS/MND

		are not warranted. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Public Hearing

The City Council will consider adoption of the IS/MND on August 5, 2024, at Rancho Cordova City Hall, 2729 Prospect Park Drive at 5:30 p.m.

Conclusion

Minor editorial revisions were made in the IS/MND in the following sections:

- Cover
- Title Page
- Acronyms
- Appendix A
- Appendix C

Revisions to the IS/MND based on the four agency comment letters received:

- **Revisions associated with Comment A-1:** The CalEEMod Version 2022.1.1.25 was used and replaced the RCEM, resulting in revisions to Section 4.3, Air Quality, Section 4.3.2 Discussion b) and Table 4.3-3, and Section 4.8, Greenhouse Gas Emissions, Section 4.8.2 Discussion a) and Discussion b) as follows:

  Section 4.3, Air Quality, Section 4.3.2 Discussion b), Construction emissions were modelled using the California Emissions Estimator Model Version 2022.1.1.25 (CalEEMod) ~~Road Construction Emissions Model (RCEM), Version 9, which was developed by the SMAQMD~~. For the purpose of this analysis, it was assumed that construction would last 18 months, the total proposed project area would be 26 acres, and the maximum area disturbed/day would be 2 acres. It was also assumed that all on road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. See Appendix A for the full CalEEMod ~~RCEM~~. Estimated criteria air pollutant emissions generated by the proposed project's construction and applicable SMAQMD emissions thresholds are summarized in Table 4.3-3, below.

Table 0-1. Air Quality Emission Prediction and Thresholds

Pollutant	SMAQMD Thresholds (Pounds/day)	Maximum Project Emissions (Pounds/day)
ROG	--	~~4.80~~ 7.16
NOx	85	~~10.61~~ 70.2
CO	--	~~90.90~~ 63.1
Sox	--	~~0.16~~ 0.11

Pollutant	SMAQMD Thresholds (Pounds/day)	Maximum Project Emissions (Pounds/day)
PM_{10}	0. If all feasible BMPs are applied, then 80 pounds/day and 14.6 tons/year.	~~20.64~~ 31.9
$PM_{2.5}$	0. If all feasible BMPs are applied, then 82 pounds/day and 15 tons/year.	~~4.68~~ 16.6
Source: ~~SMAQMD, 2020b; SMAQMD, 2018~~. CalEEMod Version 2022.1.1.25, July 2024.		

Section 4.8, Greenhouse Gas Emissions, Section 4.8.2 Discussion a). Construction emissions were modelled using the California Emissions Estimator Model Version 2022.1.1.25 (CalEEMod) ~~Road Construction Emissions Model (RCEM), Version 9, which was developed by the SMAQMD~~. For the purpose of this analysis, it was assumed that proposed project construction would last 18 months, the total proposed project area would be 26 acres, and the maximum area disturbed/day would be 2 acres. It was also assumed that all on road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. The threshold adopted by SMAQMD for GHG emissions during construction is 1,100 $MTCO_2e$/year. The model predicted that a maximum of approximately ~~15,661~~ 11,935 pounds of CO_2e would be emitted per day, totaling approximately ~~1,894~~ 1,145 $MTCO_2e$ over an 18-month construction period. As the 18-month construction period would be over two years, the $MTCO_2e$/ year for the proposed project would be approximately ~~947~~ 573 $MTCO_2e$. Therefore, GHG emissions would not exceed the construction threshold of 1,100 $MTCO_2e$/year (SMAQMD, 2020a).

Section 4.8, Greenhouse Gas Emissions, Section 4.8.2 Discussion b). As discussed in subsection a), above, the proposed project would result in a maximum of approximately ~~15,661~~ 11,935 pounds of CO_2e emitted per day, for a total of approximately ~~1,894~~ 1,145 $MTCO_2e$ over the 18-month construction period. Given the levels of emissions during construction, and the implementation of BMPs, along with compliance with federal, State, and local regulation policies, the proposed project would be consistent with the Sacramento County CAP. The proposed project would not conflict with any identified plans adopted for the reduction of GHG emissions. Impacts are less than significant, and no mitigation is required.

- **Revisions associated with Comment A-2:** Under Section 4.3 Air Quality Section 4.3.2 Discussion b) the following bullet was added referencing that the project shall follow all SMAQMD Rules:
    - As applicable, SMAQMD Rules shall be applied during project construction activities to reduce air quality emissions generated by the proposed project.

- **Revisions associated with Comments C-1 through C-3:** For clarification purposes, Section 2.3.1 Utility Relocation and Section 4.19 Utilities and Service Systems Section 4.19.2

Discussion a) were updated to emphasize potential utility relocation and coordination with all utility owners (as applicable) if relocation is required for project implementation:

Section 2.3, Proposed Project, Section 2.3.1, Utility Relocation. Multiple existing surface and underground utilities are present in the proposed project area. Surface and underground utilities include communication, water, sewer, and electrical lines. Much of the anticipated utility relocation associated with the proposed project would include adjusting existing surface utility poles, boxes, meters, and drainage along Zinfandel Drive to correspond with the proposed bicycle and pedestrian facilities. Additionally, existing fire hydrants north of Olson Drive would be shifted as a result of the proposed project improvements. The need for the relocation of underground and overhead utilities at the project site is to be determined and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

Section 2.3, Proposed Project, Section 2.3.5, Construction Activities.
Relocating Utilities
Existing utilities which conflict with proposed improvements and equipment would be relocated and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

Section 4.19, Utilities and Service Systems, Section 4.19.2 Discussion a). Multiple existing surface and underground utilities are present in the proposed project area. Surface and underground utilities include communication, water, sewer, and electrical lines. Much of the anticipated utility relocation associated with the proposed project would include adjusting existing surface utility poles, boxes, meters, and drainage along Zinfandel Drive to correspond with the proposed bicycle and pedestrian facilities. Additionally, existing fire hydrants would be shifted as a result of the proposed project improvements. The need for the relocation of underground and overhead utilities at the proposed project site is to be determined and the City would coordinate all relocation needs with the specific service provider (i.e., Sacramento Municipal Utility District).

The lead agency, the City of Rancho Cordova, has carefully considered the IS/MND and the received public comments and has determined that no new information has been added to the IS/MND in response to the public comments. As defined by Section 15073.5(a) of CEQA, the environmental document, while having minor edits, will not require any “substantial revisions.” Pursuant to Section 15073.5(c) of CEQA, the environmental document does not require recirculation.

Letter A

From: Roberto Ramirez <RRamirez@airquality.org>
Sent: Wednesday, June 26, 2024 4:46 PM
To: Edgar Medina <emedina@cityofranchocordova.org>
Cc: Paul Philley <PPhilley@airquality.org>
Subject: Project Comments - Draft ISMND for Zinfandel Drive Bicycle and Pedestrian Overcrossing Project

Hi Edgar,

Thank you for giving us the opportunity to review the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project. Please find our comments below:

- The Sac Metro Air District commends the Project for including our Basic Construction Emission Control Practices (BMPs). Currently, the Draft ISMND uses the Road Construction Emissions Model (RCEM) for it's air quality analysis. The RCEM has been superseded by the California Emissions Estimator Model (CalEEMod). Sac Metro Air District recommends utilizing CalEEMod instead of the RCEM for project emissions analysis, as CalEEMod contains a linear construction module that is suitable for linear projects. You can find this and more of our guidance here: https://www.airquality.org/Businesses/CEQA-Land-Use-Planning/CEQA-Guidance-Tools

A-1

- All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to find a list of the most common rules that apply at the construction phase of projects. Implementing Sac Metro Air District Basic Construction Emission Control Practices, also available on our website, will facilitate compliance with Sac Metro Air District's Rule 403, Fugitive Dust.

A-2

Please let me know if you have any questions.

Thank you,

Roberto Ramirez
Air Quality Planner/Analyst
ISA Certified Arborist #WE-14276A
Transportation & Climate Change
Desk: (916) 704-4552
www.AirQuality.org
@AQMD

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Letter B

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov

June 27, 2024

GTS# 03-SAC-2024-01799
SCH#2024051303

Mr. Edgar Medina, PE
City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project

Dear Mr. Medina:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Project is located along Zinfandel Drive in a fully developed urban environment that spans multiple major local and regional roadways, including White Rock Road, Gold Center Drive, U.S. Route 50 (US 50) on- and off-ramps, US 50 mainline, Olson Drive, and Folsom Boulevard, in City of Rancho Cordova, California. The proposes entail to construct a new bicycle and pedestrian overcrossing over US 50, along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements connecting Folsom Boulevard with White Rock Road. he proposed project intends to improve connectivity between the primarily business areas south of US 50 and the mass transit centers, residences, and commercial areas north of US 50. The pedestrian overcrossing structure and all aspects of the trail would be designed to meet current applicable City, Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards. Based on the Initial Study/Mitigated Negative Declaration packet provided, Caltrans has the following requests and recommendations:

Freeway Operations / Highway Operations

The sight line conflict with the EB Onramp ramp meter signal heads that will need to address in the design phase. Please provide more in detailed ADA plans to review. B-1

Traffic Safety

At this time, Caltrans Traffic Safety has not identified any safety concerns regarding a new bicycle and pedestrian overcrossing over US 50, along with 3,200 feet of Class 1 bicycle and pedestrian improvements. We need detailed design information for further evaluation. Please provide Traffic Safety with the construction details and full plan set of the Class 1 bicycle and pedestrian trail. B-2

Right of Way

Right of Way (ROW) maps have been provided for the area of future development, if further mapping is needed contact District 3 ROW Map counter at: d3rwmaprequest@dot.ca.gov

- Future planning will require plan-sets to clearly delineate state ROW lines and access control. Caltrans ROW, Centerline and width should be labeled on the plans, along with bearings and distances.
- Applicant or their representatives may also need to identify any possible vulnerable survey monuments in the development area that will need to be preserved and/or perpetuated, as required by PE Act 6731.2 and PLS Act 8771. B-3

Encroachment Permit

Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901 B-4

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

GARY ARNOLD, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3

DIV. No.	STATE			YEAR	NO.	SHEET
	CALIF.					

RANCHO RIO DE LOS AMERICANOS

LOT 3

NATOMAS CONSOLIDATED OF CALIFORNIA SUBD. NO 3

Book 14 of Maps, Map No. 46, Recorded Sept. 13, 1913

LOT 4
JOHN KASSIS, et. al.
BLOCK 1
12050

RIW CURVE
R = 2952.00'
Δ = 03°11'29"
L = 164.43'
Ch = N 49°08'31"E
164.41'

T = N 50°44'15" E

SUBDIVISION BOUNDARY

RIW CURVE
R = 550.00'
Δ = 47°41'55"
L = 457.87'
Ch = N 23°41'49"E
444.77'

Bl2+06.63
337.90

Bl2+22.72
120.83'

Δ = 11°06'05"
L = 106.57'

Bl2+14.60
127.82'

Δ = 36°35'50"
L = 351.31'
R = 550'

TAN: N 36°28'41" E

N 50°44'07" E 898.02'

Sl2+58.51
112.99'

R = 2952'

N 47°32'46" E
92.14'

N 01°04'37" W - 687.91'

P.O.C. T=
Bl2+436+10.83 P.O.T.

N 09°15'43" W
1355.59'

Bl2+06.77
463.93'

S 73°52'21" E
213.55'

51.69'

Bl2+85.03
291.37'

R = 352'

RIW CURVE
R = 352.00'
Δ = 49°22'04"
L = 303.29'
Ch = N 81°26'31" E
294.00'

Bl2+40.76
146.34'

N 56°45'29" E

PROPOSED R/W

604.19'

Bl2+42.77
95'

N 51°53'00" E - 508.93'

GEODETIC 0°27'08" GRID

AT COORDINATE
N 338,000
E 2,205,000

AEROJET-GENERAL CORP.
11998

NO. 5

JAMES WIER 241.35 ACRES

SUBD. OF RANCHO RIO DE LOS AMERICANOS
Book 1 of Maps
Map No. 2
Recorded April 4, 1866

← TO SACRAMENTO

426 7 8 9 430 1 2 3 4 5 6 7 8 9 440 1 2 3 4 5 6 7 8 9 450 1 2 453

N 51°53'00" E 9007.34'

Bl2

P.M. 11.2

TO PLACERVILLE →

ZINFANDEL DR. O.C.

RUNWAY

P.L.

AIRCRAFT

PARCEL

COUNTY ROAD R/W

ZINFANDEL DRIVE

N 01°04'37" W

80'

518.76'

1821.51'

Q

1144.78'

715.28'

N 00°55'04" W

Bl2+19.32
130.90'

Bl2+99.24
124.84'

R = 600'

L = 318.88'

Δ = 30°27'03"

R = 2948'

Bl2+63.23
116.99'

N 50°44'15" E

PROPOSED R/W

899.50'

Bl2+62.55
99'

N 56°45'29" E 460.77'

Bl2+75.02
145.98'

AREA #3
030821-1

RIW CURVE
R = 350.00'
Δ = 47°49'50"
L = 292.18
Ch = N 80°40'24" E
283.77'

AREA #2
030822

Bl2+23.71
282.64'

S 75°24'41" E - 231.17'

Δ = 1°08'32"
L = 6.98'

JOHN KASSIS, et.al.
12050

N 08°47'12" W

Bl2+63.78
466.55'

RIW CURVE
R = 150.00'
Δ = 59°32'25"
L = 155.88'
Ch = S 45°38'29" E
148.96'

R = 150'

Bl2+431+83.29
614.22'

AREA #1
030823-1

667.30'

P.L.

S 15°52'16" E - 156.75'

N 09°15'43" W

Bl2+431+23.95
759.30'

RELIN00
026164-X

AREA #5
030824

Bl2+94.62
356.33'

Δ = 16°47'29"

L = 175.88'

R = 600'

1678.27'

AREA #4
030825-1

RIW CURVE
R = 600.00'
Δ = 47°14'82"
L = 494.72'
Ch = N 23°56'30" E
480.82'

S 88°27'933.2'

N 00°04'14" E

SUBDIVISION BOUNDARY

LANDS OF RIVER (SMITH)

DIRECTOR'S 12050-80 DEED

AEROJET-GENERAL CORP.
11998

RIW CURVE
R = 2948.00'
Δ = 03°11'29"
L = 164.20'
Ch = N 49°08'30" E
164.18'

N 47°32'46" E
80.14'

Book A, Page 100

CALIFORNIA

J. Q. SMITH 214.73 ACRES

SUBD. OF RANCHO RIO DE LOS AMERICANOS
Book 1 of Maps Recorded April 4, 1866
Map No. 2

APPROX. SUBDIVISION BOUNDARY

LOT 6

LOT 7

BLOCK 5

LOT 8

NATOMAS CONSOLIDATED OF CALIF. SUBD. NO. 2

Book 14 of Maps, Map No. 20
Recorded April 29, 1913

NATOMAS CONSOLIDATED OF CALIFORNIA

Recorded September 4, 1913

APPROX. SUBDIVISION LINE

N-5-1

Bl2+428+70.13
888.136

WR 27+82.00
31.31'

S 66°13'21" W - 169.94'

Bl2+430+27.45
934.48'

Q 0+00.00
60.00

Q 25.00
60.00

Bl2+431+44.60
970.49'

S 66°13'21" W - 164.48'

WR 32+28.00
31.31'

WR

N 74° 58' 20" E

WHITE ROCK ROAD

E 2,204,000
N 336,000

Q 8+55.22 60.L"
WR 30+00.00 P.O.T.

E 2,205,000
N 337,000

NOTE:
BEARINGS AND COORDINATES SHOWN ARE ON THE COORDINATE GRID OF THE CALIFORNIA STATE COORDINATE SYSTEM, ZONE 2. DISTANCES SHOWN ARE GROUND DISTANCES. MULTIPLY DISTANCES SHOWN BY .9999385 TO OBTAIN GRID DISTANCES.

003228 R

ACCESS PROHIBITED .....

STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT 3
RIGHT OF WAY ENGINEERING

RIGHT OF WAY MAP

L. L. Hawks
DISTRICT R/W ENGINEER
APPROVED FEBRUARY 27, 1970

DRAWN BY			DATE
DRG. NO. R-3745.21			SCALE 1"=100'
CO.	RTE.	P.M.	SHEET NO.
SAC	50	11.2	27 OF 30

PRA. DIST. No.	STATE	FEDERAL PROJECT NO.			

Sta. Bl2 426 to Sta. Bl2 453

ACQUISITION DATA FOR RECORD MAP 27 OF 30 DATED FEB 27, 1970

PARCEL NO.	GRANTOR	INSTR.	TYPE ACQ.	ACCESS CLAUSE	REC. DATE	VOL.	PAGE	MINERAL RIGHTS	REMARKS
11998	AEROJET-GENERAL CORP	GRANT	FEE	DFA-1	FEB 3, 1966	66-02-03	40	NO	
12050	JOHN P. KASSIS et al	GRANT	FEE	DFO-1	NOV 30, 1966	66-11-30	50	YES	
12050-DD	STATE OF CALIF. TO AEROJET GENERAL	D.D.	FEE	DF 7	3-17-1971	71-03-17	186	NO	
026164-X	STATE OF CALIF. TO CO. OF SACTO.	RELINQ.	FEE		JULY 23, 1973	7307-23	160		
030821-1	SAC CO	GRANT	FEE		JAN 13, 1994	94 01 13	1042		
030822-1	SAC CO.	GRANT	FEE		JAN 13, 1994	94 01 13	1041		
030823-1	SAC CO.	GRANT	FEE		JAN 13, 1994	94 01 13	1041		
030824-1	SAC CO.	GRANT	FEE		JAN 13, 1994	94 01 13	1039		
030825-1	SAC. CO	GRANT	FEE		JAN 13, 1994	94 01 13	1038		

003228 A

Letter C

Powering forward. Together.

SMUD®

Sent Via E-Mail

June 28, 2024

Edgar Medina, Principal Engineer
City of Rancho Cordova
Public Works Department
2729 Prospect Park Drive
Rancho Cordova, California 95670
emedina@cityofranchocordova.org

Subject: **Zinfandel Drive Bicycle and Pedestrian Overcrossing Project / 2024051303 / MND**

Dear Mr. Medina:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) prepared for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project (Project, SCH 2024051303).

As a Responsible Agency, SMUD's review of projects include supporting the goals of our 2030 Zero Carbon Plan. This plan is a flexible road map to eliminate greenhouse gas emissions from our electricity production by 2030, which is the most ambitious goal of any large utility in the United States, while maintaining reliable and affordable service. This ambitious goal puts the Sacramento region on the map as an example to follow and a region where innovative, climate-friendly businesses want to be. As a community-owned, not-for-profit utility, our customers and community are at the heart of all we do. By pursuing zero carbon, we're helping create a cleaner and healthier region for all.

It is our desire that the Project will acknowledge any impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services
  - https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

C-1

- The potential need to relocate and or remove any SMUD infrastructure that may be affected in or around the project area
  - SMUD has overhead 69kV and 12kV facilities along Folsom Blvd on the northern border of the project that will need to remain or be relocated at developer expense.
  - SMUD has underground 12kV facilities along numerous parcels throughout the project scope that will need to remain or be relocated at developer expense.

C-2

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

C-3

Environmental leadership is a core value of SMUD, and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this Project. If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.7406, or by email at jerry.park@smud.org.

Sincerely,

Jerry Park

Jerry Park
Environmental Services Specialist
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

Letter D

1 July 2024

Edgar Medina
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
EMedina@cityofranchocordova.org

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, ZINFANDEL DRIVE BICYCLE AND PEDESTRIAN OVERCROSSING PROJECT, SCH#2024051303, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 30 May 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

D-1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

D-1 con.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

D-2

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

D-2 con.

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

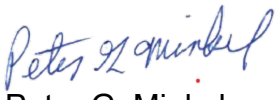
If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

D-2 con.

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento