APPENDIX B

SCOPING REPORT FOR THE RIO DEL ORO DEVELOPMENT PROJECT

Scoping Report for

Rio del Oro Development Project

Prepared for:
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814

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

Prepared by:
EDAW
2022 J Street
Sacramento, CA 95814

May 2004

Draft Scoping Report for

RIO DEL ORO DEVELOPMENT PROJECT

Prepared for:
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814
Contact: Justin Cutler
916/557-5258
justin.cutler@usace.army.mil

and
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Contact: Patrick Angell
916/361-8384
pangell@pacificmunicipal.com

Prepared by:
EDAW
2022 J Street
Sacramento, CA 95814
Contact: Francine Dunn
916/414-5800
dunnf@edaw.com

May 24, 2004

TABLE OF CONTENTS

Section **Page**

Proposed Project and Location 1
Background 1
Notice of Preparation 6
Notice of Intent 6
Notice of Public Scoping Meetings and Request for Comments 7
Public Scoping Meetings 7
Summary of Public Scoping Meetings (February 26, 2004) Comments 7
Summary of Written Public Comments Submitted 10

TABLES

Table 1 Individuals and Organizations that Provided Comments during the Public Scoping Meeting 7
Table 2 Individuals and Organizations that Provided Written Public Comments 10

FIGURES

Exhibit 1 Regional Site Location 2
Exhibit 2 Project Site 3
Exhibit 3 Proposed Land Uses 4

APPENDICES

A CEQA Notice of Preparation
B NEPA Notice of Intent
C City of Rancho Cordova Notice of Public Scoping Meetings
D USACE Public Notice
E Copies of the PowerPoint Presentations Given at the February 26, 2004 Public Scoping Meetings
F Transcript of Public Scoping Meetings

Scoping Report for the Rio del Oro Development Project

PROPOSED PROJECT AND LOCATION

The approximately 3,800± acre proposed Rio del Oro project site is located on the south side of U.S. Highway 50 (U.S. 50), south of White Rock Road, and east of Sunrise Boulevard in the City of Rancho Cordova, Sacramento County, California (Exhibits 1 and 2). McDonnell Douglas formerly owned the site. Approximately 1,100 acres are currently owned by Elliott Homes, and the remaining approximately 2,800 acres are owned by GenCorp.

Although the entire project site lies within the Urban Services Boundary (USB) created by Sacramento County (County) in its 1993 General Plan, a general plan amendment will be required to accommodate the proposed land uses shown in Exhibit 3 and Table 1.

Other required entitlements requested by the City of Rancho Cordova (City) include, but are not limited to:

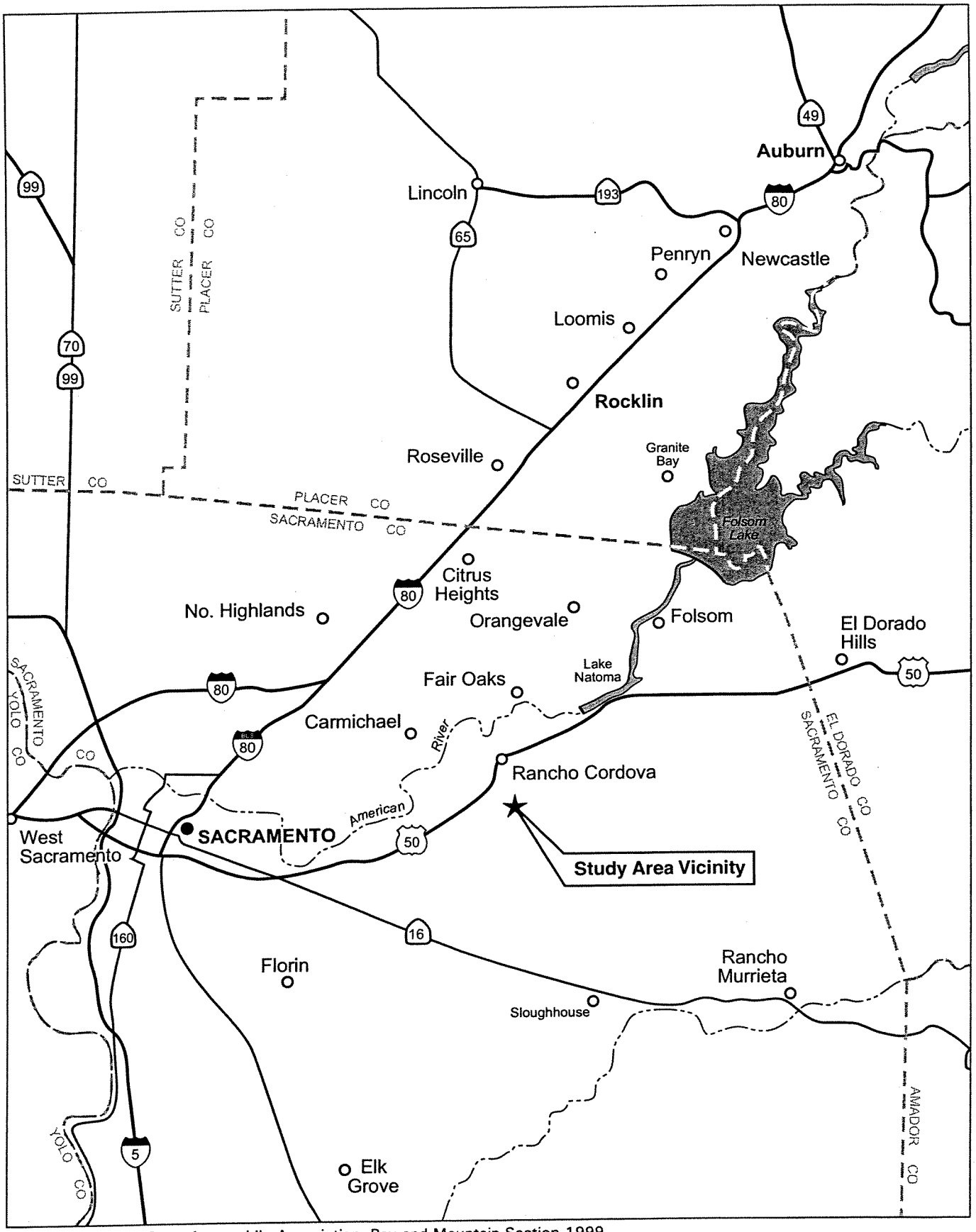
- Adoption of a Rio del Oro Specific Plan;
- Amendment to the Aerojet Special Planning Area (SPA) Zoning Ordinance;
- Amendment to the Urban Policy Area boundary;
- Adoption of a Public Facilities Financing Plan; and
- Adoption of a Development Agreement.

Although the project applicants currently seek the proposed entitlements identified above, the list may change, and/or some proposed entitlements might prove to be unnecessary, in the event that the City adopts a new general plan with designations allowing these uses prior to the time when the City Council takes action on the proposed project. Additionally, the County Local Agency Formation Commission (LAFCO) will be involved regarding the annexation of services.

The project applicants, Elliott Homes and GenCorp, anticipate that the approximately 1,100-acre Elliott Homes portion of the project study area will be the first phase of development (refer to Exhibit 3).

BACKGROUND

Historical use of the Rio del Oro project site includes grazing, gold mining, and activities associated with the aerospace industry. The project site forms a part of the historic 35,500-acre Mexican land grant Rancho Rio de los Americanos--lands that were used historically for grazing since the early 1800s. Beginning in the 1920s, most of the land in the project study area was acquired by the Natomas Company for bucket-line dredging of gold-bearing gravel deposits, which continued in the project vicinity through the early 1960s. Currently, a portion of the tailings is being processed for sand and gravel. Piles of dredge tailings cover approximately 70 percent of the surface area of the project site.



Source: California State Automobile Association, Bay and Mountain Section 1999

Regional Site Location

EXHIBIT 1

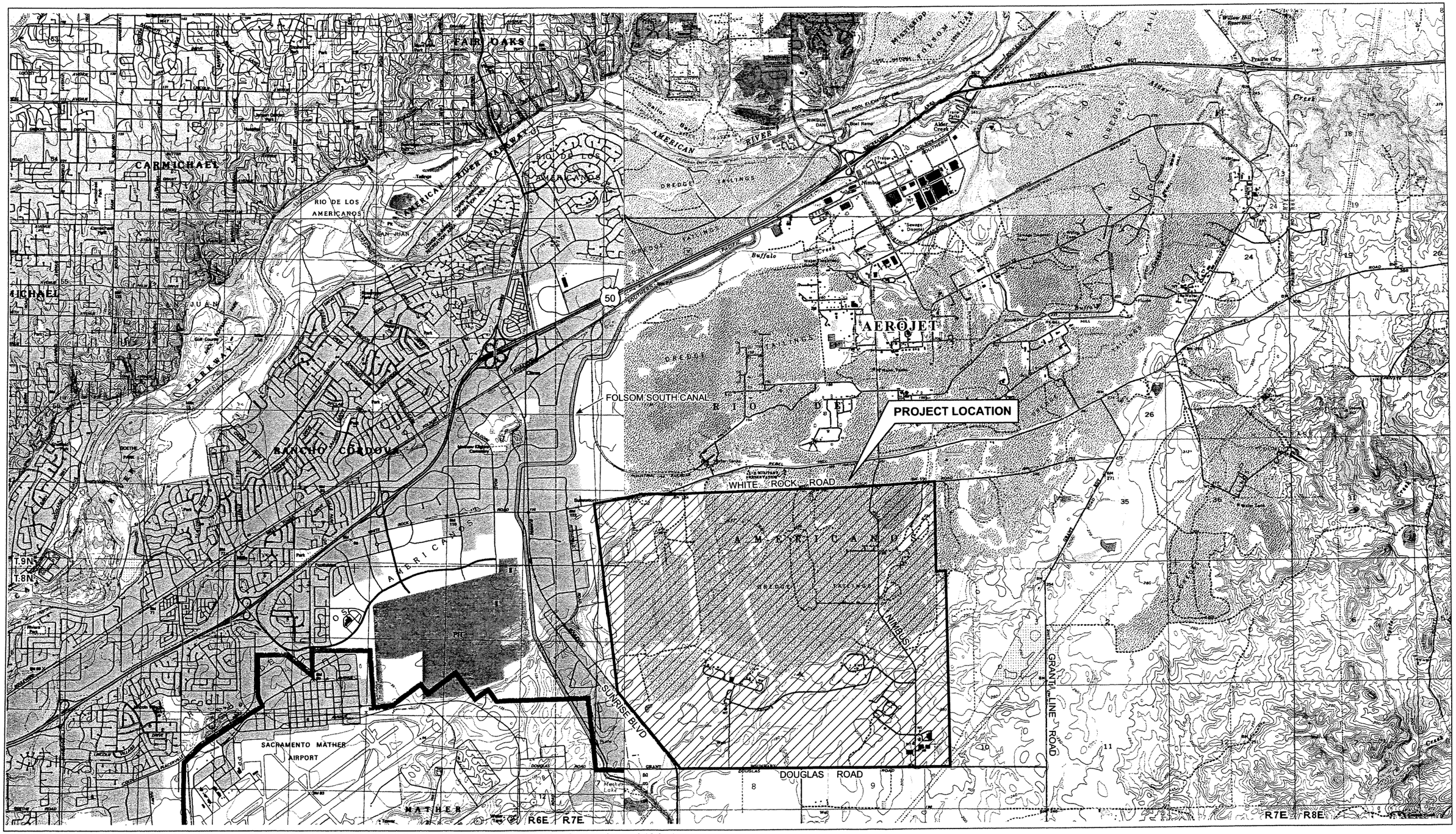
Rio Del Oro EIS/EIR

G 3T089.01 04/04

0 2.4 4.8 MILES

NORTH

EDAW



Source: USGS Citrus Heights/Carmichael Quads 1992 / USGS Folsom/Buffalo Creek Quads 1967 (photorevised 1980) -- Contour Interval 10 feet

Project Site

EXHIBIT 2

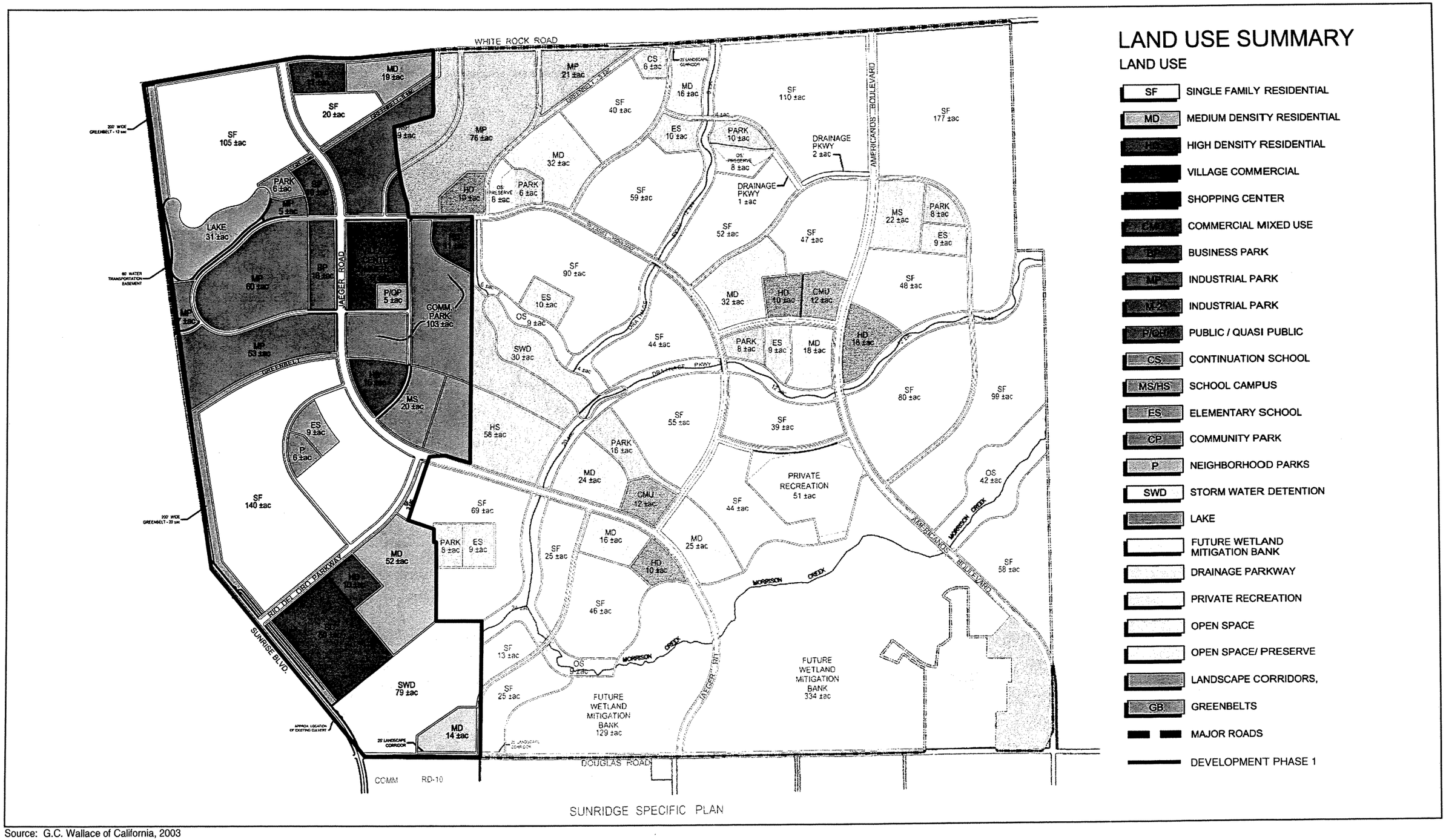
Rio Del Oro EIS/EIR
G 3T089.01 04/04

QUADRANGLE LOCATION

0 2000 4000
FEET

NORTH

EDAW



Source: G.C. Wallace of California, 2003

EXHIBIT 3

Proposed Land Uses

Rio del Oro Development Project
P 3T089.01 05/04

EDAW

The site was sold to Aerojet in 1956 for use in development and testing of missile propulsion systems. McDonnell Douglas initially leased the land from Aerojet for its rocket testing activities, and then bought it outright in 1961. McDonnell Douglas ceased operations at the site in 1969, and then Aerojet reacquired it in 1984 for use primarily as a buffer zone from White Rock Road, but also as a place to burn excess rocket fuel and test small quantities of energetic material. Limited development of the site during this time included construction of paved and unpaved access roads, various structures and buildings, and a limited infrastructure of utilities and drainage improvements. In 1994, Aerojet and McDonnell Douglas agreed to investigate 11 primary areas of concern pursuant to the requirements of a Consent Order with the California Department of Toxic Substances Control (DTSC), and to complete necessary remediation of contaminated soil and groundwater.

There are 10 remaining DTSC areas of concern comprising approximately 260 acres, as well as the groundwater underneath the project site, which are undergoing various levels of review and/or remedial action. Some areas have been fully investigated and DTSC has determined that two locations require no remedial action with regard to soil. Approved remedial action plans are underway in some areas, while others are still in the investigation phase. These plans must comply with the California Environmental Quality Act (CEQA) and are subject to a 30-day public comment and meeting period.

During the mid-1990s while site evaluations were proceeding, Aerojet met with the DTSC on numerous occasions to discuss long-range redevelopment plans for the property, including large passive buffer areas that were not utilized in either aerospace or industrial operations. In 1997, the DTSC agreed with Aerojet that soils within much of the passive buffer area were indeed clean, should not be included within the Consent Order, and were suitable for potential development use. Currently, approximately 2,800 acres of the site are still under the Consent Order and are owned by GenCorp (parent company of Aerojet), while approximately 1,100 acres have been removed from the Consent Order and are owned by Elliott Homes which would constitute Phase 1 of the proposed project.

The applicant submitted an application to Sacramento County (County) for a General Plan Amendment and Rezone on July 3, 1998. To accompany the private application, the Board of Supervisors initiated a planning process for the Rio Del Oro project. In addition, a technical advisory team was established, including representatives of various County departments or divisions, to review and comment on the proposed project and the technical studies that will be needed to support the planning process.

Rancho Cordova officially became a city under the laws of the State of California on July 1, 2003. The City has recently adopted applicable portions of the County's general plan and zoning ordinance, as well as applicable community and specific plans, and zoning designations in areas within the newly incorporated city.

In fall 2003, the City initiated the CEQA process for the proposed Rio del Oro project. Because implementation of the proposed action would require federal discretionary authorization and permits, the project is subject to the requirements of the National Environmental Policy Act (NEPA). Although NEPA applies only to "federal" actions, a nonfederal activity (such as the

proposed project or portions of the proposed project) is also subject to the requirements of NEPA because it will require a federal authorization and permit from the U.S. Army Corps of Engineers (USACE) (40 Code of Federal Regulations [CFR] 1508.18[b][4]) that may cause a significant effect. Under USACE NEPA regulations, NEPA will apply to the proposed project where the USACE exercises control and responsibility; in this case, the proposed fill of wetlands (waters of the U.S.) that will require a federal Clean Water Act (CWA) permit. Other federal actions that will be required include federal Endangered Species Act compliance and Section 106 of the National Historic Preservation Act (NHPA) compliance prior to disturbance. Therefore, the City and USACE, Sacramento District initiated a joint EIR/EIS in fall 2003.

The City will act as the lead agency for compliance with CEQA, and the USACE, Sacramento District, will act as the federal lead agency for compliance with NEPA.

NOTICE OF PREPARATION

On December 12, 2003, the City issued a Notice of Preparation (NOP) (Appendix A) to inform agencies and the general public that a joint EIR/EIS was being prepared and invited comments on the scope and content of the document and participation at a public scoping meeting. The NOP was published in the State Clearinghouse and was mailed to approximately 15 state agencies. It was also posted on the City of Rancho Cordova website. The NOP circulated for 30 days as mandated by CEQA. The NOP public comment period closed on February 12, 2004.

The following issue areas were tentatively proposed for evaluation in the EIR/EIS:

- Hydrology and water quality
- Biological resources
- Air quality
- Noise
- Cultural resources
- Land use and planning
- Visual resources
- Transportation and traffic
- Public services
- Utilities and service systems
- Population and housing
- Hazards and hazardous materials
- Recreation

NOTICE OF INTENT

On January 30, 2004, the USACE issued a Notice of Intent (NOI) (Appendix B) to inform agencies and the general public that a joint EIR/EIS was being prepared and invited comments on the scope and content of the document and announced that USACE had developed a public involvement program allowing opportunities for public participation and involvement in the NEPA process. The NOI also provided information on the dates and times of public scoping meetings. The NOI was published in the Federal Register, Vol. 69, No. 24, on February 5, 2004. The NOI was posted on the City of Rancho Cordova website. There is no mandated time limit to receive written comments in response to the NOI under NEPA.

NOTICE OF PUBLIC SCOPING MEETINGS AND REQUEST FOR COMMENTS

On January 22, 2004, the City issued a Public Scoping Meeting Notice (Appendix C) to inform agencies and the general public that a joint EIR/EIS was being prepared and invited attendance and comments on aspects of the project before the formal CEQA scoping process was begun, including the type of project desired, components to be included, project alternatives to be considered and evaluated, physical and regulatory constraints, potential environmental impacts, and scope and content of the proposed EIR/EIS. The notice was published in Sacramento Bee and the Grapevine and was mailed to an additional 17 county and local offices, including the Folsom Planning Department and Sacramento County Planning Department. The notice was also posted in the Sacramento County Clerk's office from January 22 through February 26, 2004, and was posted on the City of Rancho Cordova website.

In addition, on February 13, 2004, the USACE issued a Public Notice (Appendix D) providing information about the project and inviting written comments on or before March 14, 2004.

PUBLIC SCOPING MEETINGS

The City and the USACE jointly held two public scoping meetings to solicit input from the community and regulators to be considered in project design, alternatives selection, and on the scope and content of the EIR/EIS. The meetings were held on February 26, 2004 at 2:00 p.m. at the Rancho Cordova City Hall, and at 6:00 p.m. at the Mills Station light rail station in Rancho Cordova, California. Fourteen people from both the public and private sectors attended the two meetings.

Attendees at the public meetings were given an overview of the project purpose and history, project goals, key considerations and potential project elements, the CEQA/NEPA processes and schedule, and issue areas to be addressed in the EIR/EIS. (See Appendix E for a copies of the PowerPoint presentations given at the meeting.) Attendees were given the opportunity to ask questions and to provide both written and oral comments. A summary of comments received at the scoping meetings is provided below.

SUMMARY OF PUBLIC SCOPING MEETINGS (FEBRUARY 26, 2004) COMMENTS

Table 1. Individuals and Organizations that Provided Comments During the Public Scoping Meeting

Name	Organization
Aimee Hagen	Sacramento Area Council of Governments
Pamela Terry	WalkSacramento
Wayne Lundstrum	SMUD
Alta Tura	Sacramento Urban Creeks Council

The following pages present a summary of all public meeting comments received, categorized by name and organization of commentor. Copies of the transcripts of the public scoping meetings are included in this report as Appendix F.

Public Scoping Meeting Comments

Issue	Comment Code	Public Comment Period	Comment
Aimee Hagen, Sacramento Area Council of Governments			
Biological Resources	SACOG-01	Public Scoping Meeting	Look at strategies for connecting habitat both on-site and off-site (regional) mitigation.
Biological Resources	SACOG-02	Public Scoping Meeting	Work with Sacramento County HCP process to identify habitat and mitigation.
Alta Tura, President, Urban Creeks Council - Sacramento			
Biological Resources	UCC-07	Public Scoping Meeting	I am Alta Tura. I am serving on the Habitat Conservation Plan Committee for South Sacramento County. I don't know if Rancho Cordova is aware of that HCP that is in progress, and there is the possibility that some of the Rio del Oro land could be considered valuable habitat that may need to be preserved as part of an overall preservation plan for habitat in Sacramento County. And I will submit written comments about that. And also I am concerned about groundwater contamination and getting into the gases coming from the water into the soil and want to -- will make comment about that, that there will be some risk benefit analysis like basements that the gases, the toxic gases collect in homes, home basements and that sort of thing. And the species that I have concerns about right at this moment would be the western spade-foot toad and there may be -- we talked about there being vernal pools there and possibly orca grass. So often what seems to happen is you put in a development and then you figure out what is it that we are -- what natural values or wetlands are being destroyed and then you mitigate by purchasing some land somewhere else to be preserved. An I think we need to consider preserving on-site, doing mitigation on-site here. So that is what I am hoping will be part of the environmental analysis.
Pamela Terry			
Traffic	UCC-08	Public Scoping Meeting	Pamela Terry. I am with Walk Sacramento. We do pedestrian and bicycling issues. So it is a little early for us. We are getting involved from the beginning, you know, to provide alternate forms of transportation when this starts actually getting built. Just let everybody know why I am here.

Public Scoping Meeting Comments

Issue	Comment Code	Public Comment Period	Comment
Wayne Lundstrum, SMUD			
Utilities and Service Systems	SMUD-03	Public Scoping Meeting	My name is Wayne Lundstrum. I am with SMUD, and Gilbert Angeja also is here. We are piggybacking right now to what the Corps is doing. Reason we are doing this is that we're going to impact the area is the project goes through. We would like to bring it out to the public as soon as possible to let you know what we are planning, and right now we just have a tentative plan, which is right here. We have 11,000 homes and commercial. You are going to have multipurpose use of the thing. We are going to need some electricity to run it. We would like for everybody to run it. We would like for everybody to have solar on their roofs. That would be great. Even with that you are sill going to need electric. Right now Gil has put together what we call a very tentative plan, kind of gives you a general idea. Nothing is set in stone. Which calls for three electrical substations roughly in these areas. What they are called are load centers. Each electric substation is made to handle so much output that is needed in the area. If you have residential, you can go so far. If you have heavy commercial or schools, which take a lot more, your area's getting a little bit smaller. Also, we try to maximize the efficiency. The fact is we don't try to run our substations at full value, a hundred percent. What that means is if one of these sites were to go down, there is some other sites, a new site going down here and another site over there, that a lot of the area -- if the substation went down, we could draw off, we can boost the output of the other substations to take this up. So you may be out for two hours, but you are not out for two weeks. This is what we try to do. And right now we are not having a lot of problems siting our substations. SMUD has a principle that one would like -- hide them out in the middle of nowhere, where nobody can see them.. That is pretty impractical because they are not needed. Secondly, in industrial areas, if you have industrial areas, that is one of the first places we look. Then come commercial, and at the very least come residential. Every once in a while we do put them in residential. If you have a very large area of residential and commercial, something has to feed that. Surprisingly, we get along very well with our neighbors. We've got some in the Pocket area, some in Elk Grove which has houses on two and three sides of them. There doesn't seem to be a problem. One of the things we are running into right now to connect these stations is having overhead lines. Now the internal, everything what they call 12 kV, what comes into your neighborhood basically is all underground, so you won't see the redwood poles. But in order to supply the substations, we turn what they call 69 kV lines. Because these are larger voltage, they are very difficult to bury, and the cost of burying them is something five to ten times higher than overhead. It doesn't say they can't. Elliot Homes has been the forefront of this in Folsom where they have buried some of the cables. One of our conditions that we will, SMUD ratepayers pay the cost to overhead. If the area decides to put it underground, they make up the cost of putting it underground. It's an alternative. We just wanted to bring this up to anybody.

SUMMARY OF WRITTEN PUBLIC COMMENTS

To date, the City and the USACE have received 20 comment letters from individuals and organizations in response to the NOP/NOI. Although the NOP public comment period officially ran from December 12, 2003 to January 11, 2004, and the written comment period published in the USACE's Public Notice officially ran from February 13, 2004 to March 14, 2004, the City and the USACE have continued to accept all written comments. Table 2 lists the names of individuals who submitted written comments and their organizations (if any).

Table 2. Individuals and Organizations that Provided Comments During the Written Comment Period

Name	Organization
Tim Vendlinski	US Environmental Protection Agency
Alexander MacDonald	California Regional Water Quality Control Board
Bryan Clark	Sacramento Metropolitan Fire District
Ernie L. Teays	SMUD Real Estate Services
Gene Riddle	Cal/EPA Department of Toxic Substances Control
Jeff Atteberry	Sacramento County Sanitation District 1
Jeff Clark	City of Rancho Cordova Transportation Planning Section
Jeff Pulverman	California Department of Transportation District 3
Larry L. Eng	California Department of Fish and Game
Mitchell S. Dion	California-American Water Company
Peter Christensen	Sacramento Metropolitan Air Quality Management District
Rich Blackmarr	Sacramento Department of Engineering and Administration, Infrastructure Finance Section
Sandy Hesnard	California Department of Transportation, Division of Aeronautics
Sterling Sorenson	California Department of Water Resources
Betty L. Miller	California Department of Transportation, Office of Community Planning
Florence M. LaRiviere	Citizens Committee to Complete the Refuge
Anne Geraghty	WalkSacramento
T.L. Abney	California Department of Highway Patrol
Taiwo Jaiyeoba	Sacramento Regional Transit District
Alta Tura	Sacramento Urban Creeks Council

The following pages present a summary of all written comments received, categorized by name and organization of commentor.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Alexander MacDonald, Senior Engineer, California Regional Water Quality Control Board			
Hazards and Hazardous Materials	RWQCB-01	NOP	1. Page 8, Project Background. The description would be better if it were stated most of the project property overlies contaminated groundwater. Remediation of this contaminated groundwater will take decades. The passive buffer area was deemed clean of soil contamination following some minor cleanup activities. Contaminated groundwater requiring remediation still lies beneath the passive buffer area.
Hazards and Hazardous Materials	RWQCB-02	NOP	2. Page 17, Hazards and Hazardous Materials, Discussion of Impacts, Items (a) and (c). In addition to TCE and other volatile organics, perchlorate is another pollutant that has impacted soils and groundwater on the IRCTS property.
Hazards and Hazardous Materials	RWQCB-03	NOP	3. Page 18, Hazards and Hazardous Materials, Discussion of Impacts, Item (c). Remediation of soils will need to have been remediated. However, groundwater remediation will not be complete for many years and groundwater contamination extends under nearly all of the IRCTS property. Development of portions of the property can occur even if remediation of the groundwater is not complete.
Utilities and Service Systems	RWQCB-04	NOP	4. Page 20, Hydrology and Water Quality, Item (b). This paragraph discusses the potential to utilize groundwater supply wells to obtain water for the project. It is unlikely that wells on the project site, or in the vicinity of the site, would be permitted for use as domestic water supply. However, use of treated groundwater from contamination remediation for non-potable purposes should be greatly encouraged.
Hydrology	RWQCB-05	NOP	5. Page 20, Hydrology and Water Quality, Item (b). The study of the impact on the aquifer yield due to the reduction in recharge of rainfall caused by the project, should be evaluated. In
Hydrology	RWQCB-06	NOP	6. Page 20, Hydrology and Water Quality, Item (c). The second sentence talks about drainage to the Folsom South Canal. All drainages from the IRCTS are to Morrison Creek that does not discharge to the Folsom South Canal, but is transported across the canal.
Geology and Soils, Hazards and Hazardous Materials	RWQCB-07	NOP	7. Page 22, Mineral Resources, Item (a). The project site was initially mined for gold. Currently, a portion of the tailing piles that remained following the gold mining activities is being processed for sand and gravel. It should also be noted that an evaluation of potential contamination from mercury used during the gold mining operations should be included in the EIR.
Utilities and Service Systems	RWQCB-08	NOP	8. Page 31, Utilities and Service Systems, Item (d). As stated above, the use of treated groundwater for non-potable purposes should be evaluation in the EIR.
Alta Tura, President, Urban Creeks Council - Sacramento			
Biological Resources	UCC-01	NOP	The EIR/EIS needs to analyze the impacts of the proposed project on Western Spadefoot Toad and Orcutt Grass. have sufficient surveys been made to rule out the presence of breeding toads in the project area?

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Biological Resources	UCC-02	NOP	The EIR/EIS needs to analyze how the proposed project will impact creation of a viable natural resource preserve system for this part of the county. The preserve system should include wetlands/vernal pools, riparian/creek and grassland areas. Does the proposed wetland mitigation site connect or have the potential to connect to other existing or planned mitigation/preserve sites? How will the proposed mitigation wetland area fit in with the preserve plan that will be a major component of the South Sacramento Habitat Conservation Plan? In the absence of an HCP, how can this project be coordinated with other projects so that creek corridors, vernal pool corridors and other wildlife connectors can be preserved?
Hydrology	UCC-03	NOP	The EIR/EIS should analyze the flood protection and water quality effectiveness of handling stormwater and urban use run-off through conventional gutters and storm drains directing water into the creek or detention basin connected to the creek. An alternative drainage system should be analyzed. This alternative system would incorporate swales and numerous small detention basins within the developed area, such as yards and common green space areas, to receive run-off. A discussion of the different systems should address soil contamination. For example, rainwater falling on contaminated soils might be best handled with a more impervious infrastructure to avoid groundwater contamination. The discussion should also consider possible advantages of an alternative system. Those benefits might include increased groundwater recharge and higher quality water entering Morrison Creek and the wetland area. These issues need to be addressed early to increase the likelihood that the wetland/creek preserve will remain as viable wildlife habitat.
Traffic	UCC-04	NOP	The EIR/EIS needs to fully describe the Jaeger Road extension. How wide will the road be, including bike lanes, shoulder, sidewalks and utility easements? How much traffic at buildout? What will be the impact of the road on the creek and the wetland area? Impacts to be described include traffic, stormwater runoff and other uses associated with the road. Again, these impacts need to be disclosed now so that the success of the preserve system can be more accurately predicted.
Water Quality, Hazards and Hazardous Materials	UCC-05	NOP	The groundwater and soil contamination issues within the project area are complex. They need to be completely and thoughtfully analyzed and discussed. Has there been a risk assessment on the groundwater and the potential for the contaminated groundwater to release gases back into the soil? One risk being volatile compounds collecting in a basement. How will development impact the clean-up of soils and groundwater? Will development of this proposed project hamper clean-up operations needed on the site or adjacent or nearby areas?
Alternatives Development	UCC-06	NOP	The EIR/EIS should discuss an alternative development that is more compact and mixes uses. Some of the possible benefits that should be included in that discussion are traffic impacts and increased open space.

Anne Geraghty, Executive Director, WALKSACRAMENTO

Traffic	WALKS-01	NOP	We are concerned that there is no mention of pedestrian or bicycle accessibility in the project notice of preparation or the initial study. We would like to see inclusion of standard continuous sidewalks and bike lanes in the project area, as well as, marked crosswalks for pedestrians at intersections and other structures and markings required per the County of Sacramento's Department of Transportation ADA Transition Plan and Pedestrian Master Plan. We are also concerned about the possible impacts to existing roadways discussed in the Transportation/Traffic section of the initial study and what those impacts could mean to pedestrians trying to cross the streets and bicyclist safety and access in the area.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic	WALKS-02	NOP	While we acknowledge the significant peak-hour motor vehicle traffic uses on roadways cited in section XV subsection a, we are concerned that the added capacity during the off-peak hours will encourage speeding by drivers that is dangerous for pedestrians trying to cross the streets and bicyclists riding on the streets.
Traffic	WALKS-03	NOP	Origin and destination analysis: This is needed to understand the short and longer distance destinations of trips particularly in the commute period and other heavy traffic periods in order to develop effective mitigation measures a sell as to design the most cost-effective transportation solutions. This is vital for both the proposed roadways within the project boundaries and the roadways in the surrounding area that will be directly impacted by changes in traffic volumes and destinations with the addition of the project. This analysis will also assist in identifying potential trips that can be made by walking and bicycling. The transportation analysis specifically cites Sunrise Boulevard, Grant Line Road, Douglas Road, and White Rock Road as roadways that would experience a potentially significant impact from traffic volumes generated by the project.
Traffic	WALKS-04	NOP	Pedestrian circulation and connectivity analysis - This is needed to maximize pedestrian access to destinations within the project, such as the proposed shopping centers, schools, and parks as well as, to marked transit stops and destinations adjacent to the project. Additionally, this will support the planning and development of destinations that maximize pedestrian access. This analysis should include an assessment of how close in walkable feet residences are to project destinations and how many shortcuts are provided to increase pedestrian walkability. We suggest that you utilize the Sacramento Metropolitan Air Quality Management District's "INDEX" model to assess pedestrian connectivity quantitatively. For information on the model, please contact Peter Christiansen at (916) 874-4886. This will assist planning and placement of street crossings to maximize pedestrian use.
Traffic	WALKS-05	NOP	Pedestrian Level of Service (Ped LOS) analysis - This analysis on roadway segments will show the variation of Ped LOS by variation in facility type. This information will help in estimating how much pedestrian demand can be met by the proposed facilities.
Traffic	WALKS-06	NOP	Bicycle Level of Service analysis - on roadway segments. This will help in estimating how much bicycle demand can be met by the proposed facilities.
Traffic	WALKS-07	NOP	The impact of additional lanes on the willingness of people to cross the roadways in question
Traffic	WALKS-08	NOP	The impact of higher speeds during the peak and off-peak on the safety of pedestrians crossing the street.
Traffic	WALKS-09	NOP	The design and location of pedestrian crossings and how this affects the distances pedestrians must walk to get to their destinations. For instance, intersections with marked crosswalks on all four sides of the intersection are preferable. When just one leg is provided, this increases the distance pedestrians must walk because they have to "backtrack". In addition, it can increase the pedestrian's exposure to traffic by requiring the pedestrian to walk across intersections they would not need to cross if they could make their crossing directly. This also leads to jay-walking since pedestrians like to walk the shortest distance between points.
Traffic	WALKS-10	NOP	The design and location of bicycle crossings as well as how the signal system responds to bicyclists should be analyzed as to its impact on the ability of bicyclists to safety and conveniently cross the roadways.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Air Quality	WALKS-11	NOP	Additional air pollution emissions generated by the additional traffic.
Air Quality	WALKS-12	NOP	Additional toxic air contaminants (diesel particulate and benzene) generated by the additional traffic.
Air Quality	WALKS-13	NOP	Additional air pollution emissions generated by the higher speeds during non-peak hours.
Air Quality	WALKS-14	NOP	Additional greenhouse-related emissions generated by the additional traffic and by the additional roadway pavement.
Air Quality	WALKS-15	NOP	Impact of additional air pollution emissions and toxic air contaminants on people walking along the roadways.
Noise	WALKS-16	NOP	Increased noise from additional vehicles including trucks.
Noise	WALKS-17	NOP	Increased noise from increased speeds of vehicles during non-peak and evening hours.
Traffic	WALKS-18	NOP	Pedestrian Crossing Improvements - Assuring the safety of pedestrians will increase the willingness of people to walk rather than drive for short trips including walking to and from shopping centers and bus stops. Pedestrian crossing improvements include: a. Signals with pedestrian count-downs so pedestrians know how much time is left to cross before the light changes. b. Pedestrian refuge islands in the median so pedestrians can be assured of refuge if they are unable to cross the entire street either because of lack of time or because of drivers turning into the pedestrian crosswalk. c. Mid-block pedestrian crossings with pedestrian activated signals to reduce the distances pedestrians must walk to s signalized intersection. d. Marked crosswalks on all four corners of intersections to enable pedestrians to walk to their destinations in the most direct manner without having to backtrack. e. Marked crosswalks with extended stop bars on all major streets. This discourages drivers from driving beyond the pedestrian crosswalk zone before stopping and thus helps protect pedestrians than the drivers may not otherwise have seen. For example, providing marked crosswalks with extended stop bars (such as are now being installed in the City of Sacramento) will cause drivers to stop before the crosswalk prior to moving into position to turn.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic	WALKS-19	NOP	Pedestrian Connectivity Improvements a. Pedestrian cut-throughs to shorten the walking connections throughout the project including cut-throughs to connect interior streets to major roadways. b. Pedestrian short cuts to schools, parks, and commercial areas to give time incentives to pedestrians c. Pedestrian paths and trails that connect schools, parks and commercial areas. d. Safe Routes to Schools to encourage students to safely walk and bicycle to school including extra wide sidewalks (8') in front of schools.
Traffic	WALKS-20	NOP	Improved Pedestrian Access to Transit -- Safe, convenient pedestrian access to transit will result in more people taking transit: a. Safe street crossings (noted above) b. Pedestrian activated signals at intersections - that give pedestrians priority in crossing the street to encourage transit ridership. (Note: at the present time, pedestrians have to wait long times to cross after they have gotten off their bus.) c. Audible Signals - that support access by disabled persons. d. Continuous sidewalks or walkways will enable people who live within walking distance of transit stops to safely walk to those stops.
Traffic	WALKS-21	NOP	Pedestrian Comfort Improvements - Additional improvements such as those listed below will further enhance the pedestrian environment and encourage people to walk and not use their car for short trips. a. Add planter strips between the sidewalk and the shopping areas and provide shade trees in those strips. Shopping areas are prime destinations for short trips. This is where trees are most needed to encourage people to walk for some of their shopping trips. Shade trees will encourage pedestrian trips on hot summer days. It is not clear from the project description whether shade trees are intended for the planted areas. b. Provide benches to enable older walkers to pause and rest along their route. c. Direct routes for walkways to enable pedestrians to walk quickly to their destinations. "Meandering" sidewalks that are focused on decoration rather than transportation should be avoided or eliminated. d. Minimize sound walls on major roadways by locating land uses directly on the roadways with access roads in the rear. e. Special treatments for walkways adjacent to sound walls including plantings on both sides of wide walkways.
Traffic	WALKS-22	NOP	Speed Measures Reduction a. Signal Timing for 35 mph - Maintaining the speed at the posted speed of 35 miles per hour will reduce the number and severity of collisions with pedestrians and will encourage more pedestrians to cross the street. b. Narrower lanes - Maintaining reduced speeds through narrower lanes (10' rather than 11' and 11' rather than 12') will support increased pedestrian trips.
Traffic	WALKS-23	NOP	Transportation demand measures can reduce the peak-load traffic on Hazel Avenue through strategies that include:□a. Creation of a Rio del Oro transportation management association (TMA) to coordinate the activities of the neighborhood groups and the business community to encourage multi-modal travel.□b. Creation of a personalized marketing program to encourage walking, bicycling and transit. Personalized marketing to residents in the vicinity could increase walking and bicycling for short trips. Odyssey, a statewide nonprofit organization promoting transportation choices, has recently received a grant to pilot test a personalized marketing approach has begun pilot testing in Rancho Cordova. Our records indicate that further information is available from Petra Staats of Odyssey at (916) 448-1687 ex.304.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Air Quality	WALKS-24	NOP	Air quality related mitigation measures: 7. Traffic reduction: reducing the number of vehicles will also reduce air pollution. 8. Minimize pavement width: reducing pavement width will reduce the heat island effect of asphalt. 9. Shade trees: Providing shade trees will reduce the heat island effect of asphalt. Note-deciduous trees are preferable. 10. Speed reduction: Maintaining an even speed may also reduce air pollution emissions. Contact the Matt Barth at CE-CERT - the College of Engineering, Center for Environmental Research & Technology, University of California at Riverside for the latest information on emissions related to engine mode. He can be reached at (909) 781-5782 or barth@cert.ucr.edu.
Noise	WALKS-25	NOP	Noise related mitigation measures: 11. Signal timing - maintaining even speeds through signal timing will reduce noise. 12. Narrower travel lanes - maintaining even speeds through narrower lanes (10' rather than 11' and 11' rather than 12') will minimize noise impacts.
Betty L. Miller, IGR Coordinator, Office of Community Planning, California Department of Transportation			
Hydrology	DOT-17	NOP	After further review of the permit application, we have no comment about the potential hydrologica impacts to the State Highway System (SHS) due to loss of wetlands.
Traffic and Transportation	DOT-18	NOP	As indicated in the attached memorandum, et al, however, we are awaiting the requested traffic impact strudy and identified pertinent mitigation to address potential significant impacts of the proposed project to the SHS.
Bryan Clark, Fire Inspector II, Sacramento Metropolitan Fire District			
Public Health and Safety	SMFD-01	NOP	Applicant: It is highly recommended that specific requirements for new construction be obtained from the fire district during the planning stage of construction. Requirements for bridges, entry gates, fire hydrants and access roadways must be clearly understood. Call the Fire Prevention Bureau at (916) 942-3300 and request a design review conference. A consultation fee will apply, but could save considerable time and resources.
Public Health and Safety	SMFD-02	NOP	If there are no immediate plans for new construction or storage of combustible materials on this project, the requirements applicable to construction may be held in abeyance until such time that development occurs. It is important to not that if the property is sold, the seller of the property is encumbered to disclose the above requirements to the buyer.
Public Health and Safety	SMFD-03	NOP	1. Per planning meeting with City Planner and Sac Metro Fire District on 10/23/03, a single access into this development will not be acceptable. Alternate solutions shall be presented and approved by the Fire District prior to commencement of grading.
Public Health and Safety	SMFD-04	NOP	2. Provide approved steamer type fire hydrants for residential areas located as follows:
Public Health and Safety	SMFD-05	NOP	3. Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. FIRE HYDRANT DETAIL AND FIRE DEPARTMENT NOTES SHALL BE SHOWN ON THE PLANS OR IMPROVEMENT DRAWINGS.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Public Health and Safety	SMFD-06	NOP	4. Residential roof coverings shall not be less than Class C.
Public Health and Safety	SMFD-07	NOP	5. Provide access roadways with all-weather driving surface of not less than 20 feet of unobstructed width, with a minimum turning radius of 38 feet inside/58 feet outside dimension capable of supporting the imposed loads of fire apparatus and having a minimum of 13 feet, 6 inches of vertical clearance. The access roadway shall be a extended to within 150 feet of all portions of the exterior walls of the first story of any building. Exception: The required clear width may be reduced to a minimum of 16 feet for access roadways serving only 1 or 2 single-family dwellings. it may not be reduced to the last two dwellings on road serving more than two dwellings.
Public Health and Safety	SMFD-08	NOP	6. When the "access roadway" length exceeds 150 feet from the public road, an approved fire apparatus turns around shall be provided. The fire apparatus turn around shall conform to any of the designs shown on Sacramento Metropolitan Fire District Standard 444.302. The intent is for the turnaround to be located within 100 feet of the end of the access roadway. All parcels zoned as "Residential" (RD) shall be provided with a finished surface of pavement consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in "all" concrete or approved comparable surface. This includes existing gravel roadways.
Public Health and Safety	SMFD-09	NOP	7. There shall be no parking on any street narrower than 28 feet. Streets that are wider than 36 feet shall be allowed parking on both sides. Measurements shall be from gutter-line or edge of pavement to the same on the other side of the roadway. On private streets, marking of the fire lands per the Sacramento Metro Fire Lane Standard may be required. Contact the Fire Prevention Bureau for a copy of the fire lane standard.
Public Health and Safety	SMFD-10	NOP	8. Provide approved address numbers on the building in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background and on all new buildings, shall be illuminated at night.
Public Health and Safety	SMFD-11	NOP	9. Should security gates be considered for this project, the developer shall obtain a copy of the sacrament County Fire Code, Amendment VII, Emergency Access Gates and Barriers. The design of the entry shall conform to this standard.
Ernie L. Teays, Land Specialist, SMUD Real Estate Services			
Utilities and Service Systems	SMUD-01	NOP	The proposed project will result in an estimated electrical demand of 76MVA. At this time it does not appear that the proposed project will have a significant impact on SMUD's ability to provide service. This development will result in the need to construct approximately 4 substations within the project area. Overhead 69kV lines will be installed to connect the future substations.
Utilities and Service Systems	SMUD-02	NOP	The applicant or other responsible parties should address the proposed design and other project related electrical facility issues through close coordination with SMUD. Coordination with SMUD should occur and any required agreements should be established prior to issuance of necessary permits or approvals for the project. The primary contact for information on SMUD facilities is Gilber Angeja at (916) 732-6257.
Florence M. LaRiviere, Chairperson			
Alternatives Development	CCCR-01	NOP	We have reviewed the public notice and strongly support the preparation of an Environmental Impact Statement (EIS) for the proposed project.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic and Transportation	CCCR-02	NOP	The Corps has determined the following potentially significant issues to be analyzed in depth during the EIS process: loss of waters of the U.S. (including wetlands), cultural resources, biological resources, hazardous material, air quality, surface and groundwater, water quality, noise, aesthetics, and socio-economics effects. We assume impacts to traffic and growth inducement will be considered as well.
Biological Resources	CCCR-03	NOP	We also hope in depth consideration will be given to the proposed mitigation as well, including the proposal to create a 93-acre in-stream detention basin, the proposal to increase the density of vernal pools within the existing upland/wetland complex, and any impacts the proposed development will have on jurisdictional waters of the U.S. that are contiguous with the project site or that are adjacent or downstream from the project site.
Gene Riddle, Project Manager, Department of Toxic Substances Control			
Hazards and Hazardous Materials	DTSC-01	NOP	1. Page 8, section E, paragraph 2 and 4 - Paragraph 2, line 7 denotes that there exists "eleven primary areas of concern," pursuant to the DTSC consent Order, at the former McDonnell Douglas rocket testing facility. Each of these areas should be specifically denoted by name because they are being addressed as separate operating units (OUs) for investigations and remediation purposes by DTSC and the Regional Water Quality Control Board (RWQCB).
Hazards and Hazardous Materials	DTSC-02	NOP	Same section and page, paragraph 2, line 9 - Please strike the word "contaminated" and add the words "containing contaminated soil and groundwater" after the word "areas." This is to clarify the purpose of DTSC's Order.
Hazards and Hazardous Materials	DTSC-03	NOP	Same section and page, paragraph 4, line 2 - The writer refers to "all ten areas of concern," even though paragraph 2 pertains to 11 areas of concern. Please denote these areas separately and explain the difference for clarity.
Hazards and Hazardous Materials	DTSC-04	NOP	Same section, page and paragraph, line 4 - Please add the words "soil in" after the word "that" and before the word "two." This clarifies that soil only has been determined to be clean. However, groundwater is contaminated beneath these two OUs and must be addressed.
Hazards and Hazardous Materials	DTSC-05	NOP	2. Page 17, section VII, last paragraph, line 4 - Please add the word "perchlorate" between the words "contain" and "trichloroethene" for chemicals found in soil and groundwater at the site. Perchlorate is the most prevalent chemical of concern at the site and therefore, must be denoted. It is a solid rocket propellant chemical and contains associated health risks via human exposure.
Hazards and Hazardous Materials	DTSC-06	NOP	Page 18, section VII, paragraph 3 (c), line 2 - Please add the word "perchlorate" after the word "Currently" and before the word "volatile" for the same reason as in comment 2.
Hazards and Hazardous Materials	DTSC-07	NOP	Page 18, section VII, paragraph 4 (d), line 1 - Please denote that the site is a State of California listed hazardous waste site, denoted as the former McDonnell Douglas site (Government Code 65962.5 not withstanding).
Hazards and Hazardous Materials	DTSC-08	NOP	Page 20, section VIII, paragraph 1 (b), line 1 - Approximately 75% of the groundwater at the site contains various contaminants that cause concern for human health and the environment through exposure pathways. Therefore, "groundwater resources or wells" will be restricted under DTSC land use covenants. Please strike the entire first sentence of this paragraph. The only well installation accesses allowed under the Deed Restriction will be for extraction for water treatment, monitoring contamination, water levels, and remediation performance. This will be denoted in the land use covenant by DTSC. Any well installation will require approved by DTSC.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Hazards and Hazardous Materials	DTSC-09	NOP	Figure 2, Land Use Summary (proposed land use designations) - This map clearly denotes the proposed land uses of the Rio del Oro project. However, another map at the same scale should be included displaying all the OUs for investigation and or remediation. It is estimated that the soil alone will take another six years. It must be clear to the public that the site soil and groundwater contamination must be addressed via remediation prior to the Rio del Oro development.
Jeff Atteberry, P.E., County Sanitation District 1			
Land Use	CSD1-01	NOP	Annexation to CSD-1 and SRCSD
Utilities and Service Systems	CSD1-02	NOP	The need for an updated and detailed sewer study to assist the development of improved plans (CSD-1 has approved a conceptual sewer study for Rio del Oro, which adequately addressed the capacity requirements of the project)
Utilities and Service Systems	CSD1-03	NOP	Expansion of collector, trunks and interceptor sewer lines
Utilities and Service Systems	CSD1-04	NOP	Location and sizing of facilities
Utilities and Service Systems	CSD1-05	NOP	Interim and ultimate facilities
Utilities and Service Systems	CSD1-06	NOP	Ability to construct the Aerojet Interceptor AJ-4 in Sunrise Boulevard
Utilities and Service Systems	CSD1-07	NOP	The developer and engineer for the project are working closely with CSD-1 and SRCSD. The Laguna Creek and Aerojet Interceptors will ultimately serve the project. These interceptors will not be constructed until development of the project and the Sunrise Douglas Community projects to the south produce sufficient flow to operate the interceptors without creating maintenance problems. Therefore interim facilities will be needed for initial development.
Utilities and Service Systems	CSD1-08	NOP	All except the northwest corner of the project lies within the AJ Douglas - White Rock Trunk Shed of the CSD-1 Master Plan. The northeast corner lies within the AJ Aerojet Trunk Shed. The Master Plan of these trunk sheds proposes approximate locations of the future trunk and interceptor sewer lines. After review of the Land Use Summary included in the NOP EIR/EIS we anticipate the possible need for a revision and update to our Master Plans. This issue can be determined after review and approval of a final sewer study.
Jeff Clark, Senior Civil Engineer, City of Rancho Cordova Transportation Planning Section			
Land Use	RCTPS-01	NOP	The proposed land use plan for the Aerojet Property should be included in the cumulative - no project base condition. An application has been filed with the County of Sacramento so this must be considered a known project.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Land Use	RCTPS-02	NOP	The proposed land use plan for the SunRidge II Specific Plan should be included in the cumulative - no project base condition.
Traffic	RCTPS-03	NOP	The traffic study should coordinate with the County of Sacramento Mobility Strategies for County Corridors study. The study is in the process of identifying strategies to aid in the reduction of congestion in 11 major corridors in the County. This includes Sunrise Boulevard from U.S. Highway 50 to Douglas Road. The Rio Del Oro Specific Plan should acknowledge the options and not eliminate options through land use actions.
Traffic	RCTPS-04	NOP	The traffic study should coordinate with the Sacramento Area Council of Governments Elk Grove-Rancho Cordova-El Dorado connector study.
Jeff Pulverman, Chief Office of Regional Planning, Department of Transportation, District 3-Sacramento Area Office			
Traffic	DOT-01	NOP	The project provides a tremendous opportunity to develop a community within the urban area exemplifying livable community values and concepts, minimizing travel through a significant jobs to housing ration, and encouraging g alternatives to the single occupant vehicle. However, the project faces major traffic challenges, which must be addressed so as not to exacerbate existing and projected unacceptable traffic levels of service eon local and State facilities
Traffic	DOT-02	NOP	The Traffic Impact Study (TIS) to be prepared for this project should address potential traffic impacts to Highway 50, State Route (SR) 16 and each route's intersections and interchanges with the local street system. The TIS should specifically provide a Level of Service (LOS) analysis for the Highway 50 mainline and Hazel Avenue, Sunrise Boulevard and Zinfandel Interchanges (including freeway ramps and ram terminal intersections). The TIS should also specifically address SR16 and the intersections of SR16 with Sunrise Boulevard and Grant Line Road. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: http://www.dot.ca.gov/hq/traffops/develpserv/operationalsystems/.
Traffic	DOT-03	NOP	The TIS should incorporate the following scenarios - Existing conditions without the project - Existing conditions plus the project - Cumulative conditions (without the project) - Cumulative conditions (with project build-out)
Traffic	DOT-04	NOP	A merge/diverge analysis should be performed for SR50 freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis of each route should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used a s a guide for the traffic study.
Traffic	DOT-05	NOP	Mitigation Measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts": - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway. - Vehicle queues at intersections that exceed existing lane storage. - Project traffic impacts that cause the freeway or intersection LOS to deteriorate below LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic	DOT-06	NOP	Possible mitigation measures to consider include: - Widening interchange ramps to increase capacity. - Modifying ramp terminal intersections. - Adding auxiliary lanes between interchanges. - Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations. - Construction of the SR50/Alta Sunrise Interchange and connector to the International Drive Extension.
Traffic	DOT-07	NOP	The analysis of future traffic impacts should be based on a 20 year planning horizon.
Traffic	DOT-08	NOP	Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' "Metropolitan Transportation Plan for 2025".
Traffic	DOT-09	NOP	The Rio Del Oro Project should be coordinated with and consider the Sacramento Area Council of Government's Elk Grove - Rancho Cordova - El Dorado Corridor Connector Planning Study currently underway.
Hydrology	DOT-10	NOP	The proposed project EIR should assess whether this development will affect any of the three major drainage courses near SR16: Morrison Creek, Frye Creek and Laguna Creek. Minor drainage facilities along sSR16 may also be impacted between Sunrise Boulevard and Grant Line Road. The DEIR should address the potential impacts of the proposed project on the highway bridges. Please provide complete hydrologic analysis to Caltrans for our review. The analysis should evaluate the change in stage, discharge, and velocity through the SR16 bridges. Chapter 820 of the Caltrans Highway Design Manual should be used as guidelines for this analysis.
Traffic	DOT-11	NOP	Public Resources Code Sections 21081.4, 21081.6, and 21081.7 mandate that lead agencies under CEQA provide the California Department of Transportation with information on transportation related mitigation monitoring measures for projects that are of statewide, regional, or area wide significance. The enclosed "Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the Department of Transportation" (MM Submittal Guidelines) discuss the scope, purpose and legal requirements for mitigation monitoring reporting and submittal of the required reports. This project under review has impacts that are of regional or area wide significance. Therefore, the enclosed Mitigation Monitoring Certification Checklist form should be completed and submitted to our office when the mitigation measures are approved, and again when they are completed.
Traffic	DOT-12	NOP	In developing residential subdivisions we support efforts to look beyond the pavement to the role that streets and roads play in enhancing communities and the natural environment. Some jurisdictions propose traffic calming elements to improve safety, enhance pedestrian and bicycle facilities and control speed. We support expanded facilities for alternative travel modes that could help reduce vehicular trips in this developing area.
Traffic	DOT-13	NOP	We encourage the City to incorporate circulation strategies within the specific plan area that enhances alternative transportation and reduces reliance on the use of single occupant vehicles (i.e., provide streetscape designs that reduce barriers, provide transit facilities, extend bicycle lane networks, etc.).
Traffic	DOT-14	NOP	Caltrans supports the integration of new housing units in communities with shops, employment, education and recreation sites with transit access and non-motorized transportation infrastructure to reduce reliance on automobile trips.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic	DOT-15	NOP	Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking/biking distance of each other.
Traffic	DOT-16	NOP	The design and circulation network for the project should be planned to encourage and facilitate the use of alternative transportation modes, including bicycles, transit, and pedestrian travel.
Larry L. Eng, Ph.D., Deputy Regional Manager, California Department of Fish and Game			
Biological Resources	DFG-01	NOP	1. The project's impact upon fish and wildlife and their habitat.
Biological Resources	DFG-02	NOP	2. The project's impact upon significant habitat such as wetlands including vernal pools and riparian areas. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.
Biological Resources	DFG-03	NOP	3. The project's impact to special status species including species which are state and federal listed as threatened and endangered.
Biological Resources	DFG-04	NOP	4. The project's growth inducing and cumulative impacts upon fish, wildlife, water quality and vegetative resources.
Alternatives Analysis	DFG-05	NOP	5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.
Land Use	DFG-06	NOP	6. The DEIR should contain an evaluation of the proposed projects consistency with the applicable and use plans, such as General Plans, Specific Plans, Watershed Master Plans, Habitat Conservation Plans, etc. for the area
Biological Resources	DFG-07	NOP	The DEIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and watercourses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that: Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream, or lake; Use material from a streambed; or Result in the disposal or deposition of debris, waste, or other material where it may pass into any river stream, or lake.
Biological Resources	DFG-08	NOP	In the event implementation of the proposed project involves such activities and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG.
Biological Resources	DFG-09	NOP	6. Protection and maintenance of the riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Biological Resources	DFG-10	NOP	7. Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e., spawning, nesting) habitats.
Biological Resources	DFG-11	NOP	8. Delineation of buffers along streams and wetlands to provided adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.
Hydrology	DFG-12	NOP	9. Placement of construction materials, spoils or fill, so that they cannot be washed into a stream or lake.
Hydrology	DFG-13	NOP	10. Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.
Biological Resources	DFG-14	NOP	11. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.
Biological Resources	DFG-15	NOP	Finally, in the event implementation of the proposed project will involve activities and impacts requiring a LSAA, please contact the Sacramento Valley-Central Sierra Region for a notification packet and fee schedule for a LSAA.
Biological Resources	DFG-16	NOP	This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.
Mitchell S. Dion, Manager Northern Division, California-American Water Company			
Water Quality	Cal-AM1	NOP	Hydrology and Water Quality - We support the findings of "Potentially Significant Impact." Currently, California American Water owns and operates three wells and a water distribution system in Security Park, which is fully surrounded by this development. While Security Park is not part of this project development, water production for this project may influence current production. Given the extensive groundwater contamination in the area, available groundwater may be very limited. Changes to existing withdraw and recharges must be carefully addressed to protect this resource.
Utilities and Service Systems	Cal-AM3	NOP	Given limited water availability in the region, consideration of a wastewater treatment/reclamation facility should be considered to reduce water demand and augment the recharge of groundwater. This expense should not be borne solely by this project, but the open spaces provided in this project provide opportunity for recharge by injection and irrigation with reclaimed and stormwater runoff. The potential to do this should be incorporated into this project EIR.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Mitchell S. Dion,, Manager Northern Division, California-American Water Company			
Utilities and Service Systems	Cal-AM2	NOP	Utilities and Service Systems - We support the findings of "Potentially Significant Impact." California American Water has an existing franchise of nearly 2,000 acres, which includes a large portion of this project. To meet our existing customer needs and plan for a reliable water supply for the Rio Del Oro area in the future, California American Water has planned and is initiating a water supply project to utilize conjunctive use main principles for leveraging ground and surface water supplies. The focal point is a transmission line to move water into areas where groundwater contamination is present. Water supply for this project and others in this area, outside of California American Water franchise area, is dependent upon remediated groundwater being discharged to surface sources and future treatment plant construction. The delivery of the water under that scenario may be considered conditional based upon many factors. Alternative plans should be pursued in parallel to ensure water is available for this entire project.
Peter Christensen, Mobile Source Division, Sacramento Metropolitan Air Quality Management District			
Air Quality	SMAQMD-01	NOP	SMAQMD recommends that the URBEMIS 2002 model be used for analysis of the operational and construction related ozone precursor (ROG and Nox) emissions from the project. Any alternative analysis methods should be reviewed by SMAQMD staff prior to use.
Air Quality	SMAQMD-02	NOP	The project applicant should begin the preparation of an air quality plan in compliance with General Plan Policy AQ-15, to reduce operational emissions by a minimum of 15 percent. Preparation of the plan as early as possible is essential to provide the maximum flexibility in the potential measures available for implementation.
Air Quality	SMAQMD-03	NOP	SMAQMD expects that construction related Nox emission will exceed the adopted CEQA threshold of significance. Therefore, we recommend that the SMAQMD standard construction mitigation be included as a mitigation measure in the DEIR. Recommended mitigation language can be found at www.airquality.org.
Traffic	SMAQMD-04	NOP	A County Service Area (CSA-10) has been established to provide "extended transportation services" for the Villages of Zinfandel project, and work is underway to include the SunRidge Specific Plan area as a benefit zone under CSA-10. We recommend that Rio Del Oro also participate as a benefit zone under CSA-10, and initiate the appropriate engineering study for CSA inclusion. CSA participation should be included as a mitigation measure in the DEIR.
Traffic	SMAQMD-05	NOP	We recommend that the financing plan for Rio Del Oro include a provision for financial support of at leas one new grade separated bicycle/pedestrian connection from the project to the Folsom South canal off-street bicycle trail. The Folsom South Canal represents a unique opportunity to take advantage of an existing resource to reduce emission by encouraging bicycling and walking.
Traffic	SMAQMD-06	NOP	We recommend that the DEIR include an analysis of the potential for traffic calming measures such as traffic lane width reductions, curb bulbs, traffic circles, and other measures that can reduce traffic speed and provide a transportation system that encourages bicycling and walking.
Rich Blackmarr, Senior Planner, City of Sacramento Department of County Engineering and Administration, Infrastructure Finance Section			
Land Use / Socioeconomics	IFS-01	NOP	As is appropriate to a development project of this scale, the NOP on page 7 suggests that a Public Facilities Financing Plan (PFFP) will be prepared for Rio Del Oro. Given Rio Del Oro's location between the rest of the Gencorp property to the north and the Sunrise Douglas Community Plan to the south and east, the Rio Del Oro PFFP should address the coordination of infrastructure financing between developments in these areas and Rio Del Oro, as well as facilitating linkages to the balance of Rancho Cordova and Mather Field to the west.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Traffic	IFS-02	NOP	The overriding concern is that IFS has regarding the Rio Del Oro project is with implementing circulation linkages with Highway 50. Accomplishing this is indicated as one of the Project Objectives ("Facilitate the implementation of regional transportation circulation linkages, especially Jaeger Road and Americanos Boulevard, from the project site north to Highway 50. The following points explain further some of the issues that need to be addressed in Rio Del Oro to assure that this is achieved.
Traffic	IFS-03	NOP	A conceptual alignment plan prepared with the participation of Aerojet-Gencorp is needed to show how the northward extension of Sunridges Jaeger Road and Americanos Boulevard as proposed by Rio Del Oro will achieve linkages further to the north from White Rock Road to Highway 50.
Traffic	IFS-04	NOP	The traffic analysis for the Rio Del Oro project should be consistent with a consensus circulation plan for the Gencorp property including its recent proposal for the Easton development in unincorporated Sacramento County.
Traffic	IFS-05	NOP	Severe existing and projected traffic congestion on Sunrise Boulevard resulted in the imposition of development phasing requirements on the Sunridge Specific Plan area (Zoning Condition [a]12) calling for the early construction of the Sunrise Boulevard reliever thoroughfare and Hwy. 50 interchange. This condition allows the recording of no more than 6,500 residential lots in Sunridge before at least 2 continuous traffic lanes of this or an equivalent reliever thoroughfare are constructed.
Traffic	IFS-06	NOP	Coordination with the Sunridge phasing is needed for any development phasing requirements relative to Hwy. 50 links that are proposed for Rio Del Oro.
Traffic	IFS-07	NOP	Because construction financing for the Sunrise Boulevard reliever thoroughfare is not yet assured, but the facility needs to be constructed almost as soon as development is expected to begin in either Rio Del Oro or the Sunrise Douglas 2 Specific Plan, the Rio Del Oro PFFP needs to consider possible provision of Mello-Roos bond financing of the Sunrise reliever thoroughfare.
Traffic	IFS-08	NOP	The City should consider requiring the dedication of these major road rights-of-way (with provision of any appropriate fee program credits) at the time of any project approval for Rio Del Oro. If for some reason this is not possible for the DTSC Consent Order portion of the project, it appears that the combination of the proposed Rio Del Oro Parkway arterial connection from Sunrise Boulevard and the Jaeger Road extension to the north lies within the Elliott Homes portion of the project and would allow for construction to White Rock Road of a reliever facility that complies with the intent of the Sunridge zoning condition.
Traffic	IFS-09	NOP	The Rio Del Oro proposal to align Americanos Boulevard through the easterly interior of the project is inconsistent with the arterial alignment approved with the Sunridge Specific Plan, which is along the eastern boundary of Rio Del Oro. At a minimum, this needs to be considered prior to City approval of North Douglas #1 (RC 03-002) and other tentative subdivision maps that may be submitted in the northern panhandle of the Sunridge Specific Plan area.
Traffic	IFS-10	NOP	In order to facilitate the ongoing financing of transportation demand management (TDM) or trip reduction services in Rio Del Oro, the City may wish to request that the area be annexed to County Service Area No. 10, which was formed to provide services in the Villages of Zinfandel, Sunridge, and Mather Field developments.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Sandy Hesnard, Aviation Environmental Planner, Department of Transportation, Division of Aeronautics			
Land Use / Noise	DOTA-01	NOP	CEQA, Public Resources Code Section 21096, requires using the Department's Airport Land Use Planning Handbook (Handbook) as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/-aeronaut/htmfile/landuse.php. The project site will be subject to aircraft overflights and subsequent aircraft-related noise and safety impacts. These issues must be thoroughly addressed in the DEIR.
Land Use	DOTA-02	NOP	Another consideration is the recently enacted legislation AB 2776, which amended Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4. and 1353 of the Civil Code, relating to aviation. This bill changed buyer notification requirements for lands around airports. According to the new law, any person who intends to offer land for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.
Noise	DOTA-03	NOP	According to the May 1997 Mather Airport Comprehensive Land Use Plan (CLUP), the 60 to 70 decibel (dB) Community Noise Equivalent Level (CNEL) contours for Mather Airport extend over portions of the project site. Residential development is generally considered to be incompatible within the 65 dB and greater CNEL contour in an urban environment. Due to lower background noise levels in the vicinity of the project site and the proximity of the site to the ends of the aforementioned Mather Airport runways, consideration should also be given to restriction residential uses from within the 60 dB CNEL.
Noise	DOTA-04	NOP	Mather supports nighttime cargo operations and plans to increase these operations. As discussed on pg. 23 of the NOP, the future plans for Mather Airport include expansion of commercial cargo use. Future plans also include possible runway extensions, realignments and changes to the airport traffic patterns. Mather Airport routinely receives noise complaints from existing residential as far as El Dorado Hills and Cameron Park.
Land Use	DOTA-05	NOP	In accordance with Public Utilities Code (PUC) Section 21676, local General Plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the Sacramento Airport Land Use Commission (ALUC). This requirement is necessary to ensure that policies and recommendations for noise impact assessment and land use densities are appropriate, given the nature of airport operations. The project is subject to review by the Sacramento County ALUC, which is represented by the Sacramento Area Council of Governments (SACOG). In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.
Land Use / Noise	DOTA-06	NOP	Much of the site also falls within the County of Sacramento Mather Airport Policy Area (MAPA). MAPA was crated to increase the awareness of future residents of their possible exposure to aircraft operations; to limit the potential for conflict between the airport and adjacent communities; and, to protect future airport development and aircraft operations flexibility "beyond that obtainable solely by relying upon the noise and safety land use guidelines contained in the Comprehensive Land Use Plan." MAPA policy prohibits new residential development within the 60 dB CNEL contour or the two "fins" identified as "A" and "B" in Exhibit 1 of MAPA.
Noise	DOTA-07	NOP	Several of the proposed school sites may be within two miles of an existing runway for Mather Airport. Education code section 17215 requires a school site evaluation by the Division of Aeronautics for a school site proposed within two miles of an airport runway. California Code of Regulations, Title 21, Section 3570 describes criteria that the Department uses to evaluate a proposed school site. The DEIR should address this matter as well as proximity of the school sites to any of the existing or proposed runway alignments.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Land Use	DOTA-08	NOP	Depending on structural heights, the Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77 may require submission of a Notice of Proposed Construction or Alteration (Form 7460-1). For further technical information, please refer to the FAA's web site at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html. This should be thoroughly addressed in the DEIR.
Biological Resources	DOTA-09	NOP	Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" addresses these issues. These advisory circulars can be accessed at http://www1.faa.gov/arp/150acs.cfm#Airport Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. For additional information concerning wildlife damage management, you may wish to contact Patrick L. Smith, United States Department of Agriculture, Wildlife Services, at (916) 979-2675.
Land Use	DOTA-10	NOP	The need for compatible and safe land uses near airports in California is both a local and a state issue. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Airport land use commissions and airport land use compatibility plans, however, are key to protecting an airport and the people residing and working in the vicinity of an airport.
Sterling Sorenson, Water Resources Engineering Associate, Department of Water Resources			
Utilities and Service Systems	DWR-01	NOP	The California Code of Regulations, Title 23, Waters, requires a hydraulic analysis be submitted to The Reclamation Board for any project that modifies any waterway when said analysis shows increased peak flows downstream of the proposed project and when said increased flows could compromise an adopted plan of flood control over which the Board has jurisdiction and exercises their authority. Proposals for mitigation shall be submitted along with any hydraulic analysis of a project when an adverse hydraulic impact is identified.
T.L. Abney, Captain Commander, Department of California Highway Patrol			
Traffic	CHP-01	NOP	We recently completed our review of the Notice of Preparation for the Rio del Oro Draft Environmental Impact Report (EIR) SCH #2003122057. We have significant concerns with the overall impact of the development on the services that we are required to provide. Specifically, the increase of over 7,000 residential housing units and corresponding population increase will have a substantial impact on the unincorporated roadways in the surrounding area as well as on United States Route 50 (US-50). As you are undoubtedly aware, we are the agency with patrol jurisdiction on the aforementioned roadways.
Traffic	CHP-02	NOP	Currently US-50 is impacted by the high growth population increases in the Folsom and El Dorado Hills areas. Many commuters travel into Sacramento each day from these areas which results in in heavy congestion for both westbound and eastbound traffic. In addition, the tremendous growth in the Elk Grove and Galt areas is forcing some residents in the southern portion of the county to bypass the overcrowded freeways and drive on county roadways, such as Grantline Road and Whiterock Road. Thus, we continue to experience an increase in traffic fatalities on the unincorporated roadways which is directly attributed to motorists by-passing US-50 for other alternative county road routes. This particular new development being planned in the Rancho Cordova area will only exasperate the current existing conditions.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Public Health and Safety	CHP-03	NOP	Assuming that this development moves forward, our office, the South Sacramento Area California Highway Patrol, will need a minimum uniformed personnel staffing increase of eight to ten officers, one sergent, and one clerical person. This will be necessary to handle the additional traffic collisions, arrests, and motorists services due to the increase in traffic on the surrounding roadways. As you are well aware, during these tight budgetary times with challenging fiscal constraints, the State of California is not afforded the luxury of funding these positions. Therefore, it is our recommendation and request that the developers responsible for this project be required to ensure funding for these positions. This may be accomplished by the developers contacting their local Legislators, members of the California State Senate and California State Assembly, and specifically requesting these positions be funded to ensure we may continue to provide the aforementioned services.
Taiwo Jaiyeoba, Real Estate Administrator, Sacramento Regional Transit District			
Traffic	SRTD-01	NOP	It is recommended that the developer meet with Regional Transit Staff and City of Rancho Cordova staff to consider how this project may be planned to maximize transit service opportunities.
Traffic	SRTD-02	NOP	Items to address include how bus and light rail might serve the project. Consideration should be given to provision of a transit center, bus stops, bus shelters, street patterns, land uses and other transit supportive elements
Traffic	SRTD-03	NOP	Mitigation of anticipated environmental impacts might be accomplished through good transit planning.
Tim Vendlinski, Manager, Wetlands Regulatory Office			
Biological Resources	EPA-01	NOP	EPA concurs with the Corps regarding the need for an EIS. At this time, we object to the project as proposed and recommend denial of the permit until the applicant assesses the impacts to waters as a result of the proposed project and demonstrates compliance with the Guidelines.
Alternatives Development	EPA-02	NOP	EPA supports the Corps' decision to evaluate the environmental impacts and demonstrate compliance with the Guidelines associated with the complete buildout of the 3,828-acre master planned community. It is our understanding, an alternatives analysis for the proposed project and compliance with the Guidelines will be presented in the EIS.
Biological Resources	EPA-03	NOP	The Guidelines are written hierarchically to ensure that utmost efforts are made to achieve the objective of the Clean Water Act to eliminate all discharges of pollutants into the nation's waters. Compensatory mitigation should only be used to offset unavoidable impacts. EPA will generally not judge the appropriateness of compensatory mitigation until the least environmentally damaging practicable alternative has been identified.

NOP Response to Comments - Written Comments Recieved

Issue	Comment Code	Scoping Period	Comment
Biological Resources	EPA-04	NOP	To ensure long term viability of the avoidance and preserve areas, a perpetual land management strategy is necessary. This strategy includes identifying and protecting all lands in a master planned community upfront through conservation easements, adaptive management practices, best management practices, educational outreach and law enforcement programs. If the proposed project is authorized, we request the following elements are incorporated before any development is allowed to proceed: 1) establish a fully-funded endowment to provide for maintenance and monitoring of onsite and offsite mitigation, preservation and avoidance areas in perpetuity; 2) designate a third-party conservation entity for the approval by the Corps and EPA to hold the required conservation easements and function as land steward; 3) in conjunction with the Corps and EPA, develop permanent conservation easements for the set-aside lands, and record them as conservation areas using distinct parcel numbers to distinguish them from the rest of Rio del Oro development; and 4) provide copies of the recorded documents to the Corps no later than 30 days prior to the start of construction of any activities authorized by these permits.
Biological Resources	EPA-05	NOP	The applicant has failed to demonstrate compliance with the Guidelines. We recommend denial of the permit until the aforementioned regulatory issues are addressed. We are willing to work with your staff and the applicant to reach resolution.

Appendix A

Notice of Preparation
(December 12, 2003 – January 11, 2004)

NOTICE OF PREPARATION

DATE: **December 12, 2003**

TO: **Responsible Agencies, Organizations and Interested Parties**

LEAD AGENCY: **City of Rancho Cordova**
Contact: Hilary Anderson
3121 Gold Canal Drive
Rancho Cordova, CA 95670

SUBJECT: **Environmental Impact Report for the Rio del Oro project.**

In discharging its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Rancho Cordova (as Lead Agency) intends to prepare a "joint" Environmental Impact Report (EIR), and Environmental Impact Statement (EIS), consistent with Article 14, Sections 15220 and 15222, of the CEQA Guidelines, for the Rio del Oro project. The City will be the lead agency for compliance with the California Environmental Quality Act ("CEQA") and the U.S. Army Corps of Engineers ("Corps") will be the lead agency for compliance with the National Environmental Policy Act ("NEPA").

In accordance with Section 15082 of the CEQA Guidelines, the City of Rancho Cordova has prepared this Notice of Preparation to provide Responsible Agencies and other interested parties with sufficient information describing the proposal and its potential environmental effects.

The determination to prepare an Environmental Impact Report was made by the City of Rancho Cordova. An Initial Study, attached hereto, has been prepared pursuant to CEQA Guidelines Section 15063, which identifies the anticipated environmental effects of the project. The Initial Study satisfies the City's obligation under CEQA Guidelines section 15082, subdivision (a)(1)(C), to identify the "probable environmental effects of the project."

As specified by the CEQA Guidelines, the Notice of Preparation will be circulated for a 30-day review period. The City of Rancho Cordova welcomes public input during this review. In the event that no response or request for additional time is received by any Responsible Agency by the end of the review period, the Lead Agency may presume that the Responsible Agency has no response.

PUBLIC MEETING

A Public Scoping Meeting will be held in the Rancho Cordova City Hall
(3121 Gold Canal Drive, Rancho Cordova)
During the month of January or February 2004
A notice of the meeting will be sent once a date has been determined.

Comments may be submitted in writing during the review period and addressed to:

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

The comment period closes on **February 12, 2004**

A. PROJECT LOCATION AND CURRENT USE

The Rio del Oro project area consists of approximately 3,828.5-acres, which is located in eastern Sacramento County (see **Figure 1**, Project Location Map). The property is located south of White Rock Road, north of Douglas Road, and east of Sunrise Boulevard. The site is located south of Interstate Highway 50, within the City of Rancho Cordova. The property currently carries General Plan designations of Intensive Industrial, Extensive Industrial and Extensive Industrial with Aggregate Resource Overlay. As part of the project, the General Plan designations will be changed to Low Density Residential, Medium Density Residential, Commercial and Office, Intensive Industrial, Public/Quasi Public, and Open Space and Recreation. The current zoning designations of the project site is SPA (AG-80) Agriculture – 80-acre min., SPA (M-2) Heavy Industrial, SPA (IR) Industrial Reserve, and M-2 Heavy Industrial.

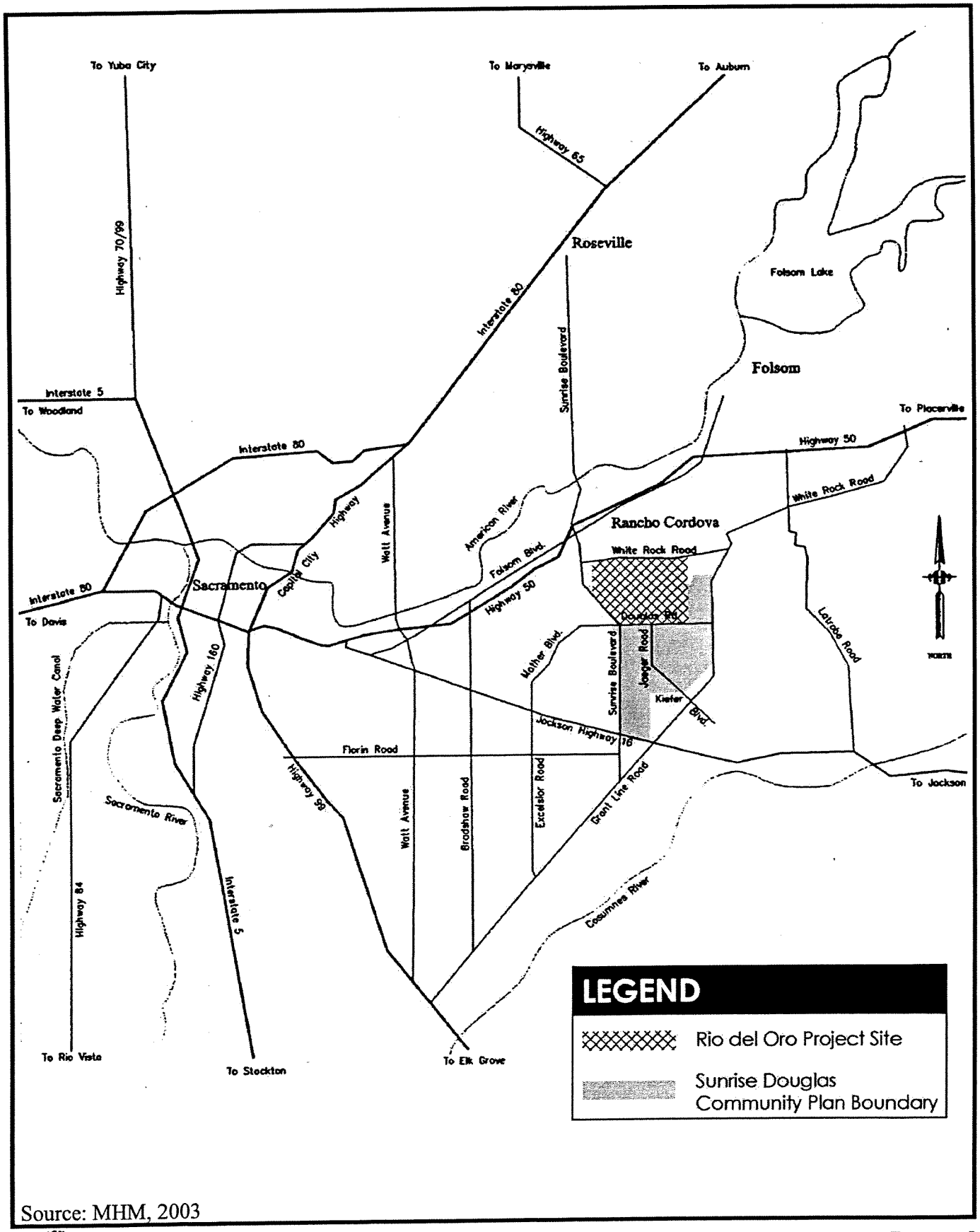
B. PROJECT OBJECTIVES

The following are objectives of the proposed Rio del Oro project:

- Conform the Urban Policy Area boundary to past land use decisions which already designated the property for urban development.
- Provide a mixed-use master-planned community, which includes employment generating uses, retail and support services, recreation opportunities, and a broad range of housing types with particular emphasis on affordability and proximity to jobs and services.
- Provide a ready source of housing, affordable to a broad range of income levels and in close proximity to the major job generating centers along the Highway 50 corridor.
- Facilitate the implementation of regional transportation circulation linkages, especially Jaeger Road and Americanos Boulevard, from the project site north to Highway 50.
- Achieve an economically viable reuse of a prior industrial site.
- Convert land from an existing urban use designation, which is in oversupply (i.e. industrial) to that which is in need, especially along the US 50 corridor (i.e. residential, mixed-use).
- Contribute to the economic development of the City of Rancho Cordova and the greater Sacramento region.

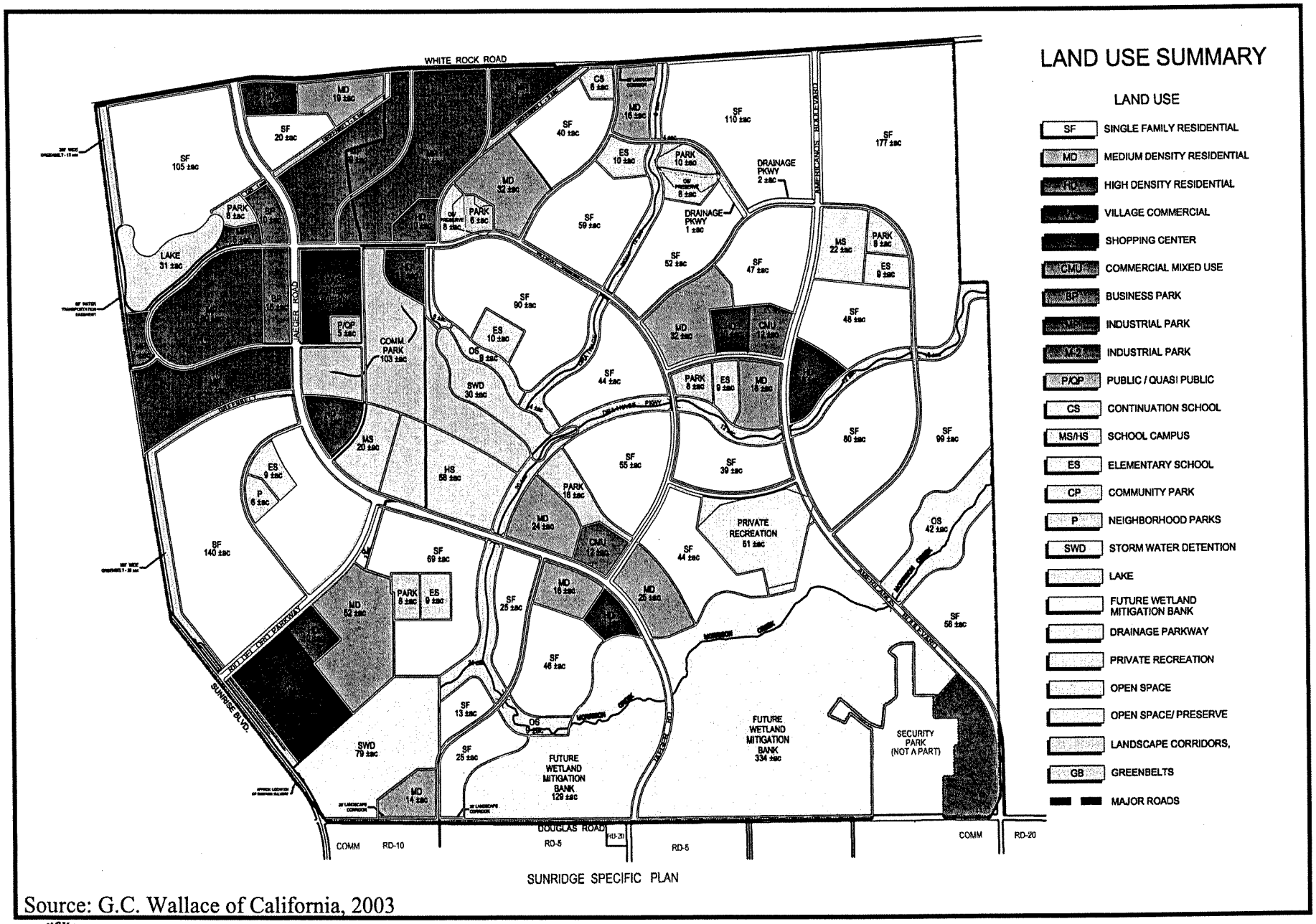
C. PROJECT CHARACTERISTICS

The Rio del Oro project consists of approximately 3,828.5 total acres (see **Figure 2**, Proposed Land Use Map). **Table 1** illustrates the proposed land use categories, the associated acreage and the approximate amount of residential units anticipated for each land use designation.



Source: MHM, 2003

FIGURE 1
RIO DEL ORO
PROJECT LOCATION MAP



SUNRIDGE SPECIFIC PLAN

Source: G.C. Wallace of California, 2003

FIGURE 2

PROPOSED LAND USE DESIGNATIONS

TABLE 1
PROPOSED LAND USES

Land Use	Acres	Units
Single Family Residential	1,546	7,730
Medium Density Residential	248	1,984
High Density Residential	95	1,900
Village Commercial	30	--
Shopping Center	50	--
Commercial Mixed Use	24	--
Business Park	26	--
Industrial Office Park	281	--
Industrial Park	36	--
Public	5	--
High School/Middle School	100	--
Continuation School	6	--
Elementary School	56	--
Community Park	103	--
Neighborhood Parks	68	--
Storm Water Detention	109	--
Lake/Open Space	31	--
Future Wetland Mitigation Bank	463	--
Drainage Parkway	122	--
Private Recreation	51	--
Open Space	60	--
Open Space Preserve	16	--
Landscaping	50	--
Greenbelts	49	--
Major Roads	203.5	--
Totals	**3828.5**	**11,614**

Residential

As indicated in **Table 1**, the proposed Rio del Oro project provides for the construction of approximately 11,614 dwelling units in three residential land use classifications. The single-family residential category proposes a density of 5 units per acre (du/ac). The medium density residential category proposes a density of 8 units per acre (du/ac). The high-density residential category proposes a density of 20 units per acre (du/ac).

Commercial/Industrial

The Rio del Oro project includes the commercial land use classifications of Village Commercial, Shopping Center, Commercial Mixed Use, Business Park, and Industrial Park (**Table 1**). The Village Commercial portion of the project is proposed for the southeast corner of Jaeger Road and Villagio Parkway, on an approximate 30-acre parcel. The project's Commercial Mixed Use development is proposed at various locations throughout the project site, and comprises approximately 24 acres. The Business Park portion of the project comprises 26 acres, and is

proposed along Jaeger Road near the northwest corner of the site. The project also proposes 281 acres of Industrial Park and 36 acres of Industrial Park.

Open Space/Parks/Recreation/Public

The Rio del Oro project includes the development of a 103-acre Community Park and various Neighborhood Parks that total 68 acres. The project also proposes 60 acres of Open Space and 16 acres of Open Space Preserve. The project proposes 51 acres for Private Recreation and 5 acres for Public use. A component of the project includes 50 acres designated for Landscape Corridors and 49 acres for Greenbelts.

Lakes/Drainages/Wetlands

The Rio del Oro project proposes the creation of 31 acres of lakes within the project boundary. The project also proposes 122 acres for Drainage Parkways and 109 acres for Stormwater Detention areas. The project proposes a large Future Wetland Mitigation Bank area in the southern portion of the site that encompasses 463 acres.

Schools

There are approximately 162 acres designated for school uses within the Rio del Oro project area. The project would include a high school site, two middle school sites, a continuation school site, and various elementary school sites.

Public Utilities and Services

Public services, utilities and other infrastructure improvements will be needed to serve the Rio del Oro project. The project proponent has coordinated with various service providers to provide these services on an as needed schedule.

Roadway Improvements

The project proposes the development of approximately 203.5 acres of major roadways within the project area.

D. REQUIRED APPROVALS

City of Rancho Cordova: Actions that would be required from the City Council, Planning Commission and/or City staff may include, but is not limited to, the following:

- **General Plan Amendment;**
- **Amending the Aerojet Specific Planning Area (SPA) Ordinance (SCZ 95-0014);**

- **Amendment to the Urban Policy Area boundary;**
- **Adoption of a Public Facilities Financing Plan; and,**
- **Adoption of a Development Agreement**

E. PROJECT BACKGROUND

The following is a summary of the background of the Rio del Oro project area. The Rio del Oro project site has a history of grazing and gold mining. Approximately one third of the site has been used for grazing, while the remaining two thirds is land which has been significantly altered by gold mining activities. The mining activities consisted of dredging ancient alluvial deposits. A considerable amount of this dredging occurred in the 1920s with additional dredging occurring in the 1950s. The areas that were mined are marked today by alternating piles of rocky tailings and lower areas where the finer sediment settled out.

The Rio Del Oro Project is located on a former rocket testing facility. In 1956, McDonnell Douglas leased the land for its rocket testing activities and bought the land from Aerojet in 1961. McDonnell Douglas stopped its operations at the site in about 1969. Aerojet re-acquired the land in 1984 as a buffer for its operations along White Rock Road. During Aerojet's ownership, the site was used primarily as buffer land and as a place to burn excess rocket fuel and to test small quantities of energetic material. In 1994, McDonnell Douglas and Aerojet agreed to investigate eleven primary areas of concern pursuant to the requirements of a Consent Order with the California Department of Toxic Substances Control (DTSC), and to complete the necessary remediation of contaminated areas. The areas of concern include several former aerospace complexes and assembly areas and two landfill sites. The Consent Order established a process to evaluate the potential for contamination at the various areas.

During the mid-1990's while the site evaluations were proceeding, Aerojet met with the DTSC on numerous occasions to discuss the long-range re-development plans for the entire property. These discussions covered many areas, including the large passive buffer areas that were not utilized in either aerospace or industrial operations. In 1997, the DTSC agreed with Aerojet that soils within much of the passive buffer area was indeed clean, should not be included within the Order and were suitable for potential development use and thus removed some 1,114 +/- acres of the Rio del Oro project land from the Order.

The balance of the site (approximately 2,800 acres) is still under the Consent Order. Currently all ten areas of concern (approximately 260 acres) as well as the groundwater are undergoing various levels of review and/or remedial action. Some areas have been fully investigated and DTSC has determined that two locations require no remedial action. Approved remedial action plans are underway in some areas, while others are still in the investigation phase. Any plan must comply with the requirements of the California Environmental Quality Act. Once a remedial action plan for an area of concern is developed, the plan is subject to a 30-day public comment and meeting period.

The proposed project site formerly belonged to McDonnell-Douglas. Approximately 1,100 acres are now owned by Elliott Homes, and GenCorp owns the remaining acreage totaling approximately 2,800 acres.

F. POTENTIAL ENVIRONMENTAL EFFECTS

See attached Initial Study Checklist.

Appendix B

Notice of Intent
(February 5, 2004 - Present)

DATES: A public scoping meeting will be held in Jackson, MS, at the Mississippi Agriculture, Forestry, and Aviation Museum, on February 23, 2004, at 6 p.m.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and Draft Environmental Impact Statement (EIS) should be directed to Ms. Karen Dove-Jackson (telephone (601) 631–7136) or Vicksburg District, 4155 Clay Street, ATTN: CEMVK–PP–PQ, Vicksburg, MS 39183–3435.

SUPPLEMENTARY INFORMATION: This project is authorized by congressional resolutions adopted May 9, 1979. These authorizations read as follows:

"Resolved by the Committee on Public Works and Transportation of the House of Representatives, United States, That the Board of Engineers for Rivers and Harbors is hereby requested to review the reports of the Chief of Engineers on Pearl River Basin, Mississippi and Louisiana, published as House Document Number 282, Ninety-Second Congress, Second Session, and other pertinent reports, with a particular view toward determining whether any further improvements for flood damage prevention and related purposes are advisable at this time. The alternatives are to be reviewed with local interests to insure a viable, locally supported project. Resolved by the Committee on Public Works and Transportation of the House of Representatives, United States, That the Board of Engineers for Rivers and Harbors is hereby requested to review the report of the Chief of Engineers on the Pearl River and Tributaries, Mississippi, contained in House Document 441, 86th Congress, and other reports with a view to determining whether measures for prevention of flood damages and related purposes are advisable at this time, in Rankin County, Mississippi. Resolved by the Committee on Environment and Public Works of the United States Senate, That the Board of Engineers for Rivers and Harbors, created under section 3 of the River and Harbor Act, approved June 13, 1902, and is hereby requested to review the reports of the Chief of Engineers on Pearl River Basin, Mississippi and Louisiana, submitted in House Document Numbered 92–282, 92nd Congress, 2nd Session, and other pertinent reports with a view to determining whether any further improvements for flood damage prevention and related purposes are warranted at this time."

1. A reconnaissance study was initiated in 1989 and a favorable report was completed in 1990 for the Pearl River Watershed, MS, Project. The local sponsor executed a Feasibility Cost-Sharing Agreement (FCSA) with the U.S. Army Corps of Engineers (Corps) in September 1991 to pursue alternative solutions. The resulting recommended plan documented in a January 1996 draft report was a comprehensive levee system to provide protection from a flood event of 1979 magnitude. The 1979 flood event in Jackson is the maximum flood of record. The frequency of this flood in Jackson was estimated at approximately a 200-year event. Study actions were suspended in July 1998, and the final feasibility report was never completed. Lack of local support for the recommended plan, questions over operation of the Ross Barnett Reservoir, and downstream concerns over flooding and bank caving were primary issues. In 1996, local interests proposed the LeFleur Lakes Flood Control Plan, consisting of upper and lower lakes along the Pearl River south of the Ross Barnett Reservoir, as an alternative to the comprehensive levee plan. The lakes would extend from the Ross Barnett Reservoir outlet downstream along the Pearl River to approximately 1 mile southwest of Interstate 20. The combined lakes would cover approximately 4,800 acres at normal operating levels, and weirs at both the upper and lower lakes would regulate flow. The plan is supported locally by community and business leaders due to its commercial development aspects and potential for cost recovery. An independent evaluation of the LeFleur Lakes Flood Control Plan was conducted from June-December 2000 by an Architect-Engineer firm. The valuation indicated that the LeFleur Lakes Plan could reduce Pearl River flooding in the Jackson area, as would the levee plan. The Feasibility Cost Sharing Agreement, necessary for study resumption, was signed with the non-Federal sponsor, Rankin-Hinds Pearl River Flood and Drainage Control District, on 15 October 2003. Studies will include updating the previously proposed levee plans presented in the aformentioned January 1996 draft report and an analysis of the LeFleur Lakes flood control plan. Studies will also include investigations of levees for south Jackson and Richland as a component of the LeFleur Lakes Plan. The District Engineer has decided to prepare a Draft EIS to investigate measures to alleviate flooding in the study area and determine the feasibility of continued Federal involvement in developing and implementing a solution.

2. The feasibility study for Pearl River Watershed, MS, will be conducted to fully evaluate a range of alternatives to provide a comprehensive plan for flood control. Alternative development and analysis as currently planned will be limited to updating of previously proposed levee plans and an evaluation of the LeFleur Lakes Plan.

3. A public scoping meeting will be held in Jackson, MS (see **DATES**). Significant issues identified during this scoping process will be analyzed in depth in the Draft EIS. The Natural Resources Conservation Service; U.S. Forest Service; Environmental Protection Agency; U.S. Fish and Wildlife Service; Mississippi Department of Environmental Quality; and Mississippi Department of Wildlife, Fisheries and Parks will be invited to become cooperating agencies. Federally recognized Indian tribes will also be invited to become cooperators. These agencies and tribes will be asked to participate in the review of data and the feasibility report and appendixes.

4. Upon completion, the Draft EIS will be distributed for agency and public review and comment. Additionally, a public meeting will be held to present results of the Draft EIS evaluations and the recommended plan.

5. The DEIS is estimated to be completed in October of the year 2005.

Dated: January 22, 2004.

Douglas J. Kamien,

Chief, Planning, Programs, and Project Management Division.

[FR Doc. 04–2500 Filed 2–4–04; 8:45 am]

BILLING CODE 3710–PU–M

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Proposed Rio del Oro Project, in Sacramento County, CA, Corps Permit Application Number 199900590

AGENCY: Department of the Army, U.S. Army Corps of Engineers,DOD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), SacramentoDistrict, will prepare a Draft Environmental ImpactStatement (DEIS) for the proposed Rio del Oro project, a proposed residential and commercial development in RanchoCordova, Sacramento County, CA. Elliot Homes, Inc. has applied for a permit to fill approximately 47 acres of waters of the United States, including vernal pools, and other wetlands.

DATES: Public scoping meetings will be held on February 26, 2004. The first meeting will be held at RanchoCordova's City Hall, at 1:30 p.m., and the second meeting will be at Mills Station, at 6:30 p.m.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and DEIS can be answered by Mr. JustinCutler, (916) 557-5258,

justin.cutler@usace.army.mil, 1325J Street, Room 1480, Sacramento, CA 95814–2922.

SUPPLEMENTARY INFORMATION: The applicant has applied for a Department of the Army permit under section 404 of the Clean Water Act to construct a residential and commercial development. The proposed project would be developed on approximately 3,828 acres south of Highway 50 in RanchoCordova, Sacramento County. The project site is located south of White Rock Road, north of Douglas Road, and east of Sunrise Boulevard. The project consists of approximately 1200 high, medium and low density residential homes, 38 retail/commercial offices, 9 parks, 10 schools, and 2 wetland preserves and other open space areas. The proposed project site has a past history of grazing, landfill activities, gold mining, and rocket fuel testing. Approximately one-third of the site is grasslands, which have been used for grazing and contain vernal pool complexes and the upper reaches of Morrison Creek. Past gold mining in the 1920s and 1950s, and past landfill activities, have altered the remaining two-thirds of the site. Since mining ceased, the site was used to burn excess rocket fuel and test energetic material. Due to the rocket testing and propellant burning on the site, soil and groundwater at the site are known to contain trichloroethene (TCE) and other volatile organic compounds. The California Department of Toxic Substances Control has issued Imminent and Substantial Endangerment Orders to address the issue of TCE detected in a county well. The site has been divided into eleven primary study areas with responsibility for performing the required investigations divided between McDonnell Douglas and Aerojet General Corporation based upon previous usage. Soil and groundwater remediation continues to occur at the site.

A total of 74.61 acres of waters of the United States have been identified on the project site, including 37.02 acres of vernal pools, 20.44 acres of seasonal wetlands, 6.43 acres of riparian wetland, 6.47 acres of ponds, and 4.25 acres of stream channels. The applicant has applied to fill approximately 47 acres of these waters to construct the project. A 505-acre vernal pool/wetland preserve in the southern portion of the project, where the highest concentration of vernal pools exists on the project site, would be preserved. The preserve would contain 27.62 acres of waters of the United States. The applicant proposes to create approximately 22 acres of additional vernal pools in the preserve.

The Corps' public involvement program includes several opportunities to provide oral and written comments (See **DATES**). Affected Federal, state, local agencies, Indian tribes, and other interested private organizations and parties are invited to participate. Currently, potentially significant issues to be analyzed in depth in the DEIS include, loss of waters of the United States, including wetlands, cultural resources, biological resources, hazardous materials, air quality, surface and groundwater, water quality, noise, aesthetics, and socio-economic effects.

Except for on-site preserve alternatives, no specific on-site or off-site project alternatives have been identified. However, alternatives, including the no-project alternative, other locations and other site configurations, will be evaluated in the DEIS and in accordance with the section 404(b)(1) guidelines.

The Corps has initiated formal consultation with the U.S. Fish and Wildlife Service, under section 7 of the Endangered Species Act, for five Federally threatened or endangered species and one species proposed for listing that may be affected by the project. The Corps will also be consulting with the State Historic Preservation Officer under section 106 of the National Historic Preservation Act for potential impacts to properties listed, or potentially eligible for listing, on the National Register of Historic Places.

The Environmental Impact Statement will be prepared as a joint document with the City of Rancho Cordova. The City is the local agency responsible for preparing an Environmental Impact Report in compliance with the California Environmental Quality Act. The DEIS is expected to be released in March of 2005.

Luz D. Ortiz,

Army Federal Register Liaison Officer.

[FR Doc. 04–2501 Filed 2–4–04; 8:45 am]

BILLING CODE 3710–EH–P

DEPARTMENT OF EDUCATION

Notice of Proposed Information Collection Requests

AGENCY: Department of Education.

SUMMARY: The Leader, Regulatory Information Management Group, Office of the Chief Information Officer, invites comments on the proposed information collection requests as required by the Paperwork Reduction Act of 1995.

DATES: Interested persons are invited to submit comments on or before April 5, 2004.

SUPPLEMENTARY INFORMATION: Section 3506 of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35) requires that the Office of Management and Budget (OMB) provide interested Federal agencies and the public an early opportunity to comment on information collection requests. OMB may amend or waive the requirement for public consultation to the extent that public participation in the approval process would defeat the purpose of the information collection, violate State or Federal law, or substantially interfere with any agency's ability to perform its statutory obligations. The Leader, Regulatory Information Management Group, Office of the Chief Information Officer, publishes that notice containing proposed information collection requests prior to submission of these requests to OMB. Each proposed information collection, grouped by office, contains the following: (1) Type of review requested, *e.g.* new, revision, extension, existing or reinstatement; (2) Title; (3) Summary of the collection; (4) Description of the need for, and proposed use of, the information; (5) Respondents and frequency of collection; and (6) Reporting and/or Recordkeeping burden. OMB invites public comment.

The Department of Education is especially interested in public comment addressing the following issues: (1) Is this collection necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology.

Dated: January 30, 2004.

Angela C. Arrington,

Leader, Regulatory Information Management Group, Office of the Chief Information Officer.

Institute of Education Sciences

Type of Review: Revision.

Title: 2005 National Household Education Surveys Program (NHES:2005).

Frequency: One-time.

Affected Public: Individuals or household.

Reporting and Recordkeeping Hour Burden:

Responses: 2,350.

Burden Hours: 302.

Appendix C

City of Rancho Cordova Notice of February 26, 2004 Public Scoping Meetings

Linda Budge
Mayor
Ken Cooley
Mayor Pro Tempore
Robert McGarvey
Councilmember
Dave Roberts
Councilmember
David Sander
Councilmember

Planning Department

City of Rancho Cordova – U.S. Army Corps of Engineers
Public Scoping Meeting Notice

Dated: January 22, 2004

NOTICE is hereby given that on **February 26, 2004**, at **2:00 p.m.** and **6:00 p.m.**, the Planning Department of the City of Rancho Cordova and the United States Army Corps of Engineers will hold two scoping meetings regarding the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) on the Rio del Oro project. Interested agencies and the public are invited to attend either or both meetings. The first meeting will be held at **Rancho Cordova City Hall, located at 3121 Gold Canal Drive, Rancho Cordova at 2:00 p.m.** The second meeting will be held at **Mills Station, located at 2900 Mather Field Road, Rancho Cordova at 6:00 p.m.**

- **Rio del Oro Project (RC-03-014) - Summary Description -** The proposed project is located in the northern portion of the City of Rancho Cordova at the existing Sunrise Boulevard and Douglas Road intersection. The project consists of a proposed mixed-use development project consisting of residential, commercial, office and public uses as well as open space areas on approximately 3828.5 acres.

No action on the above referenced project will be taken at this meeting. Public hearings will be set for a later date for the public to comment on this project. The Notice of Preparation for this proposed project is available for public review at Rancho Cordova City Hall.

NOTE: Interested persons are invited to submit written comments prior to and are encouraged to testify at the Scoping Meeting. Written comments and questions may be directed to Patrick Angell, City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, CA 95670.

ADA COMPLIANCE STATEMENT

3121 Gold Canal Drive, Rancho Cordova, CA 95670 • (916) 942-0222 • Fax (916) 853-1691 • www.cityofranchocordova.org

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Planning Director Paul Junker at (916) 942-0222. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Appendix D USACE Public Notice

US Army Corps
of Engineers

Sacramento District
1325 J Street
Sacramento, CA 95814-2922

Public Notice

Public Notice Number: 199900590
Date: February 13, 2004
Comments Due: March 14, 2004

In reply, please refer to the Public Notice Number

SUBJECT: Application for a Department of the Army permit under authority of Section 404 of the Clean Water Act to discharge dredged or fill material into waters of the United States, including wetlands, (waters), for the proposed Rio del Oro project, as shown in the attached drawings.

APPLICANT: Russ Davis, Elliot Homes, 80 Iron Point Circle, Suite 110, Folsom, CA 95630-8592

LOCATION: This proposed project is located south of Highway 50, in Sections 3 through 10, Township 8 North, Range 7 East and Sections 31 through 34, Township 9 North, Range 7 East, M.D.B.&M., in the City of Rancho Cordova, Sacramento County, California. See Figure 1 for a vicinity map.

PROJECT DESCRIPTION: The proposed Rio del Oro project, a master planned community, would be developed on approximately 3,828 acres. The project consists of approximately 1200 high, medium and low density residential homes, 38 retail/commercial offices, 9 parks, 10 schools, and 2 wetland preserves and other open space areas. The project would be built in phases. See Figures 4 through 8 for specific development plans.

A total of 74.61 acres of waters have been identified on the project site, including 37.02 acres of vernal pools, 20.44 acres of seasonal wetlands, 6.43 acres of riparian wetland, 6.47 acres of ponds, and 4.25 acres of stream channels. See Figure 2 for a depiction of these waters. The project proposes to fill approximately 47 acres of these waters to construct the project. See Figure 3 for an impact table. A 505-acre vernal pool/wetland preserve in the southern portion of the project, where the highest concentration of vernal pools exists on the project site, would be preserved. The preserve would contain 27.62 acres of waters of the United States. The applicant also proposes to create approximately 22 acres of additional vernal pools within this preserve.
In addition to the wetland preserve area, approximately 300 acres of drainage corridors, parkway and open space will be established on the project site. The corridors will be approximately 300 feet wide and will consist of meandering low-flow channel, adjacent wetlands, riparian plantings, and a bike trail. These corridors will reestablish defined drainageways which have not been present since the dredging operations altered the site. An in-stream 93-acre detention basin area will be constructed within Morrison Creek, in the southwest corner of the project site. This feature will hold water year-round. The main detention basin has been designed to minimize affects to the hydrological function of Morrison Creek. The plan is designed to allow gravity-flow off the project site. The applicant has stated that in order to achieve a gravity system, vs. a pumped one, a portion of Morrison Creek's grade must be altered. In addition, 16-acre and 30-acre lakes will be created in the center of the project. See Figures 9, 10 & 11 for a depiction of the detention basin and conceptual drawings of the drainageways.

Based on potentially significant impacts, the Corps has determined that an Environmental Impact Statement (EIS) will need to be prepared for this project. Currently, potential significant issues to be analyzed in depth in the draft EIS include, loss of waters of the United States, including wetlands, cultural

resources, biological resources, hazardous materials, air quality, surface and groundwater, water quality, noise, aesthetics, and socio-economic effects.
The EIS will be prepared as a joint document with the City of Rancho Cordova. The City is the local agency responsible for preparing an Environmental Impact Report in compliance with the California Environmental Quality Act. The Draft EIS is expected to be released in March of 2005. Two public scoping meetings will be held on February 26, 2004. The first meeting will be held at Rancho Cordova's City Hall, at 1:30, and the second meeting will be at Mills Station, at 6:30. Other affected Federal, state, local agencies, Indian tribes, and other interested private organizations and parties are invited to participate. If an agency wishes to represent their organization at these meetings, please contact the Project Manager indicated below.

AREA DESCRIPTION: The site has a past history of grazing, landfill activities, gold mining, and rocket fuel testing. Approximately one-third of the site is grasslands, which have been used for grazing and contain vernal pool complexes and the upper reaches of Morrison Creek. Past gold mining in the 1920s and 1950s, and past landfill activities, have altered the remaining two-thirds of the site. Since mining ceased, the site was used to burn excess rocket fuel and test energetic material. Due to the rocket testing and propellant burning on the site, soil and groundwater at the site are known to contain trichloroethene (TCE) and other volatile organic compounds. The California Department of Toxic Substances Control has issued Imminent and Substantial Endangerment Orders to address the issue of TCE detected in a county well. The site has been divided into eleven primary study areas with responsibility for performing the required investigations divided between McDonnell Douglas and Aerojet General Corporation based upon previous usage. Soil and groundwater remediation continues to occur at the site.

The applicant has provide the following general descriptions of the area. Approximately one-third of the site is grassland, which is used for grazing livestock. The remaining two-thirds is land which has been significantly altered in the past by gold mining activities. The mining activities consisted of dredging ancient alluvial deposits. Within the areas which have not been disturbed by historic mining operations, the characteristic plant community is non-native annual grassland. The vegetation is characterized by a dominance of non-native grasses and forbs. Common species include soft chess (*Bromus mollis*), ripgut brome (*Bromus diandrus*), wild oats (*Avena fatua*), medusa head (*Taeniatherum caput-medusae*), yellow star-thistle (*Centaurea solstitialis*), and tarweed (*Holocarpha virgata*).

Three general plant communities occur in the area which have been significantly disturbed by historic mining activities. These communities occur on the dredge tailing piles, in low areas between the piles and in relatively broad flat areas lacking dredge tailings piles. The dredge tailings piles are xeric environments characterized by skeletal soils and a predominance of cobbles. Vegetation is sparse with yellow star thistle the dominant plant and few grasses. The areas between the tailings have soil, lack cobbles, and receive additional moisture draining laterally from the piles. The plant community most oftern resembles a medic riparian woodland. Common tree species include Fremont cottonwood (*Populus fremontii*), and willow (*Salix* sp.). Common shrub species include coyote brush (*Baccharis pilularis*) and willows. Common herbaceous species include yellow star-thistle, ripgut brome, and soft chess. The plant communities in broader flat areas that have been preciously mined are similar except that tree and bush cover is lower, more resembling semi-open forested savannah. The dominant trees, shrubs, and herbaceous species are very similar to this found between the tailings

The vernal pools within the study area are found exclusively within grasslands in areas which have not been mined. Vernal pools are a type of seasonal wetland that occur in shallow depressions which are seasonally flooded in the winter and spring. They vary in depth of inundation from three to four inches up to as much as eighteen inches. They range in size from less than 100 square feet to over two acres. Due to the time of year the delineation was conducted, it was not possible to observe in detail the plant communities supported by these vernal pools. The vegetation identifiable at the time of the delineation were those species which persist through the summer and those species which emerge early. These plants that were commonly identifiable include coyote thistle (*Eryngium vaseyi*), slender popcorn flower (*Plagiobothrys stipitatus micranthus*), Carter's buttercup (*Ranunculus alveolatus*), purple hairgrass (*Deschampsia danthonioides*), and creeping spikerush (*Eleocharis macrostachya*).

Seasonal wetlands, other than vernal pools, occur within the study area in both topographic swales and depressions. Hydrologically, the seasonal wetlands are similar to vernal pools in that they are inundated and saturated to the surface to extended periods in the winter and early spring. The seasonal wetland swales occur almost exclusively in the grasslands. Although they do not appreciably pond water, they are inundated by flowing water originating from rain runoff and a saturated upper soil horizon. The most common plant found in these seasonal wetland swales is perennial rye (*Lolium perenne*).

The seasonal wetland depressions occur almost excessively within the previously mined areas. The seasonal wetland depressions differ from the non-wetland depressions in that they are underlain by clay or a heavy clay loam which acts as an aquatard to perch runoff. The most common plants within these seasonal wetland depressions are Mediterranean barley (*Hordeum hystrix*), perennial rye, rabbit-foot grass (*Polypogon monspeliensis*), and curly dock (*Rumex crispus*). Approximately 14.25 acres of seasonal wetland depressions have been delineated on the site.

Riparian wetlands occur only in the previously mined areas. They are topographically similar to the seasonal wetland depressions, but are characterized by the presence of trees and shrubs. The dominant trees and shrubs are cottonwoods and willows. Common herbaceous species include Mediterranean barley, curly dock, rabbits-foot grass, Baltic rush (*Juncus balticus*) and creeping spikerush.

Channels occur throughout the study area. They range in size from a width of two feet up to 10 feet. They are differentiated by the seasonal wetland swales by the presence of well-defined bed and banks. All of the channels within the study area flow on an intermittent basis in the winter and spring. Most of the channels lack riparian or emergent vegetation except for the lower reach of Morrison creek which supports adjacent seasonal wetlands varying in width from ten to forty feet.

Ponds occur at scattered locations throughout the study area. In some cases, the ponds are impoundments of channels and in others they are excavated basins. Although the ponds appear to be inundated on primarily a seasonal basis, they differ from wetlands in that they are inundated for longer durations and lack emergent vegetation.

ADDITIONAL INFORMATION:

Endangered and Threatened Species The Corps has initiated formal consultation with the U.S. Fish and Wildlife Service, under Section 7 of the Endangered Species Act, for potential impacts to five Federally threatened or endangered species, and one species proposed for listing that may be affected by the project. These species include, vernal pool tadpole shrimp (*Lepidurus packardi*), vernal pool fairy shrimp (*Branchinecta lynchii*), Sacramento orcutt grass (*Orcuttia viscida*), slender orcutt grass (*Orcuttia tenuis*), Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), and the proposed for Federal-listing Callfornia tiger salamander (*Ambystoma californiense*). This project would directly impact several elderberry shurbs and wetlands, including vernal pools, and may also impact state listed species, such as Swainson's hawk.

Cultural Resources Presently unknown cultural resources may exist within the area. The Corps will be consulting with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act for potential impacts to properties listed, or potentially eligible for listing, on the National Register of Historic Places.

Alternatives Except for on-site preserve alternatives, no specific on-site or off-site project alternatives have been identified. However, alternatives, including the no-project alternative, other locations and other site configurations, will be evaluated in the draft EIS and in accordance with the Section 404(b)(1) guidelines.

The District Engineer has made this determination based on information provided by the applicant and on the Corps' preliminary investigation.

Interested parties are invited to submit written comments on or before **March 14, 2004**. Personal information in comment letters is subject to release to the public through the Freedom of Information Act. Any person may request, in writing, within the comment period specified in this notice that a public

hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership, and in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

This public notice may be obtained through our web-site at www.spk.usace.army.mil/cespk-co/regulatory. If additional information is required, please contact the applicant, Russ Davis with Elliot Homes, Inc., at (916) 984-1300, their consultant, Bjorn Gregersen with ECORP, Inc., at (916) 782-9100, or the Project Manager, Justin Cutler, at the letterhead address, e-mail: justin.cutler@usace.army.mil, or telephone (916) 557-5258.

Michael J. Conrad, Jr.
Colonel, US Army
District Engineer

Attachments: 11 Drawings

Public Notice 199900590

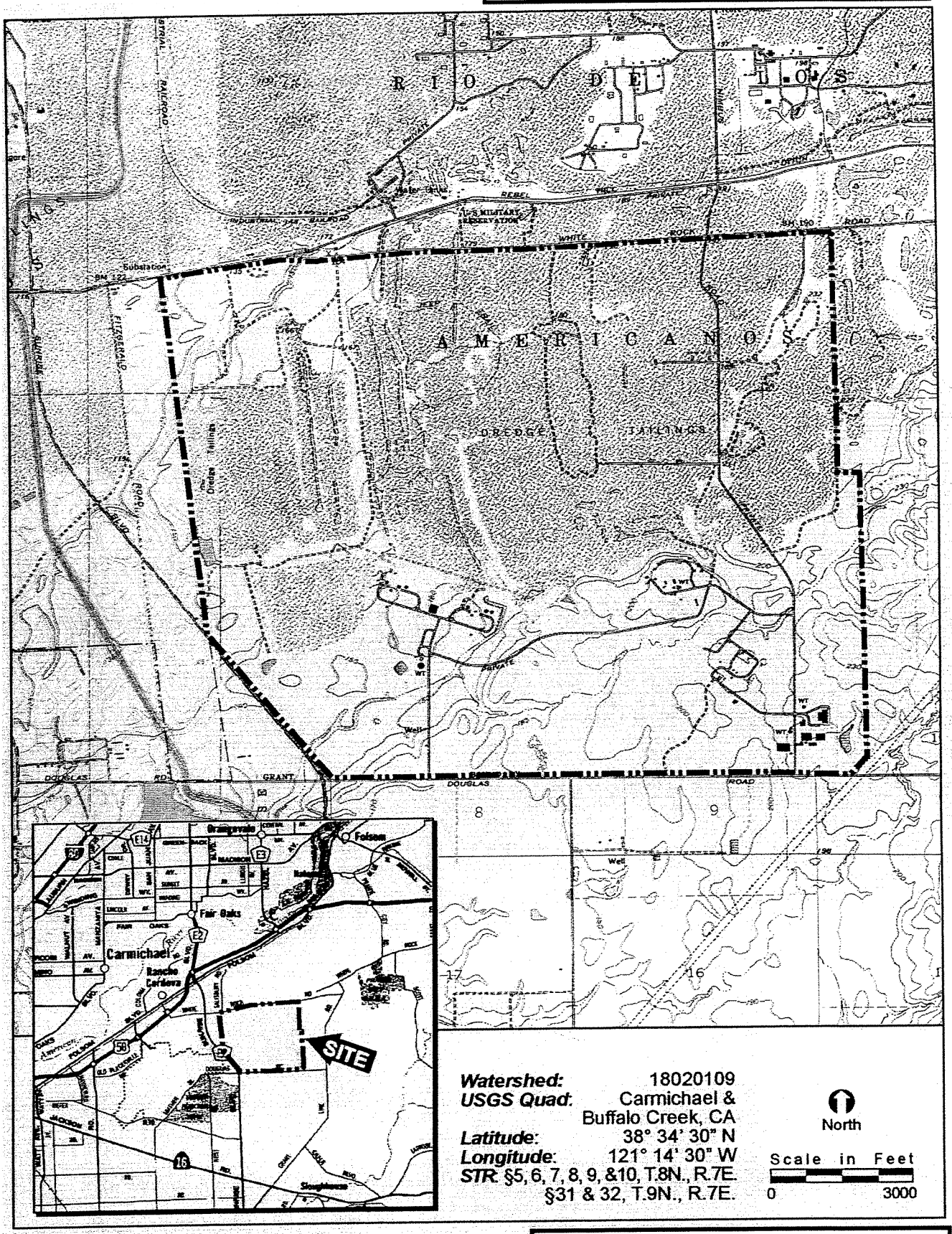


FIGURE 1. Project Site and Vicinity Map

Figure 1

2002-009 Rio del Oro

Public Notice 199900590

Figure 2

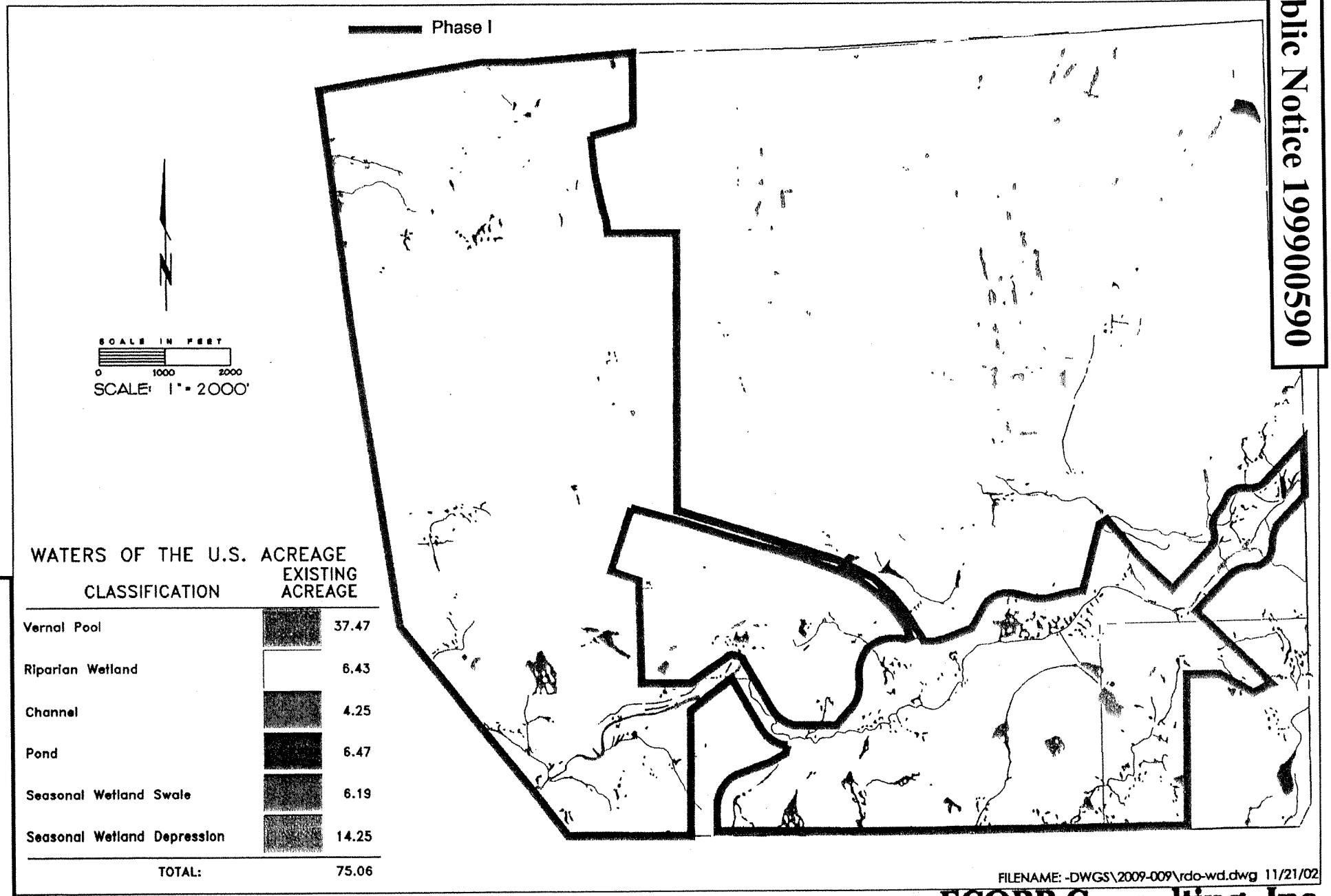


FIGURE 5. Wetland Delineation

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2002-009 Rio Del Oro

Public Notice 199900590

WATERS OF THE U.S. ACREAGE

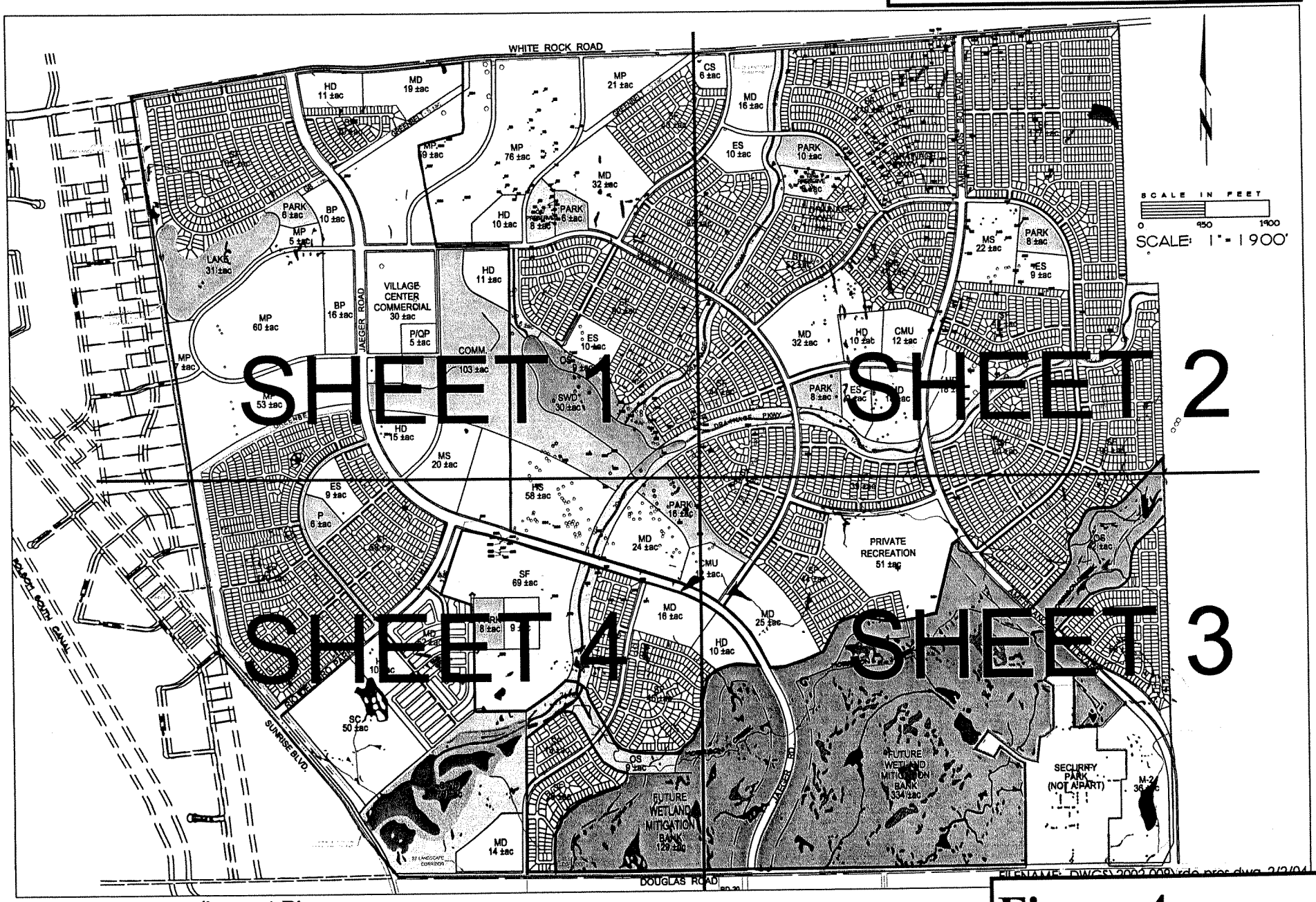
CLASSIFICATION	EXISTING	IMPACTS DIRECT	IMPACTS INDIRECT	MITIGATION PRESERVE	MITIGATION CREATION	PHASE I EXISTING	PHASE I IMPACTS	PHASE I PRESERVE	PHASE I CREATION
Vernal Pool	37.02	17.80	2.09	19.22	22	31.77	12.55	19.22	22.00
Riparian Wetland	6.43	6.43	--	--	14	0.09	0.09	--	4.00
Channel	4.25	2.22	--	2.03	6	3.97	2.13	2.03	0.40
Pond/Lake	6.47	5.83	--	0.64	61*	0.64	0.00	0.64	31.00
Seasonal Wetland Swale	6.19	3.77	--	2.42	--	3.32	1.07	2.42	--
Seasonal Wetland Depression	14.25	10.94	--	3.31	21	5.16	1.88	3.31	21.00
TOTAL:	74.61	46.99	2.09	27.62	124	44.95	17.72	27.62	78.40

Acreage Table

Figure 3

2002-009 Rio Del Oro

Public Notice 199900590

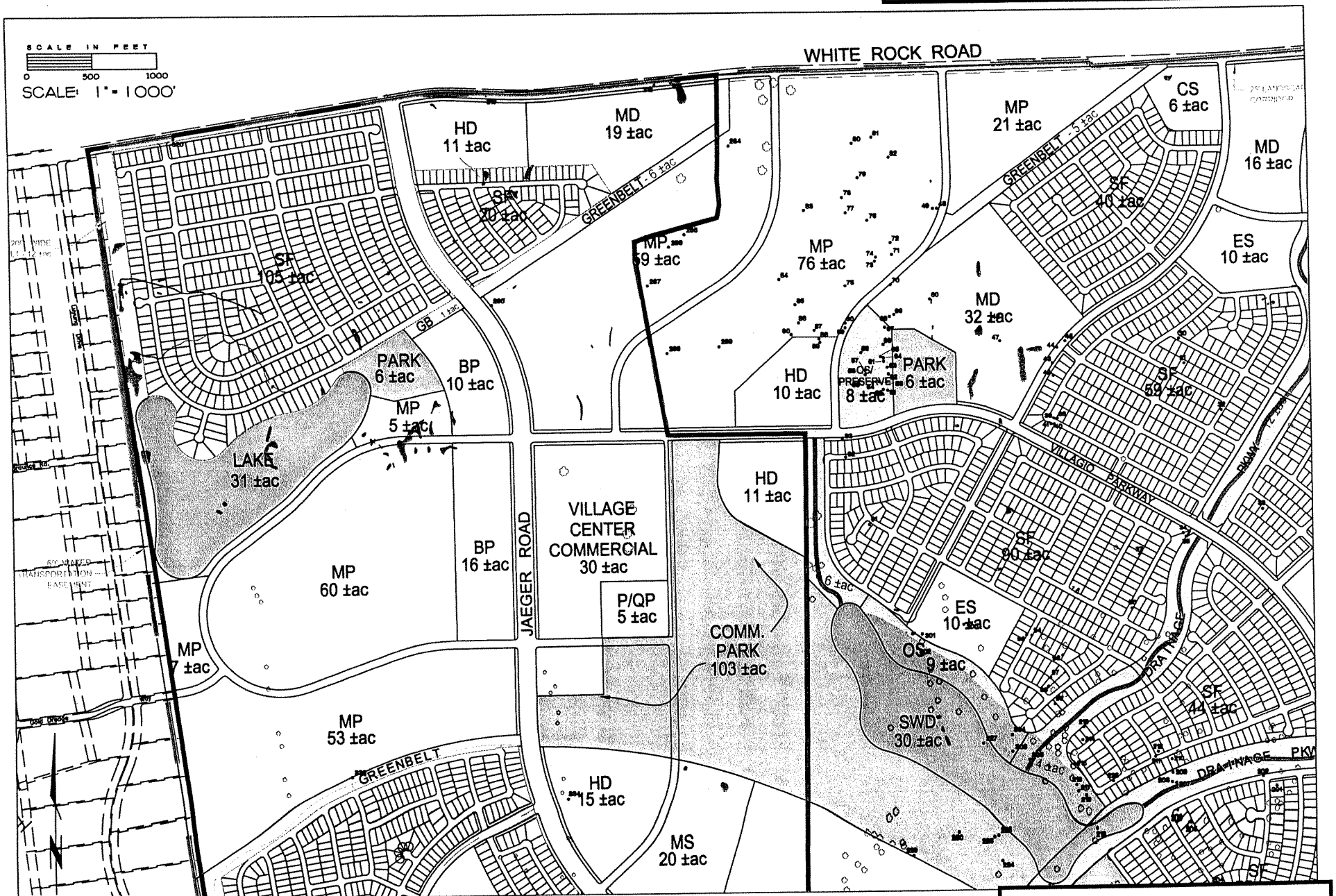


Wetland Preserve/Impact Plan

Figure 4

2002-009 Rio Del Oro

Public Notice 199900590

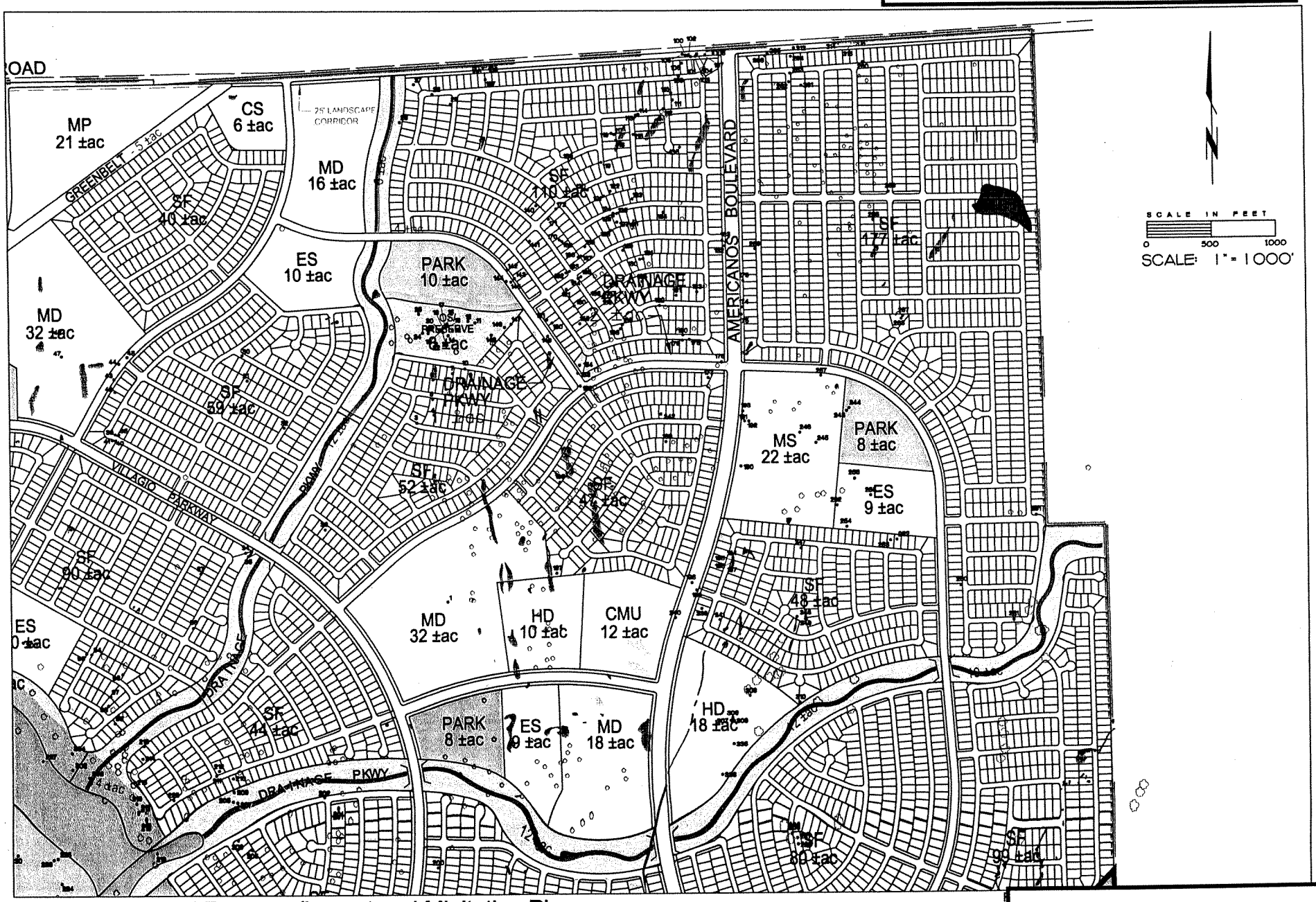


Sheet 1 - Wetland Preserve/Impact and Migitation Plan

Figure 5

2002-009 Rio Del Oro

Public Notice 199900590

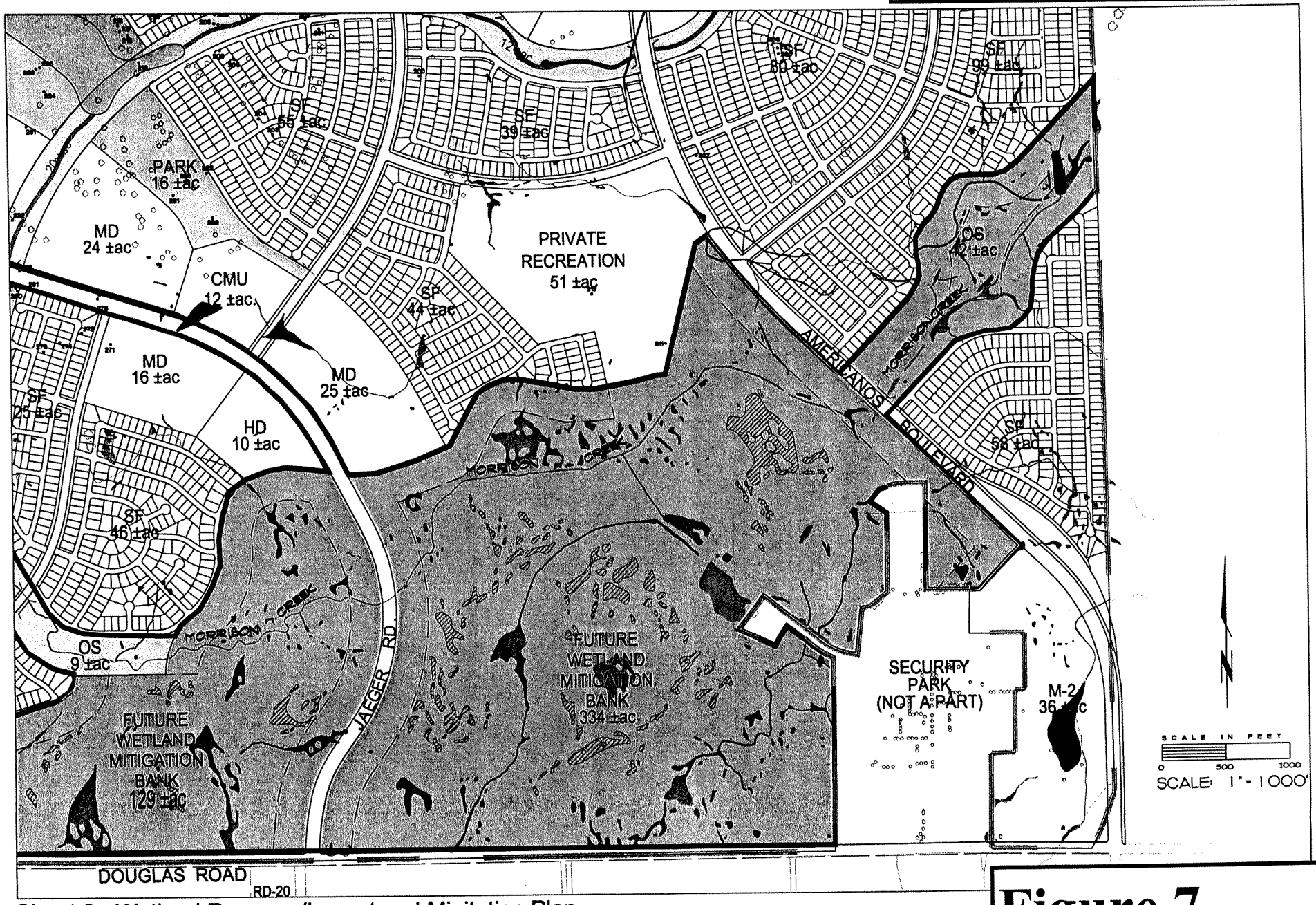


Sheet 2 - Wetland Preserve/Impact and Migitation Plan

Figure 6

2002-009 Rio Del Oro

Public Notice 199900590

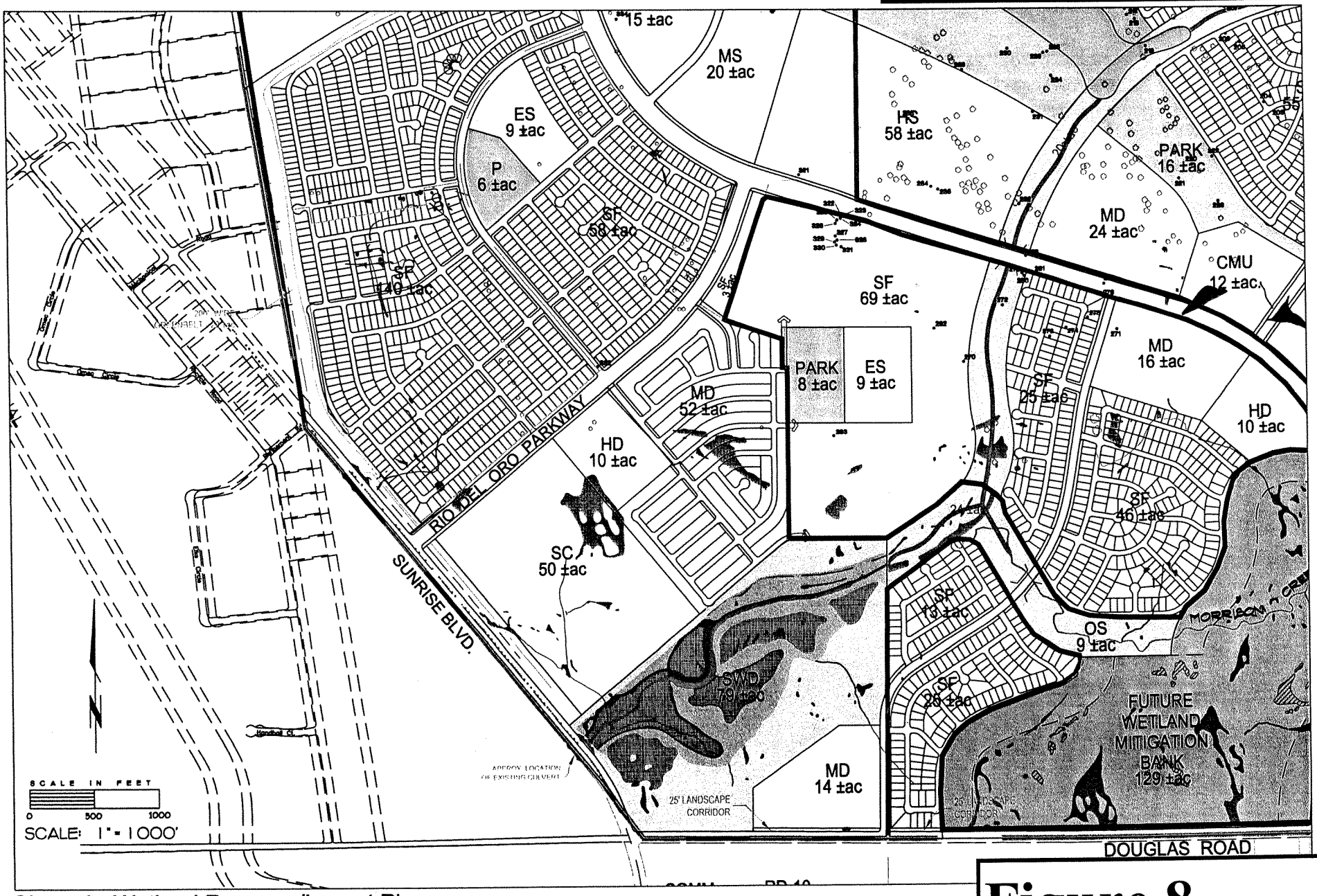


Sheet 3 - Wetland Preserve/Impact and Migitation Plan

Figure 7

2002-009 Rio Del Oro

Public Notice 199900590



Sheet 4 - Wetland Preserve/Impact Plan

Figure 8

2002-009 Rio Del Oro

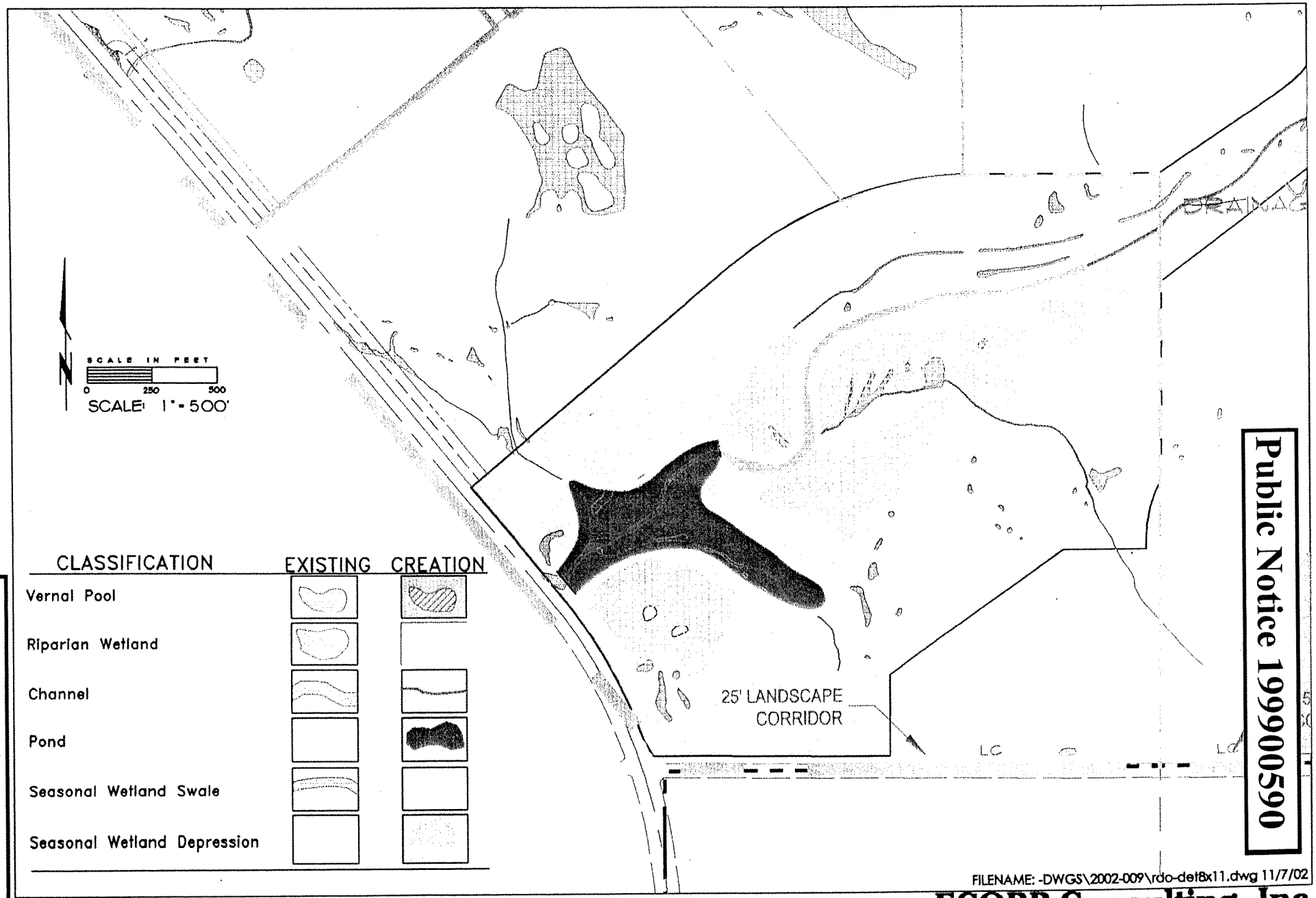


Figure 9

Public Notice 199900590

FIGURE 14. Conceptual Detention Basin Plan

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2002-009 Rio Del Oro

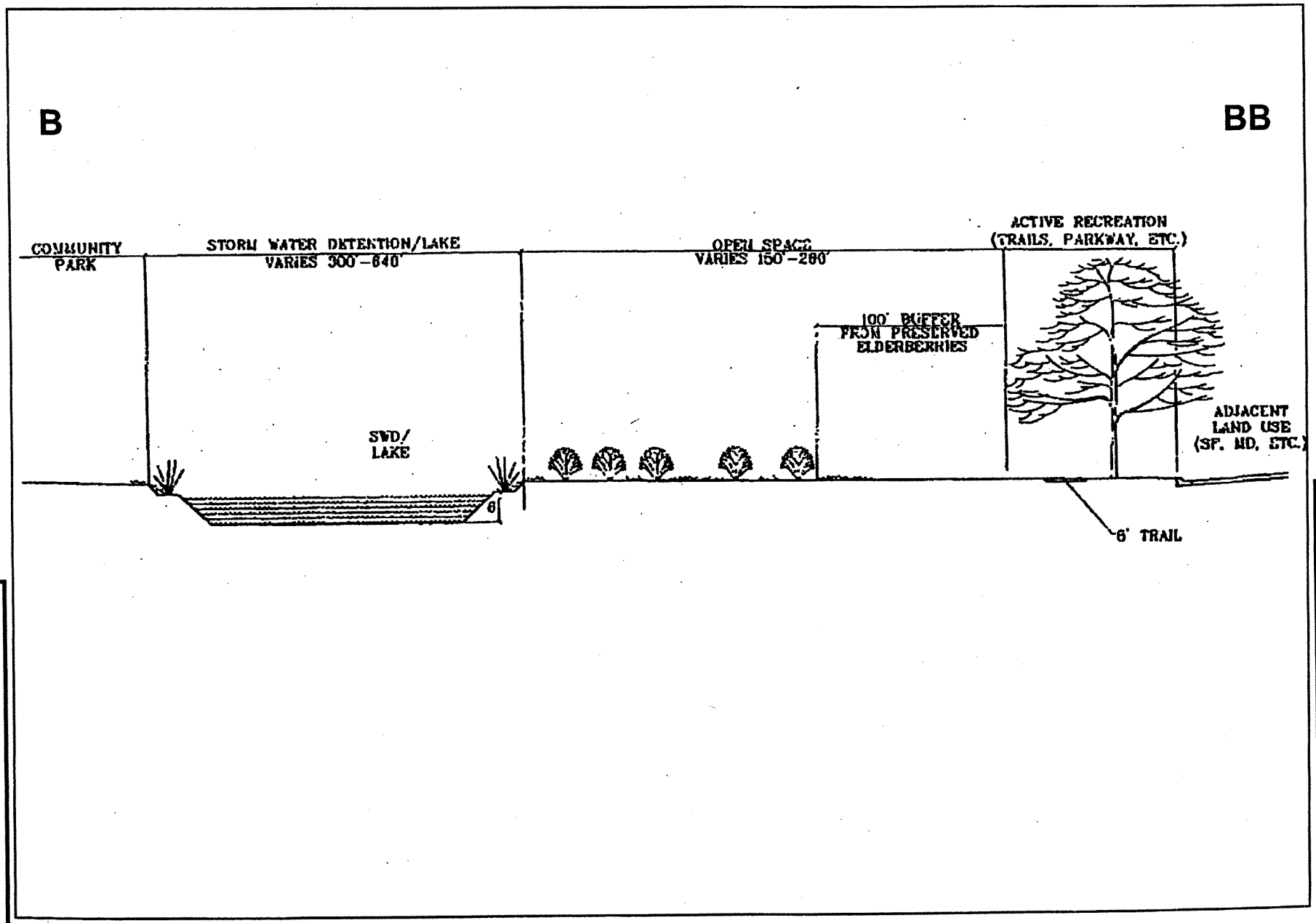


Figure 10

Public Notice 199900590

FIGURE 17. Typical Cross Section of Storm Water Detention / Lake

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS
©2002

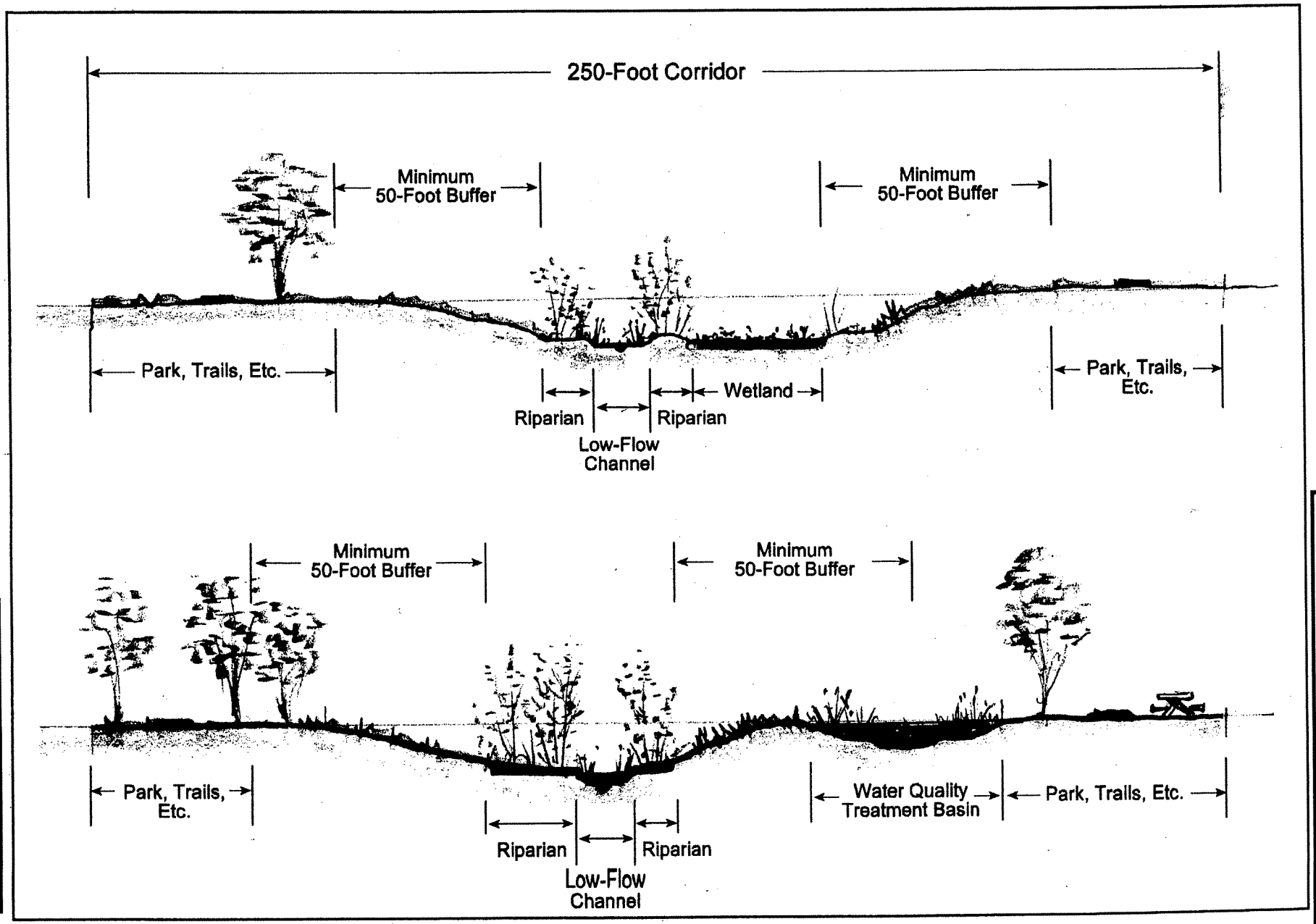


Figure 11

Public Notice 199900590

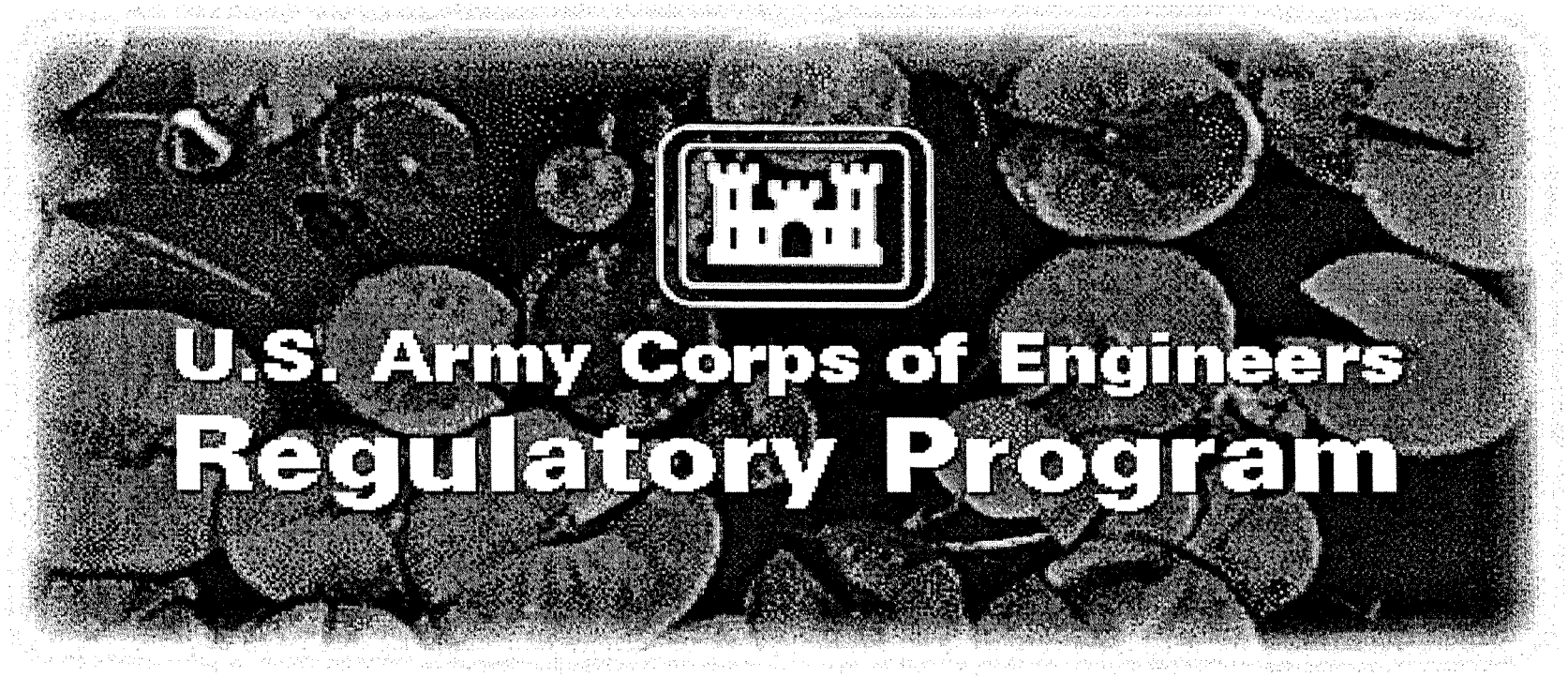
FIGURE 15. Conceptual Corridor Plan

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Appendix E

Copy of PowerPoint Presentations from the February 26, 2004 Public Scoping Meetings

US Army Corps
of Engineers



SACRAMENTO DISTRICT, REGULATORY BRANCH

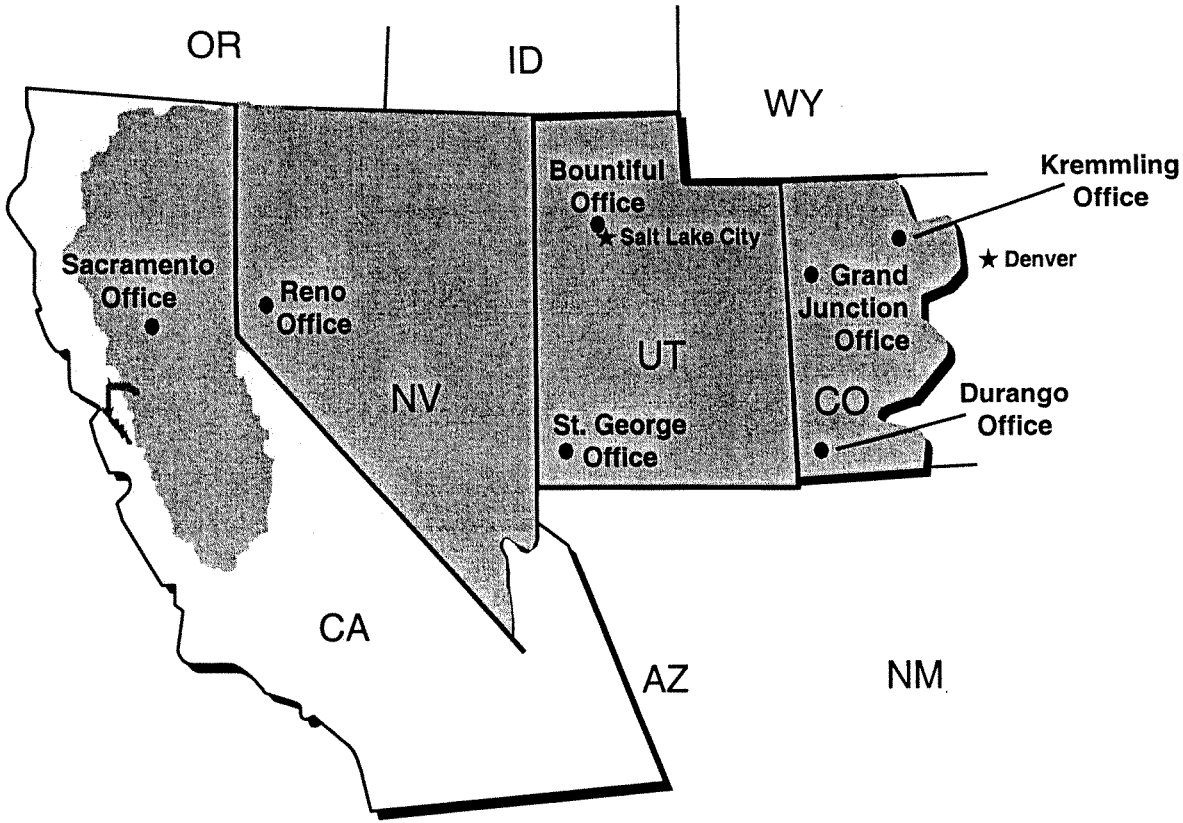
www.spk.usace.army.mil/cespk-co/regulatory

Corps Goals

- Educate the Public About the Process and the Regulatory Program
- Corps Involvement
- Seek Public Input

US Army Corps of Engineers

Sacramento District Regulatory Boundaries



SACRAMENTO DISTRICT, REGULATORY BRANCH

www.spk.usace.army.mil/cespk-co/regulatory

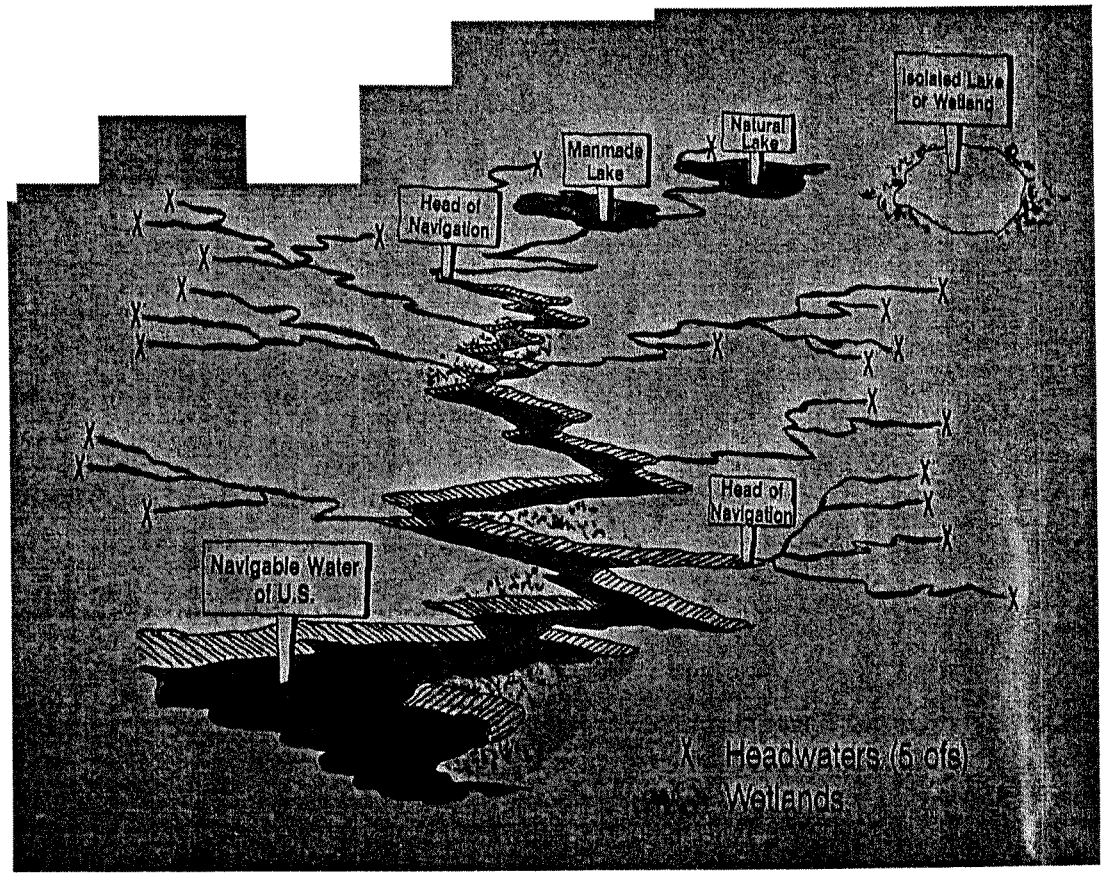
Clean Water Act

- Section 404 Clean Water Act
  - Requires that a permit be obtained from the Corps prior to discharging dredged or fill material into waters of the United States, including wetlands (waters)

US Army Corps of Engineers

Waters of the United States

- Waters of the United States consist of
  - All navigable waters and their tributaries
  - All adjacent wetlands to those tributaries

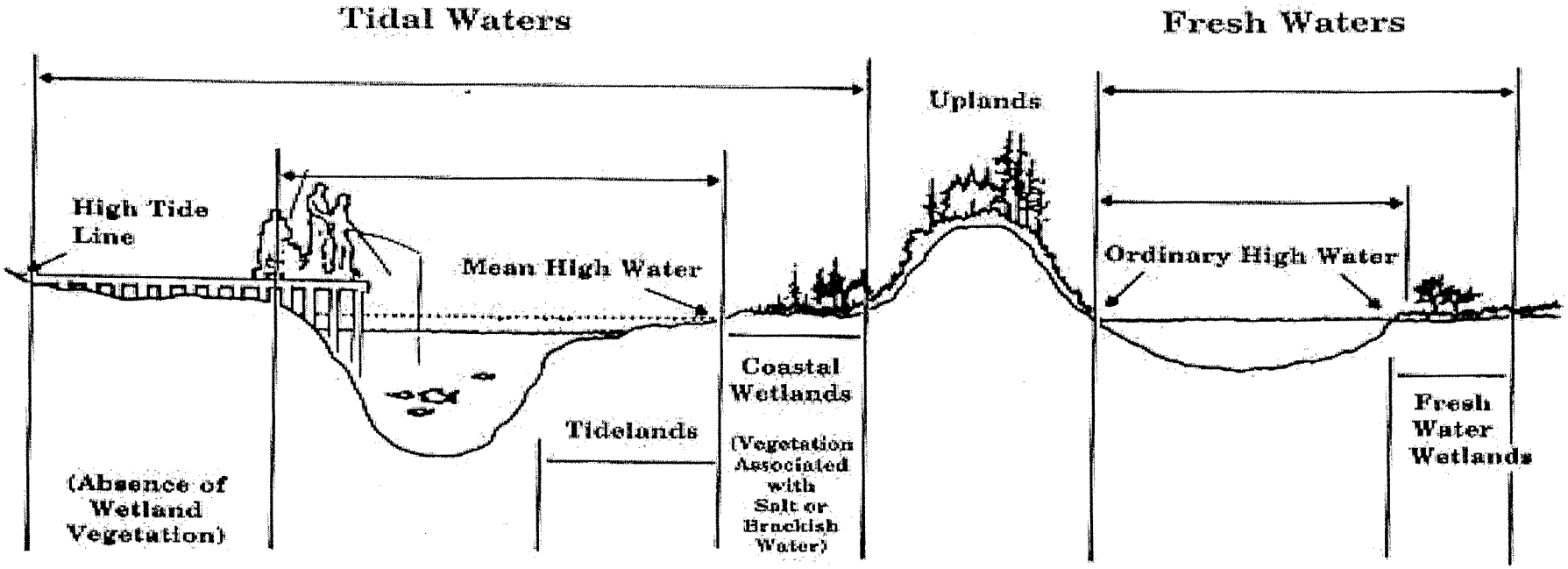


SACRAMENTO DISTRICT, REGULATORY BRANCH

www.spk.usace.army.mil/cespk-co/regulatory

US Army Corps of Engineers

Corps Jurisdiction

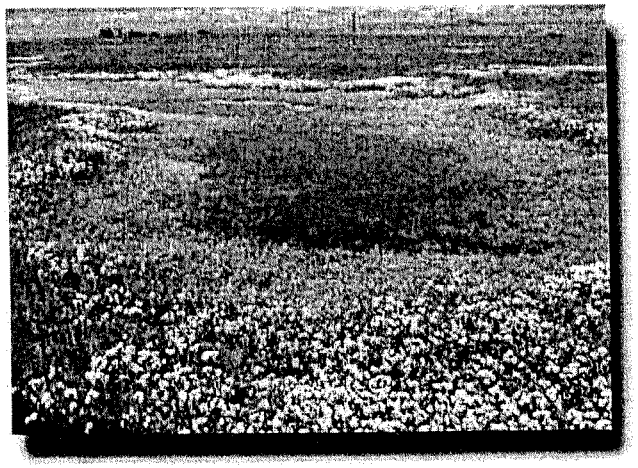


SACRAMENTO DISTRICT, REGULATORY BRANCH

www.spk.usace.army.mil/cespk-co/regulatory

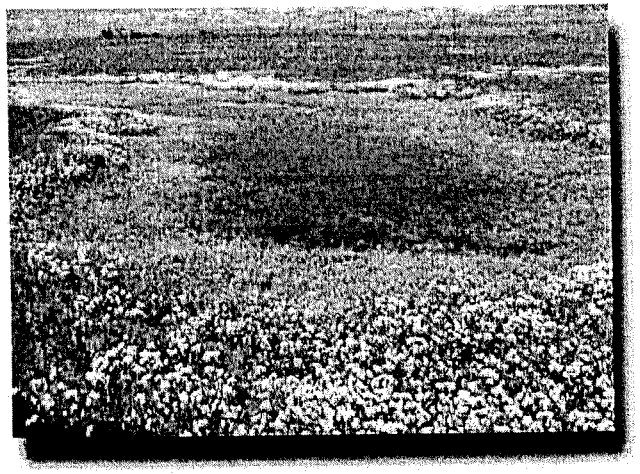
Defining Wetlands

- 3 parameter test
  - Wetland vegetation
  - Hydrology
  - Wetland soils



Types of Wetlands

- Types of wetlands include wet meadows, seeps, and vernal pools.



US Army Corps of Engineers

Wetland Function & Values

SOCIOECONOMIC

- Flood Control
- Wave Protection
- Erosion Control
- Groundwater Recharge
- Aesthetics
- Recreation
  - Hunting
  - Fishing
  - Sight Seeing
- Education/Research

ENVIRONMENTAL

- Water Quality
  - Pollution Filter
  - Sediment Removal
  - Oxygen Production
  - Nutrient Recycling
  - Chemical Absorption
- Aquatic Productivity
- Fish Habitat
- Waterfowl Habitat
- Wildlife Habitat

SACRAMENTO DISTRICT, REGULATORY BRANCH

www.spk.usace.army.mil/cespk-co/regulatory

US Army Corps of Engineers

Typical Activities Requiring Section 404 Permits

- Site development fills for residential, commercial, or recreational developments.
- Construction of revetments, groins, breakwaters, levees, dams, dikes and weirs.
- Placement of riprap and road fills.
- Mining, channelization, ditching, or similar activities.

US Army Corps of Engineers

Corps Regulatory Involvement in Rio del Oro

- The Corps is not a Project Proponent or Opponent
  - The Environmental Process and Public Input is Important.
- The National Environmental Policy Act (NEPA)
  - Any Federal Action with a Potential to Significantly Affect the Human Environment Must Prepare EIS
  - Corps has Determined Potentially Significant Impact to approx 47 acres of wetlands and other Environmental Impacts

US Army Corps of Engineers

Corps Regulatory Decision Factors

- Decision to Issue or Deny Permit is Determined by the outcome of the an Alternatives Analysis and a Public Interest Determination
  - Alternatives Analysis
    - Project must be Least Environmentally Damaging Practicable Alternative (LEDPA)
  - Public Interest Determination
    - Extent of the Public and Private Need
    - Extent and Permanence of the Beneficial and Detrimental effects

Bottom Lines

- Educate the Public About the Process and the Regulatory Program
- Corps Involvement
- Seek Public Input
- We Seek a Balance Between Development and the Environment

US Army Corps of Engineers ®
Sacramento District

CITY OF RANCHO CORDOVA
CALIFORNIA

Rio del Oro
Development Project
Rancho Cordova, CA

Joint EIR/EIS

EDAW

February 26, 2004

Summary of Proposed Land Uses

Land Use	***Acres***
• Residential	1889
• Commercial/Industrial	447
• Open Space/Parks/Recreation/Public	402
• Lakes/Drainages/Wetlands	725
Total	***3,463***

Proposed Land Uses

Land Use	*Acres*
Residential	*1,889 (11,614 units)*
Commercial/Industrial	
• Village Commercial	30
• Shopping Center	50
• Mixed-Use	24
• Business Park	26
• Industrial Office	281
• Industrial Park	36
Subtotal	*447*

Proposed Land Uses Cont'd

Land Use	*Acres*
Open Space/Parks/Recreation/Public	
• Community Park	103
• Neighborhood Park	68
• Open Space	60
• Open Space Preserve	16
• Private Recreation	51
• Public Use	5
• Landscape Corridors	50
• Greenbelts	49
Subtotal	*402*

Proposed Land Uses Cont'd

Land Use	*Acres*
Lakes/Drainages/Wetlands	
• Lakes	31
• Drainage Parkways	122
• Stormwater Detention	109
• Wetland Mitigation Preserve	463
Subtotal	***725***
Total	***3,463***

Issues To Be Addressed In EIR/EIS

Potential Environmental Impacts Related To:

- Geology, Mineral Resources, and Soils
- Drainage, Hydrology, and Water Quality
- Air Quality
- Noise
- Hazards & Hazardous Materials
- Biological Resources
- Land Use and Planning

Issues To Be Addressed In EIR/EIS

Potential Environmental Impacts Cont'd:

- Socioeconomics
- Traffic & Transportation
- Utilities and Service Systems
- Parks and Recreation
- Cultural Resources
- Paleontological Resources
- Public Health & Safety

Issues To Be Addressed In EIR/EIS

Potential Environmental Impacts Cont'd:

- Visual Resources
- Agricultural Resources
- Environmental Justice
- Population and Housing

Additional Issues Considered In EIR/EIS

- Potential Cumulative Effects
- Potential Growth-Inducing Effects
- Irreversible or Irretrievable Commitment of Resources
- Relationship between Short-Term uses of the Environment and Maintenance and Enhancement of Long-Term Productivity
- Unavoidable Adverse Environmental Effects

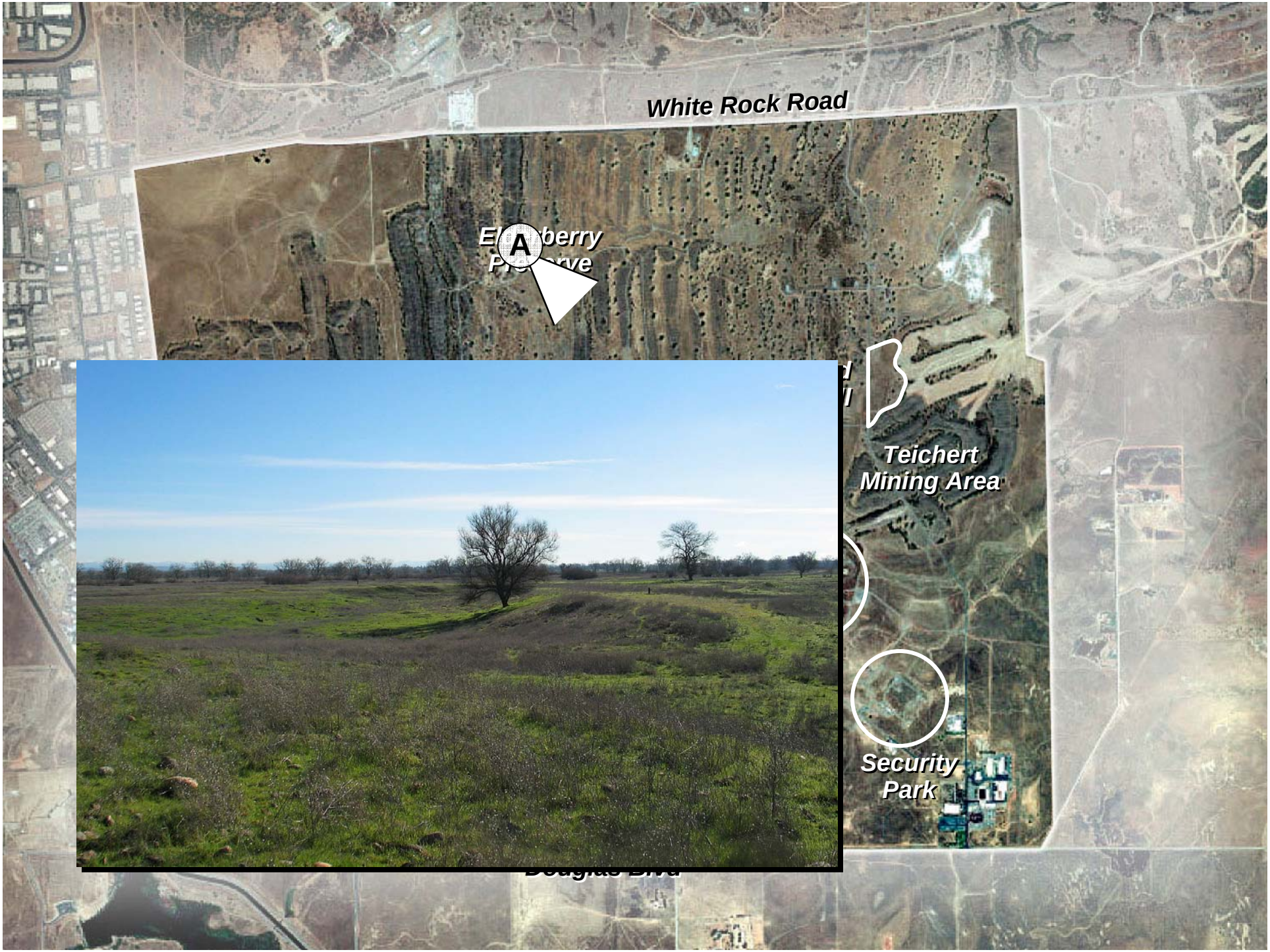
Primary Issues of Environmental Concern

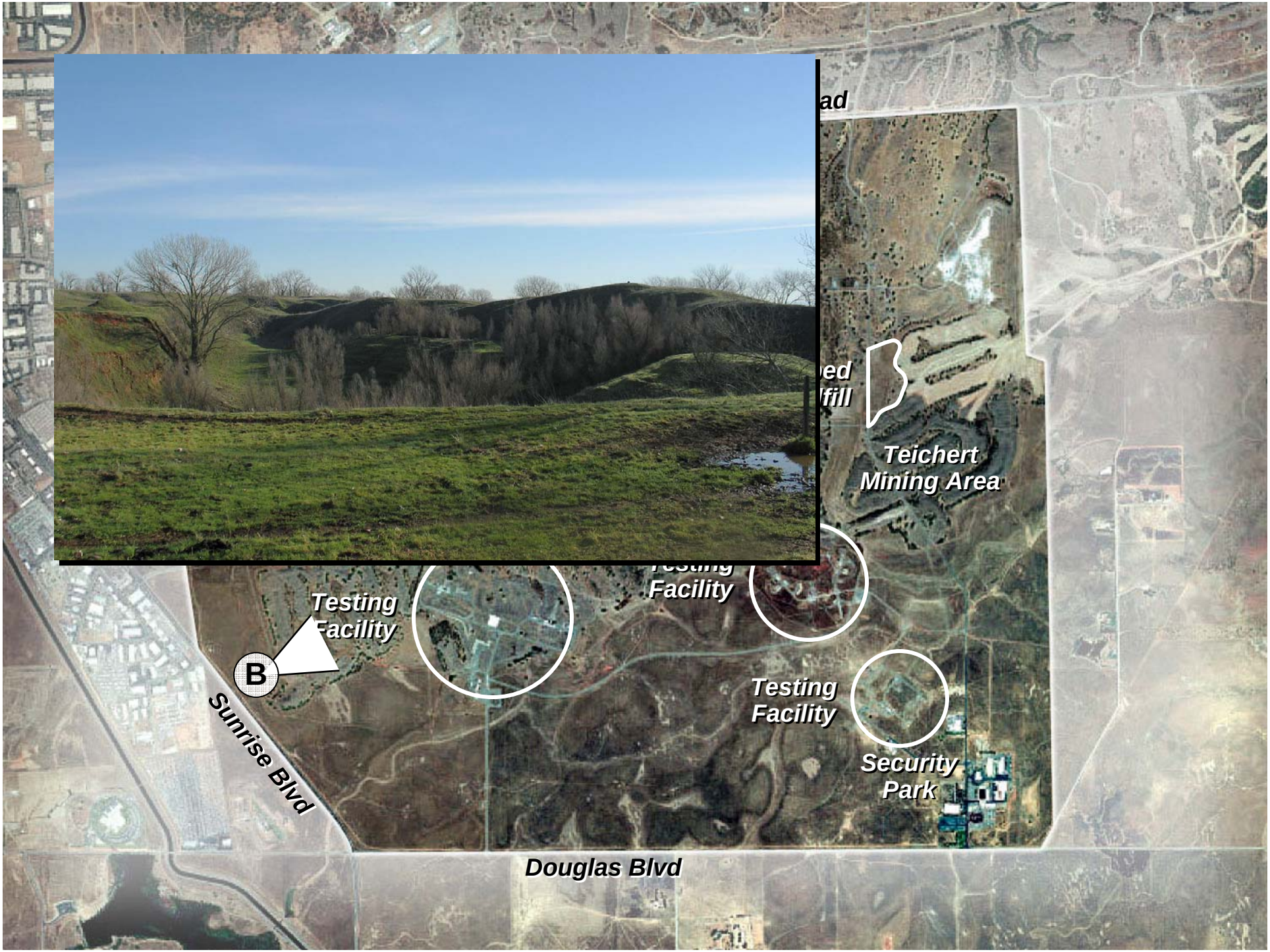
- ***Traffic & Transportation*** – congestion around Sunrise, Whiterock and Douglas, along with U.S. Highway 50
- ***Biological Resources*** – wetlands and elderberry bushes
- ***Hazardous wastes*** – contaminated groundwater and soil under remediation
- ***Air quality*** – effects from new commuters (homes & businesses)
- ***Noise*** – impacts to new sensitive receptors (schools) and impacts on new housing from being in the flight path to Mather Field

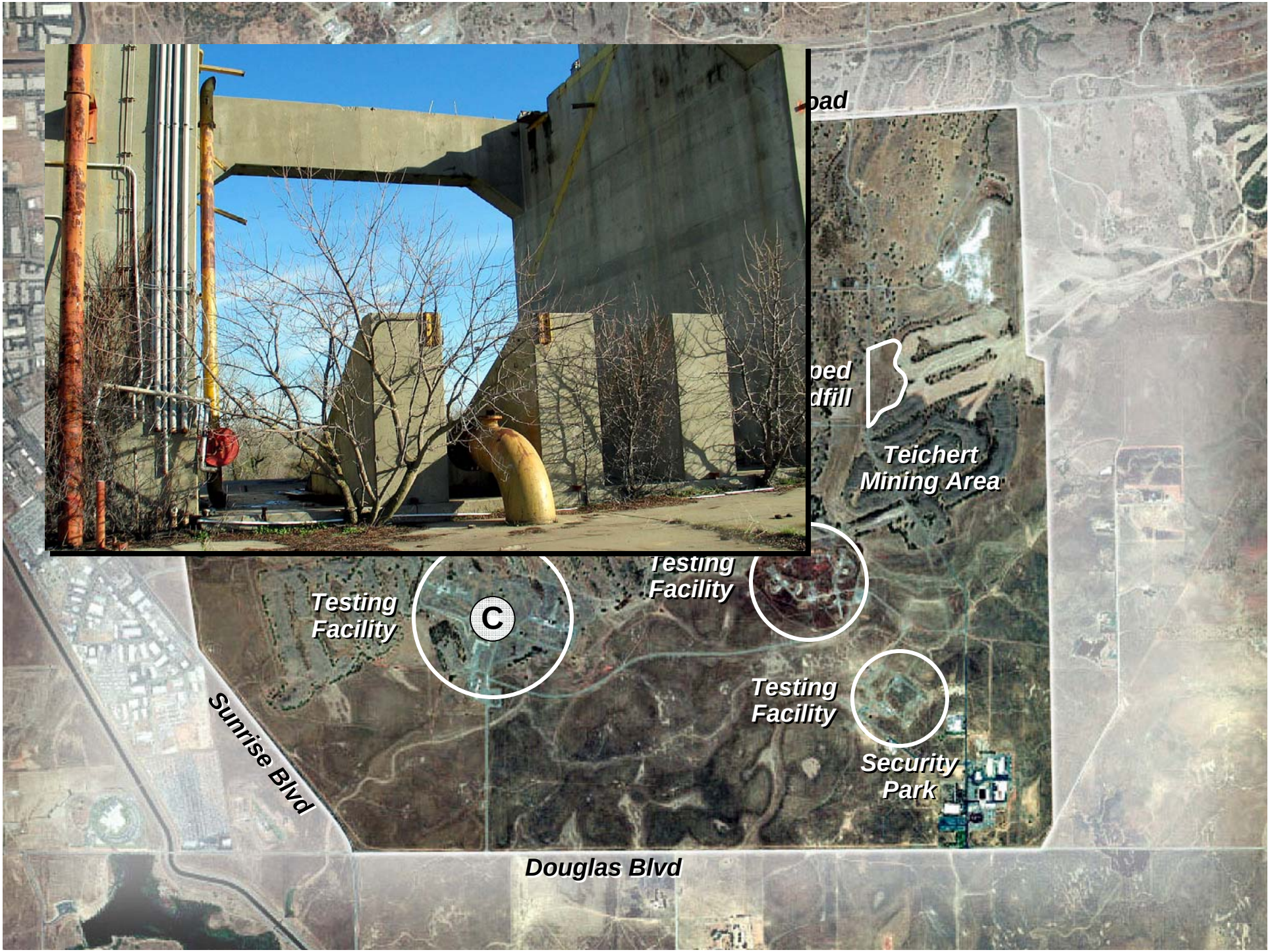
Joint EIR/EIS Process

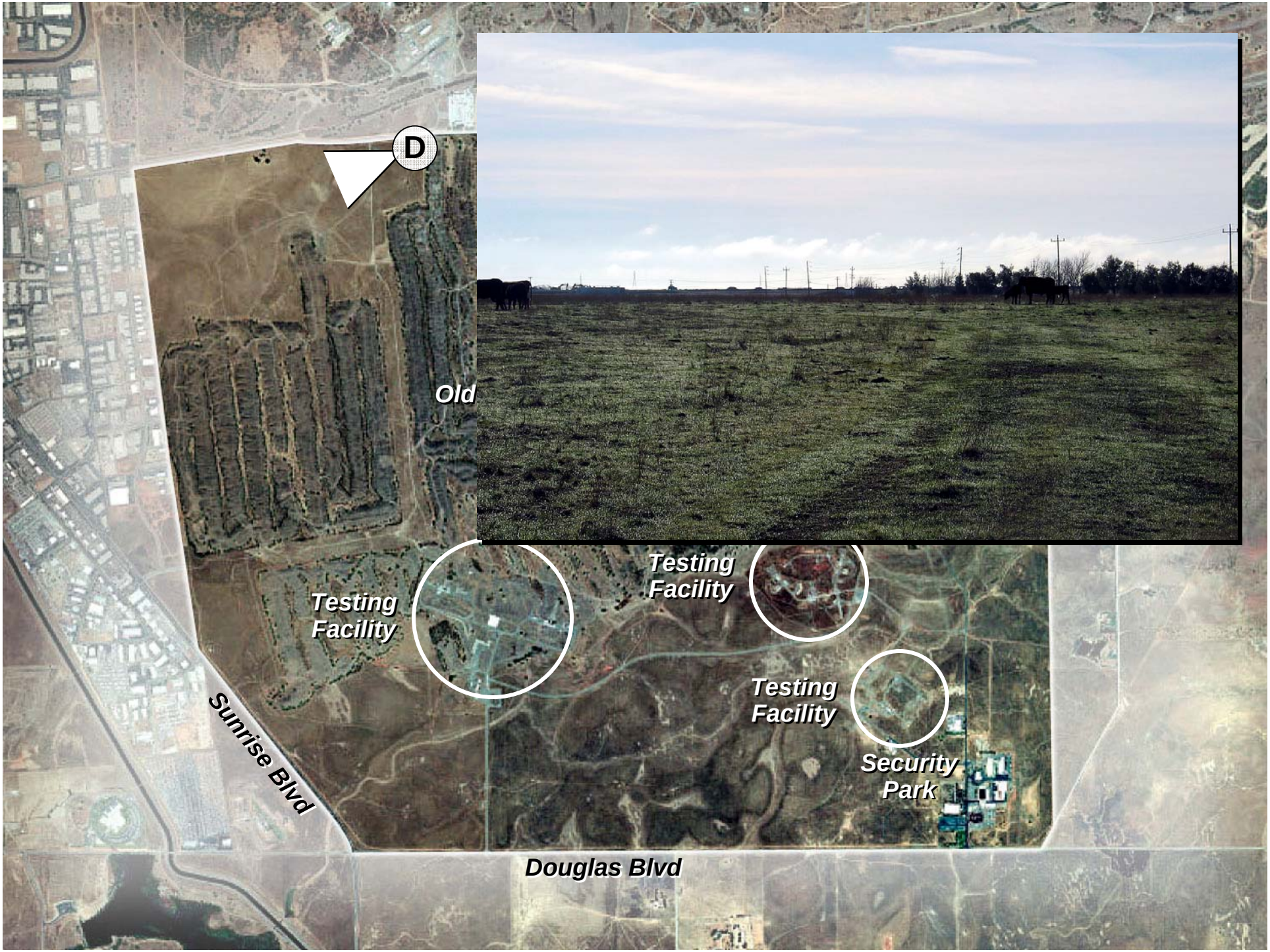
CEQA	NEPA	Approximate Project Timeline
Notice of Preparation	Notice of Intent	February 5, 2004
Public/Agency Scoping	Public/Agency Scoping	February 26, 2004
Draft EIR	Draft EIS	Winter 2004/2005
Notice of Completion/ Notice of Availability	EPA Filing/Federal Register Notice	Winter 2004/2005
State Clearinghouse/Public Review	Agency/Public Review	45 days from publication date, Spring 2005
Response to Comments/Final EIR	Response to Comments/Final EIS	6 months from close of comment period, Fall 2005
Commenting Public/Agency Review	EPA Filing/Federal Register Notice/Agency and Public Review	30 days, Fall 2005
Certification		
Project Decision-Findings, Overriding Considerations, Mitigation Monitoring	Project Decision – Record of Decision [Upon completion of Section 7 and Section 106 consultation]	~90 days, Spring 2006
Notice of Determination		

Indicates opportunity for Public Review


White Rock Road
A
Teichert
Mining Area
Security
Park


ad
ed
fill
Teichert
Mining Area
Testing
Facility
Testing
Facility
B
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd


oad
ped
dfill
Teichert
Mining Area
Testing
Facility
C
Testing
Facility
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd


D
Old
Testing Facility
Testing Facility
Testing Facility
Security Park
Sunrise Blvd
Douglas Blvd

White Rock Road
Teichert
Mining Area
Morrison Creek
Testing
Facility
Security
Park
E
Sunrise Blvd
Douglas Blvd

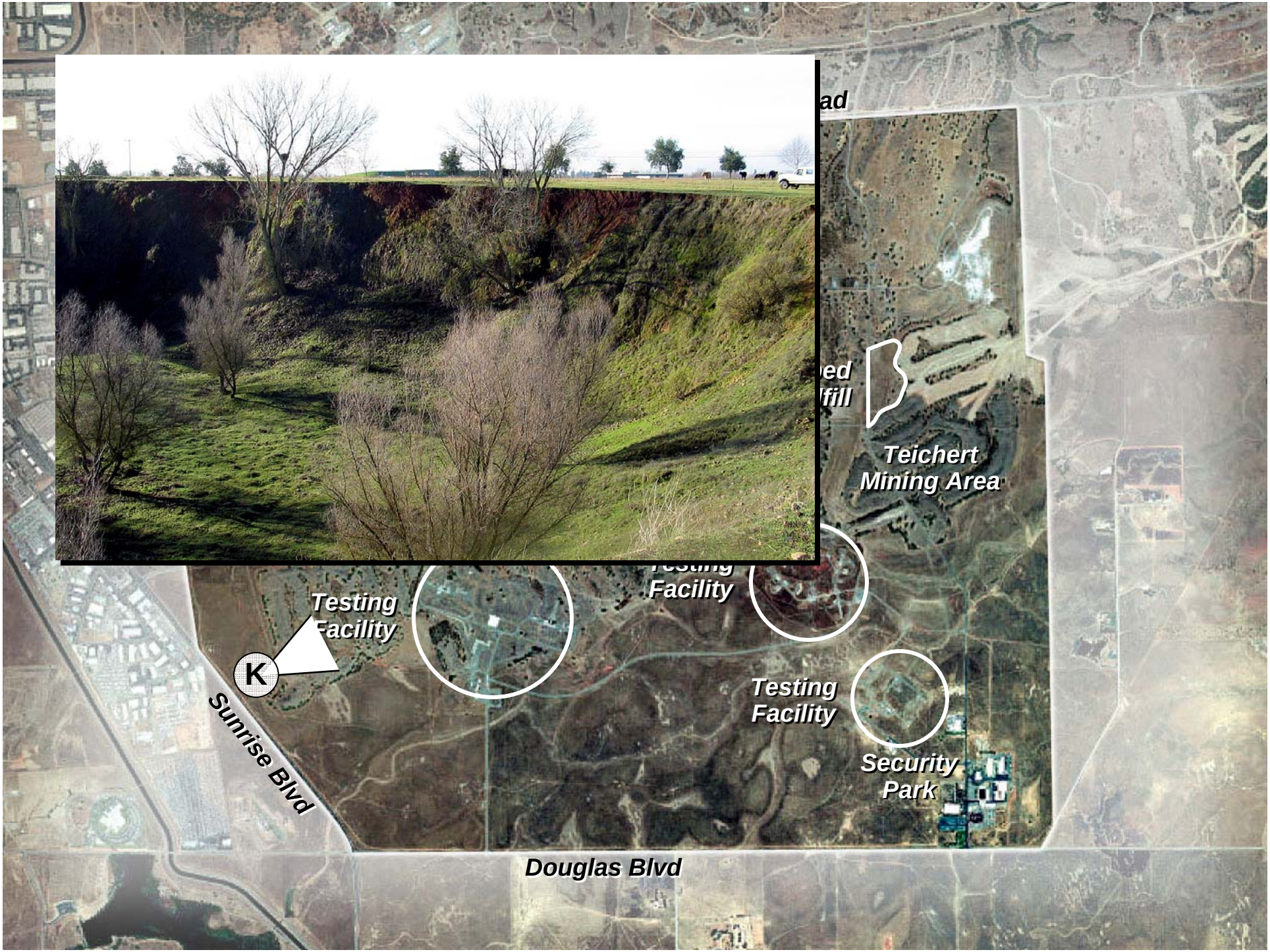
White Rock Road
Teichert
Mining Area
F
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

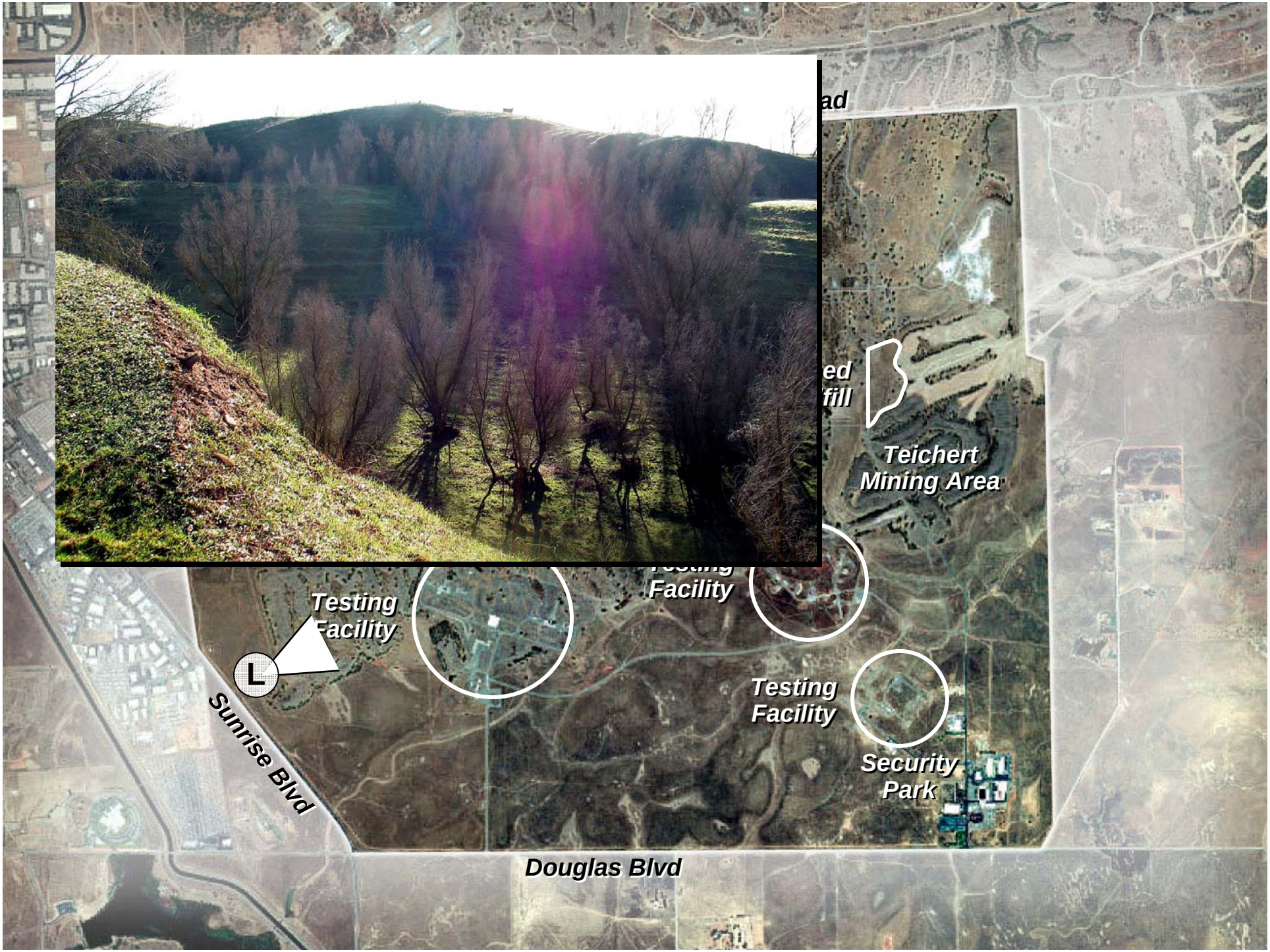
White Rock Road
Teichert
Mining Area
Facility
G
esting
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

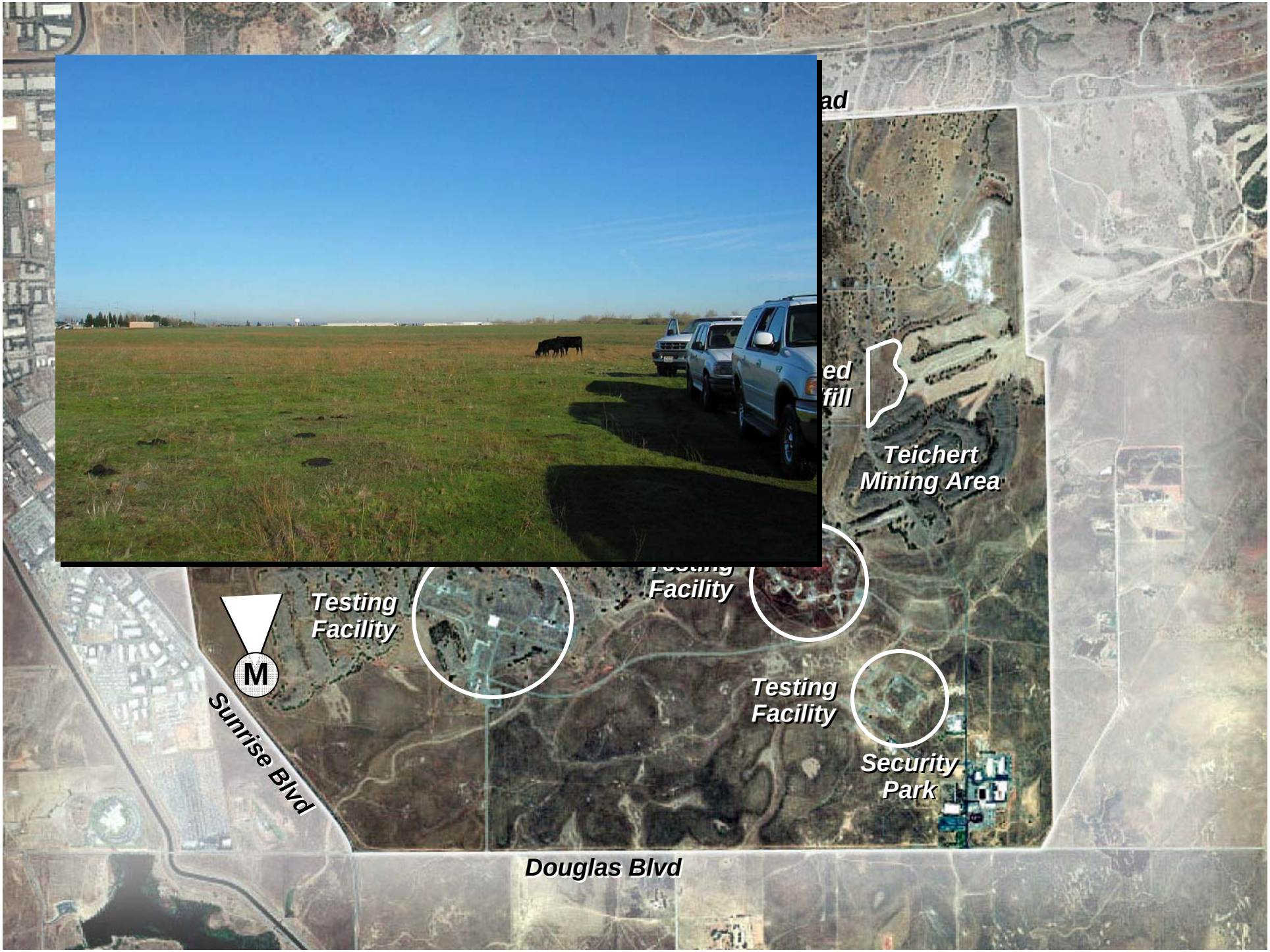
Teichert
Mining Area
Facility
H
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

White Rock Road
Douglas Blvd

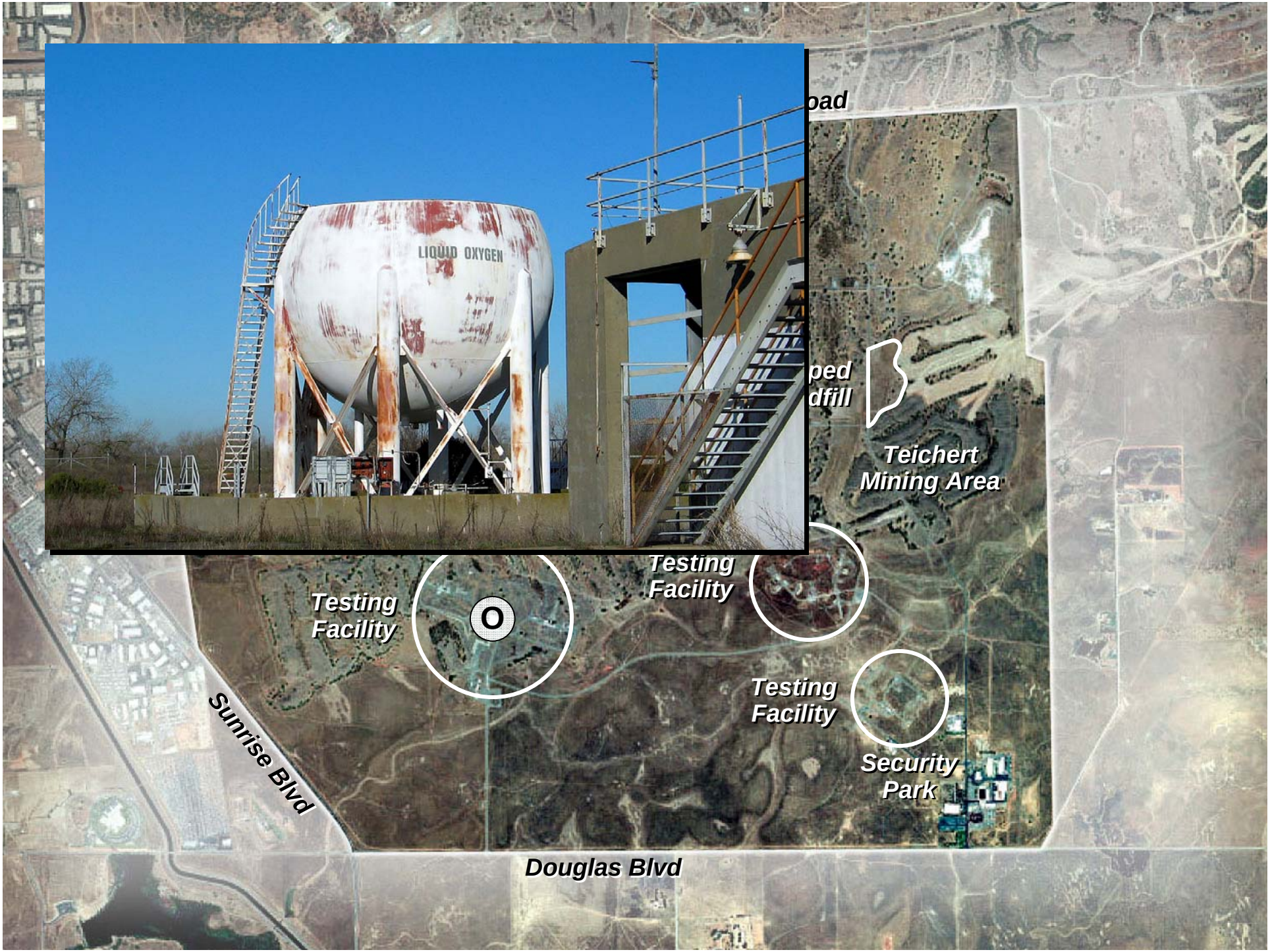
White Rock Road
J
Douglas Blvd


ad
ed
fill
Teichert
Mining Area
Testing
Facility
Testing
Facility
K
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd


ad
ed
fill
Teichert
Mining Area
Testing
Facility
Testing
Facility
Testing
Facility
L
Sunrise Blvd
Security
Park
Douglas Blvd

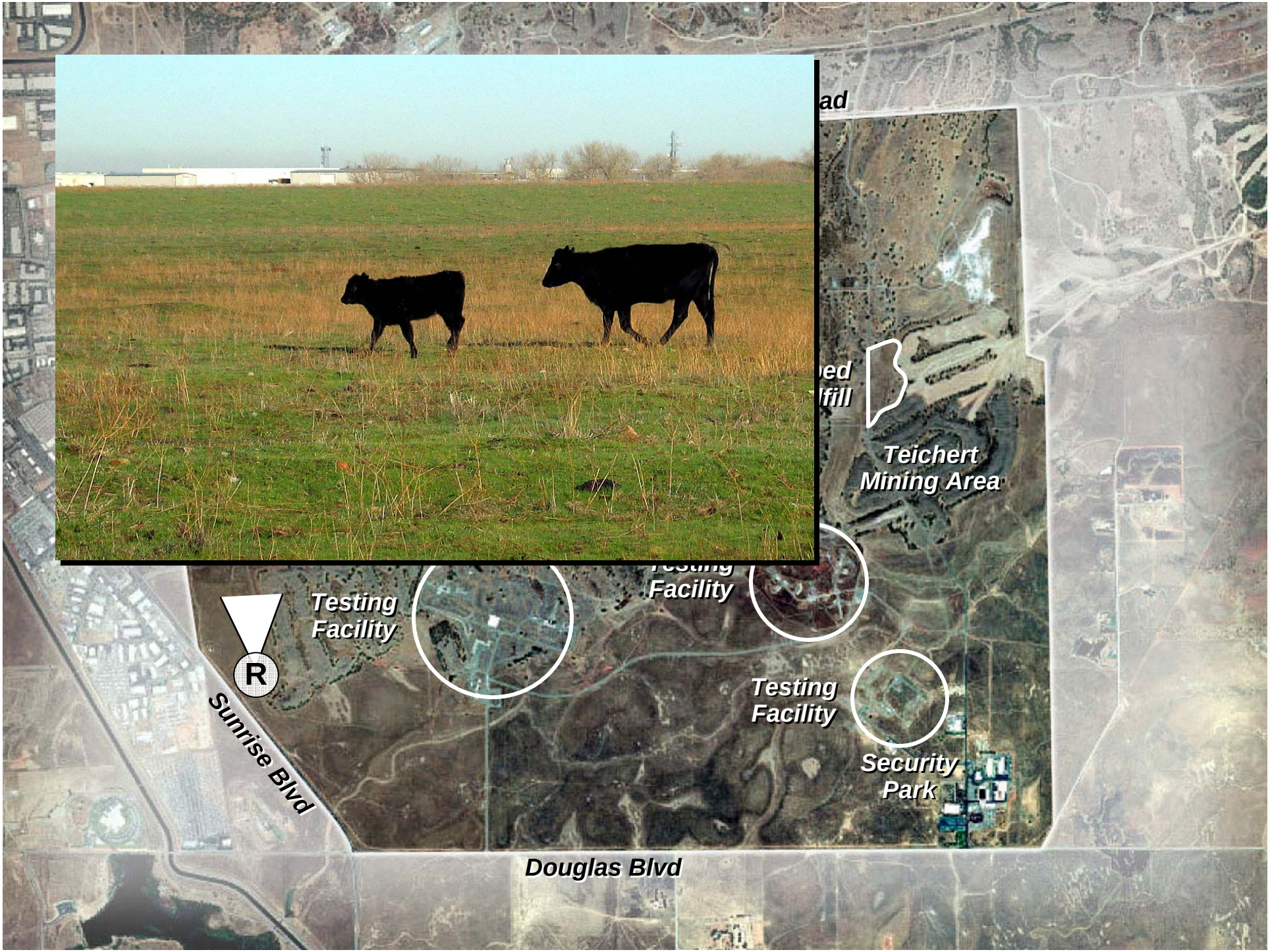

ad
ed
fill
Teichert
Mining Area
Testing
Facility
Testing
Facility
Testing
Facility
Security
Park
M
Sunrise Blvd
Douglas Blvd

LIQUID OXYGEN
oad
bed
dfill
Teichert
Mining Area
Testing
Facility
Testing
Facility
N
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd


LIQUID OXYGEN
oad
ped
dfill
Teichert
Mining Area
Testing
Facility
Testing
Facility
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

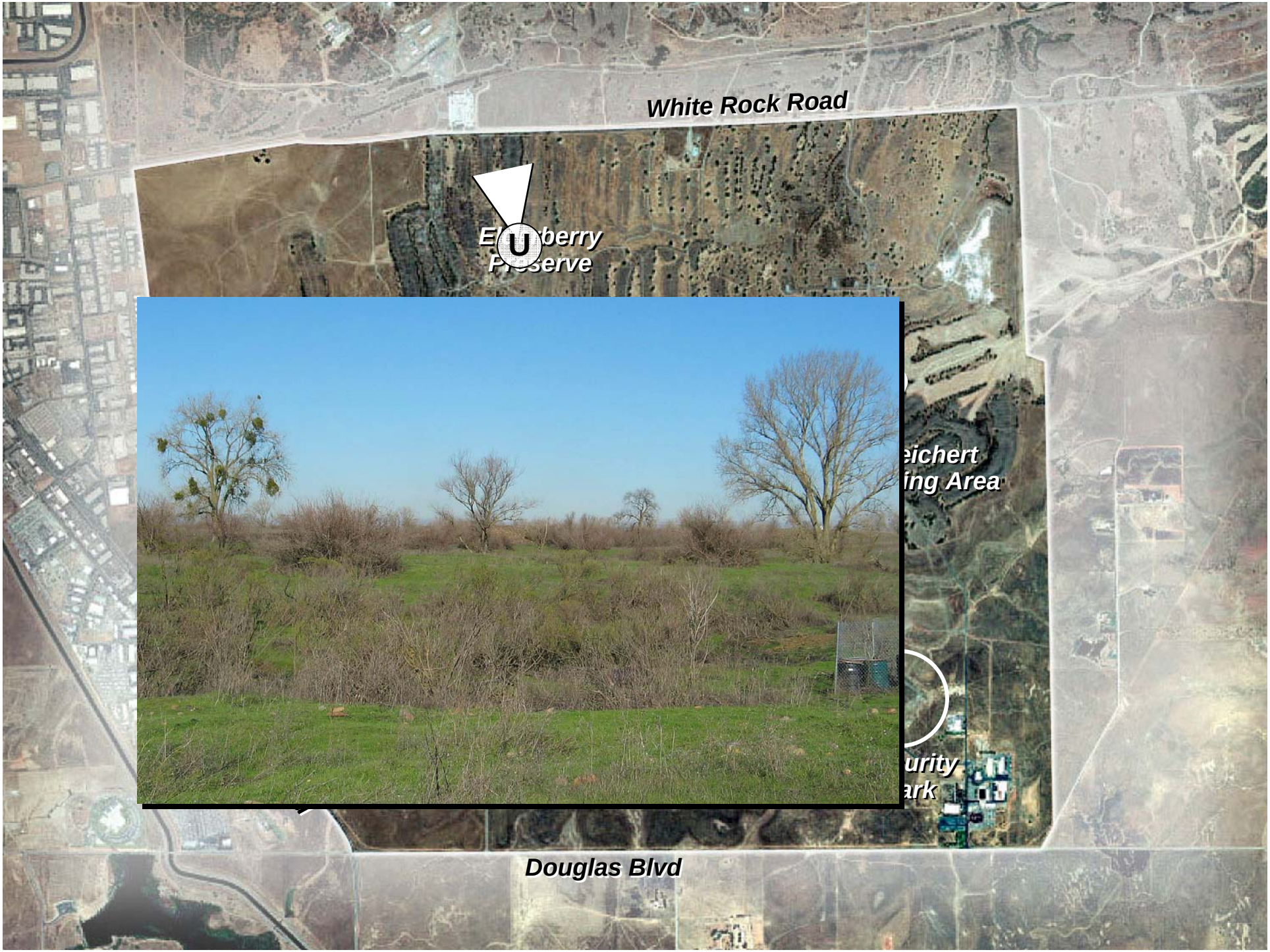
Testing
Facility
Facility
P
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

Testing Facility
Testing Facility
Q
Testing Facility
Security Park
Sunrise Blvd
Douglas Blvd


ad
ed
lfill
Teichert
Mining Area
Testing
Facility
Testing
Facility
Testing
Facility
Security
Park
R
Sunrise Blvd
Douglas Blvd

ad
ed
fill
Teichert
Mining Area
Testing
Facility
Testing
Facility
Testing
Facility
S
Sunrise Blvd
Security
Park
Douglas Blvd

ad
ed
fill
Teichert
Mining Area
Facility
Testing
Facility
T
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd


White Rock Road
U
Douglas Blvd

Testing
Facility
V
Testing
Facility
Security
Park
Sunrise Blvd
Douglas Blvd

Where we are in the CEQA/NEPA Process

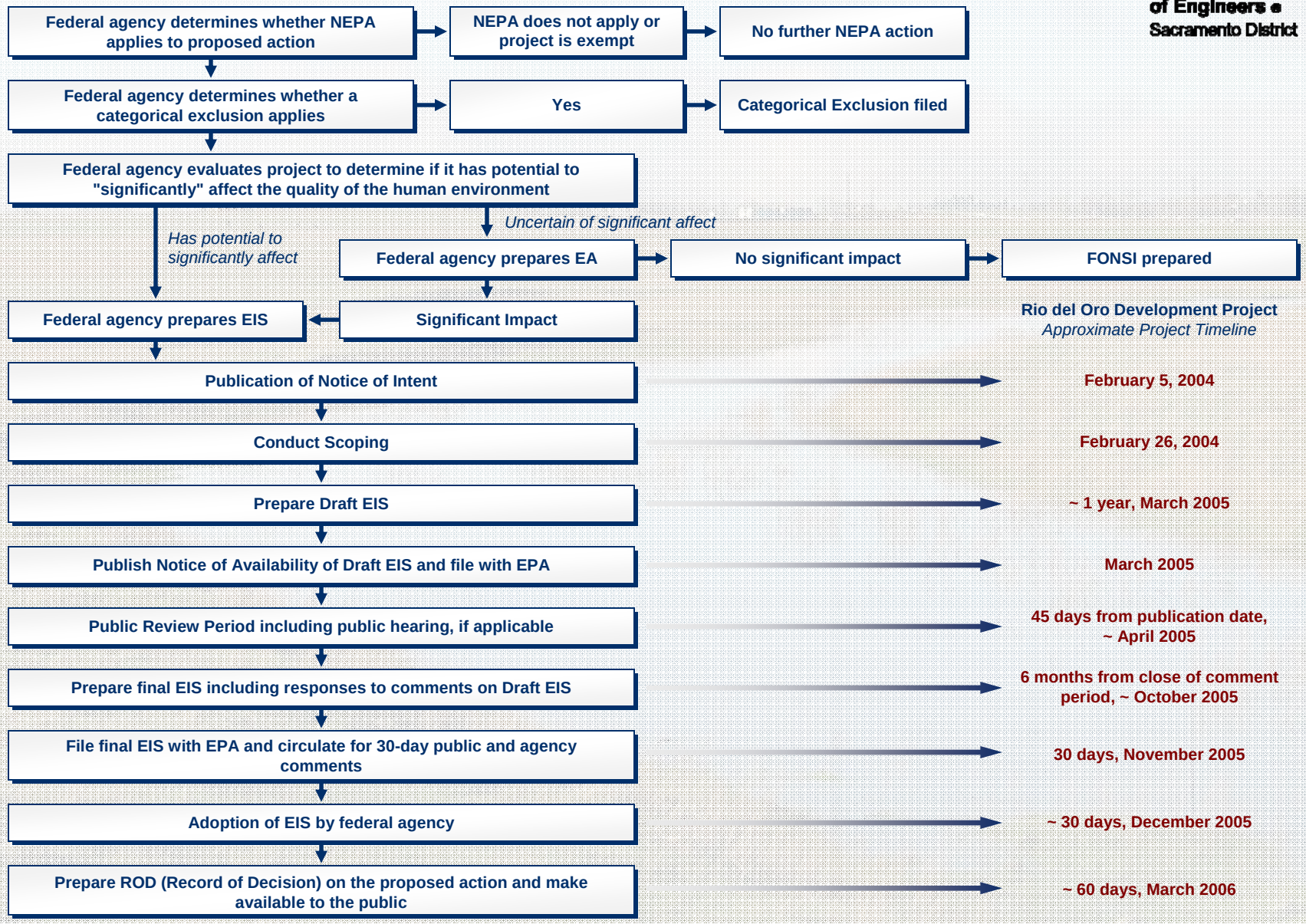
CEQA	NEPA	Approximate Project Timeline
Notice of Preparation	Notice of Intent	February 5, 2004
Public/Agency Scoping	Public/Agency Scoping	February 26, 2004
Draft EIR	Draft EIS	Winter 2004/2005
Notice of Completion/ Notice of Availability	EPA Filing/Federal Register Notice	Winter 2004/2005
State Clearinghouse/Public Review	Agency/Public Review	45 days from publication date, Spring 2005
Response to Comments/Final EIR	Response to Comments/ Final EIS	6 months from close of comment period, Fall 2005
Commenting Public/Agency Review	EPA Filing/Federal Register Notice/Agency and Public Review	30 days, Fall 2005
Certification	Project Decision – Record of Decision [Upon completion of Section 7 and Section 106 consultation]	~90 days, Spring 2006
Project Decision-Findings, Overriding Considerations, Mitigation Monitoring		
Notice of Determination		

Indicates opportunity for Public Review

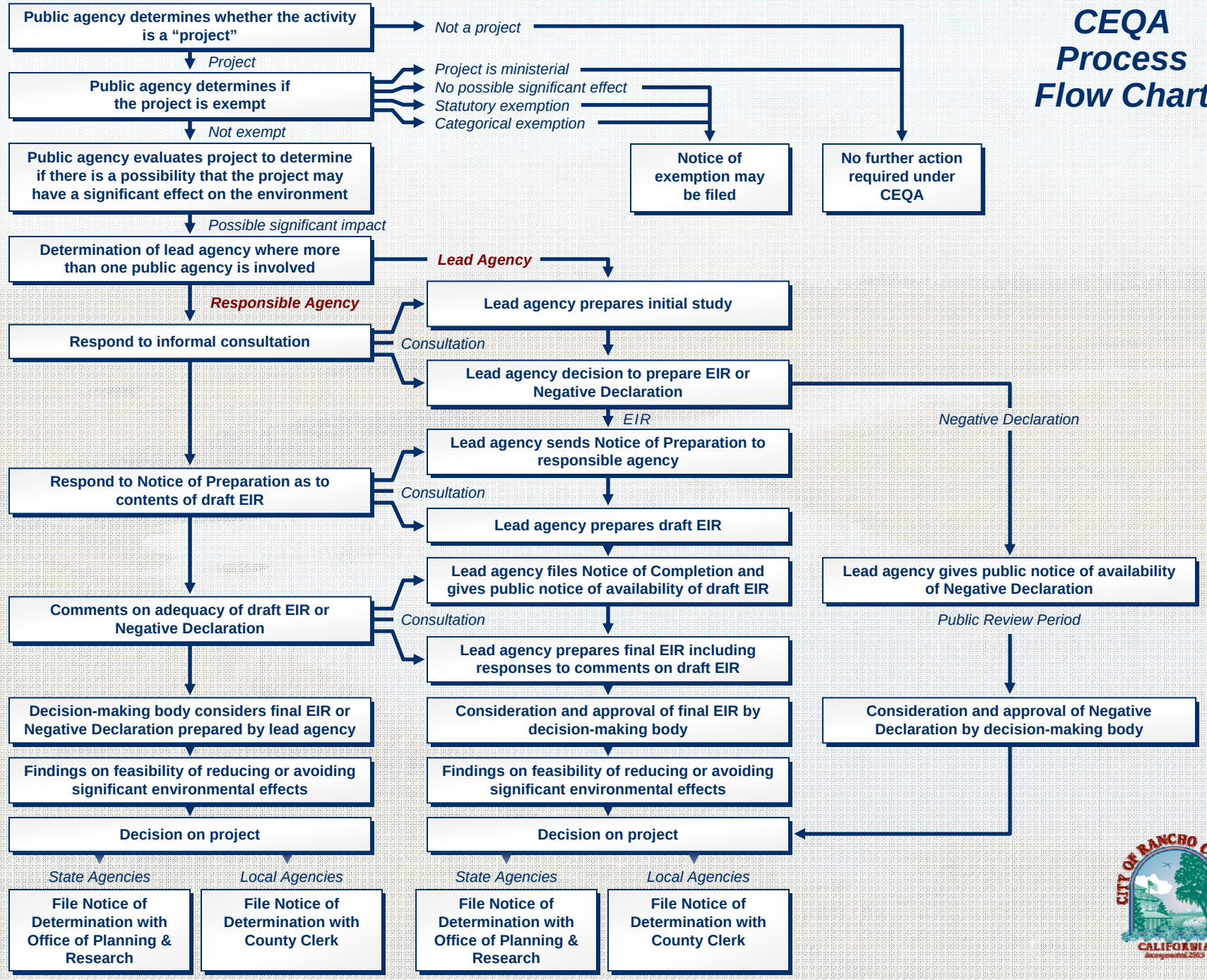
US Army Corps
of Engineers ®
Sacramento District
CITY OF RANCHO CORDOVA
CALIFORNIA
Thank you
EDAW

NEPA Process Flow Chart

US Army Corps of Engineers • Sacramento District



CEQA Process Flow Chart



Where we are
in the CEQA/NEPA Process:

Initiation of Public Scoping

Appendix F

Transcripts of the Public Scoping Meetings

CITY OF RANCHO CORDOVA

AND

U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DIVISION

RIO DEL ORO PROJECT

SCOPING MEETING

THURSDAY, FEBRUARY 26, 2204
2:00 P.M. AND 6:00 P.M.

COPY

REPORTED BY: ESTHER F. SCHWARTZ
CSR NO. 1564

ATTENDEES

CITY OF RANCHO CORDOVA:

PAM JOHNS
PATRICK ANGELL
BRETT SAMPSON
HILARY ANDERSON

U.S. ARMY CORPS OF ENGINEERS:

JUSTIN CUTLER
MICHAEL JEWELL
LISA CLAY
GARY BRITTER
DAVID KILLAM

EDAW:

FRANCINE DUNN
WENDY COPELAND

AUDIENCE AFTERNOON SESSION:

GILBERT ANGEJA
WAYNE LUNDSTROM

AUDIENCE EVENING SESSION:

WAYNE LUNDSTROM
PAMELA TERRY
ALTA TURA

---oOo---

RANCHO CORDOVA, CALIFORNIA

THURSDAY, FEBRUARY 26, 2004

AFTERNOON SESSION, 2:00 P.M.

---oOo---

MS. DUNN: Welcome to the Rio del Oro EIR/EIS scoping meeting. We have kind of an interesting format today. What we wanted to do is have the first 45 minutes or an hour an interactive workshop, where you can roam around and ask questions about the project and the process and rules and responsibilities, and then we all will gather back and give a short presentation and open it up for public comment.

We do have a Court Reporter here with us this afternoon that will be recording our comments.

So we wanted to go ahead and start the public workshop of it, and just feel free to mingle around and ask questions. We have representatives here this afternoon from the City of Rancho Cordova, which are Pam Johns, Pat Angell, Brett Sampson and Hilary Anderson. And we have representatives from the Army Corps of Engineers, and they are easy to spot because they are wearing logos. Justin Cutler is the project manager for the project. And so feel free to ask questions.

My name is Fracine Dunn. I work for EDAW, environmental consulting firm here in Sacramento. We have

been contracted by the City of Rancho Cordova to prepare the EIR/EIS. I am serving as the project manager for that project. So feel free to ask any questions about the CEQA and NEPA process.

I guess I should explain real quickly. This is a joint EIR/EIS with the U.S. Army Corps of Engineers as the federal lead agency and the City of Rancho Cordova as the California lead agency under CEQA. There is stuff out there, goodies, coffee and drinks and things. Feel free to help yourself.

(Break taken.)

MS. DUNN: First of all before we begin, does everyone who wishes to speak filled out a speaker card? Before we open the public meeting I am going to be calling people up if you wish to speak who have filled out the speaker card. If you haven't had an opportunity, there is a sign-in sheet over there.

If you weren't here earlier, I am Francine Dunn. I work with EDAW. We'ere an environmental consulting firm that's been contracted to prepare the environmental impact report and the environmental impact statement. The meeting today is the public scoping meeting for the Rio del Oro Project which is an approximately 3,400 acre mixed-use development project in Rancho Cordova, and in minute Pam Johns will explain the project in a more

detail.

But just real briefly, the purpose of the scoping meeting is to satisfy the requirements of CEQA and NEPA and to focus on the content and scope of the environmental document and also to obtain input on the range of alternatives that should be considered in the EIR/EIS. And as I mentioned earlier, this is a joint environmental impact report and environmental impact statement with the City of Rancho Cordova as the lead CEQA agency, California Environmental Quality Act, and the U.S. Army Corps of Engineers, Sacramento District as lead federal agency NEPA, National Environmental Policy Act.

I would like to turn it over right now to Pam Johns to explain the CEQA process, the City's role and the project.

MS. JOHNS: Thanks. I am just going to stand up here.

Thank you all for coming. I'm going to take just a couple of minutes to explain that this project is actually a response to an application request by both Elliott Homes and GenCorp with Aerojet to develop, as we mentioned, about a 3,800-acre piece of property. This application was originally submitted to the county and then after incorporation transferred over to the City. There are several entitlements that are requested. The first is

a general plan amendment for the entire land area. The request is to go from existing designation as industrial property to a mixed-use type of development, that includes as you can see on this map, probably best, both single family low density and medium density, commercial and maintaining some industrial property, recreation and open space and also public and quasi public land designations.

The second entitlement being requested is to amend the existing special planning area for Aerojet, which includes this property as well as -- what is the total acreage of the land area over by SBA? Something like 2,400 acres. I don't know the exact number, but I can look it up for you if anybody is curious. The special planning area was approved by the County several years ago. The proposed amendment, again, is to take the existing designation out of industrial and consider a mixed-used designation within the land area that is consistent with the general plan request.

One of the other entitlements that is being requested is to amend the urban limit line that was adopted by the County. We haven't figured out exactly what that is going to look like for the city yet, but is yet another entitlement.

We also have a request for a development agreement which the City doesn't yet have a copy of. As far as the

environmental process, both that entitlement and a public financing plan for the project are not necessarily critical for the environmental evaluation stages of the project. The entitlements that are being requested from the City will be processed at the conclusion of the environmental review process, between now and a year from now, 14, 16 months from now. We will be looking at, I am sure, amendments and making suggestions to the applicant on how that project might be improved, whether it is because of environmental impacts that are being identified or changes in market conditions, a lot of other things.

So you will see potentially some minor shift in acreages or densities, but likely not a real significant change from what you see here today.

We have just been notified by the applicant that they intend to come in with some tentative subdivision maps for what they are calling the Phase I, which is the western portion of the project, 1,100 acres. Right now we do not have tentative subdivision maps submitted to the City. However, by the time we get this project through for consideration by the City, we will likely have tentative subdivision maps for that area of the property.

One other thing I would like to mention is that staff has recommended that the applicant consider a specific plan document for this particular area. Again,

not a real significant impact on the environmental evaluation, but just something that will be coming down the pipeline.

The last thing I want to identify is what the City's process is. You have the environmental process for the evaluation of the project. It provides you the opportunity to participate here as the EIR/EIS is being prepared. We will also have public meetings for the entitlements that are being requested by the City and recommending that the applicant have at least one public workshop prior to any public hearings, but there are at least four public hearings on the project that will be required. Two at the Planning Commission level and two at the City Council level. There are several upcoming meetings, probably several months out after we had time to evaluate the entitlements and the environmental impacts.

I am happy to answer any questions you have about the project and also the applicant is here with several members of their design team in case you want some details that I cannot provide you with.

Does anyone have questions about the entitlements or the process that the City will be going through?

Okay. Great.

Francine.

MS. DUNN: Next I would like to introduce

1 Justin Cutler.

2 MR. CUTLER: Technical difficulties. Anyway,

3 Justin is the project manager for the Corps of Engineers,

4 Sacramento District and he, in a minute, will describe the

5 rules and responsibilities of the federal process under

6 NEPA.

7 I will just give it without my slides. I have a

8 beautiful PowerPoint presentation for you before technical

9 difficulties, but I think I can remember most of what I

10 wanted to explain.

11 First of all, I am Justin Cutler. I am with the

12 Corps of Engineers. The Corps of Engineers is a very

13 diverse engineering organization. However, there is a

14 unique branch called the Regulatory Program, which I work

15 under. And the Regulatory Program administers Section 404

16 of the Clean Water Act.

17 Under the Clean Water Act any discharge of dredged

18 or fill material into wetlands requires a permit. And

19 there are three things that I really would like you to

20 understand. One, it is important that we educate you in

21 the process. I want to make sure that you understand our

22 program as well.

23 The second thing is I want you guys to know why we

24 are involved. And third and most importantly I want your

25 public input. I want to know what you think about the

project. And again, the Corps of Engineers regulates the discharge of dredged or fill materials into waters of the United States.

I wish I had my slides with me.

Basically, again, there are three plain points. We regulate the discharge of dredged or fill material. There is about 74 acres of what we would consider waters of the United States and wetlands that are regulated under the Clean Water Act. The project itself as proposed would impact about 47 acres of those. And under the National Environmental Policy Act, as Francine mentioned, we have to evaluate those impacts. If our action would have a significant affect on the human environment, an EIS is required. And the Corps, after looking at all the potential environmental effects of the project, determined that that's the appropriate NEPA documentation that needs to be prepared.

Again, there is about 47 acres' worth of wetlands that would be impacted, and other environmental effects as well were considered.

So if anybody has any questions, I'm open. Anybody have any questions about our program, what we do?

MR. ANGEJA: My name is Gilbert Angeja from SMUD.

Can you just point out specifically the areas you

would be responsible for?

MR. CUTLER: We are actually responsible for looking at the environmental effects of the whole project.

MR. ANGEJA: When I was looking at it earlier, like the drainage, the parkway, are you going to be governing that specifically so if permits crossing them are required we go to the Corps of Engineers or --

MR. CUTLER: Yeah. Again, what this map doesn't show, there are wetlands scattered throughout the property and any project or any component of that project that would fill those wetlands or impact those wetlands need a permit from us. So we will evaluate those. We will evaluate all environmental effects in this NEPA document. That is why this scoping meeting is so important. It is the first step in our process. We really just want your good, honest opinions on this project.

One thing I can say, we're probably looking at maybe a two-year process to get to a point where the Corps of Engineers would issue a permit under the Clean Water Act. Many people have questions about how that permit is issued, there are two primary factors that we look at in issuing a permit. And for lack of a better term, you can actually consider those tests. One of those tests is an alternatives analysis.

1 Under the Clean Water Act we can only authorize the
2 lease environmentally damaging practical alternative. So
3 that is one factor that needs to be satisfied in order to
4 issue a positive permit decision. The other is the public
5 interest. We are required, as the Corps of Engineers, to
6 make a public interest determination. That public
7 interest determination is based on the extent of a private
8 and public need. It is also determined based on the
9 beneficial and detrimental effects of the project.
10 Any luck, Gary? I take that as no.
11 MS. DUNN: While they are doing that, would
12 you like me to chime in for a few things while waiting for
13 technology?
14 Just real quickly, I don't know how many of you
15 might have had a chance to look at the PowerPoint
16 presentation, but in it we basically had a summary list of
17 the issues we are going to be covering in the
18 environmental document. I will go through those real
19 quick. Geology, mineral resources, soils, drainage,
20 hydrology, water quality, noise, hazards, biological
21 resources, land uses, the whole gamut, everything in here,
22 including NEPA requirements, such as environmental justice
23 and some other areas that we will be looking into as
24 cumulative impacts and growth inducement, and then looking
25 at primary environmental impacts such as biological

1 resources, endangered species, wetlands, traffic, going on
2 to U.S. Highway 50, the surrounding roadways, air quality,
3 new commuters in the area, groundwater contamination, just
4 the full range.
5 I just wanted to get that out real quick.
6 MR. CUTLER: Great points, Francine.
7 Our technical difficulties are solved. I may
8 reiterate some of the stuff, but hopefully this will
9 follow a little bit more logical process.
10 Again, just want to reiterate. I have three goals
11 as a project manager in the Corps. That is educate people
12 about the project so they can give good, meaningful
13 comments about it. I also want you guys to understand our
14 program.
15 Second of all, I want you guys to know why we are
16 involved and I want to seek public input. Our district
17 boundaries, our regulatory branch is nationwide. However,
18 we are broken up into districts. Sacramento District
19 covers the Central Valley of California, Nevada, Utah and
20 the western slope of Colorado.
21 Under Section 404 of the Clean Water Act, it
22 requires a permit be obtained prior to discharging any
23 fill in those wetlands, as I explained earlier.
24 While not a great slide here, this kind of depicts
25 our jurisdiction. It starts at all navigable waters,

which include the Sacramento River and American River. And our jurisdiction works its way upstream to all tributaries and all wetlands adjacent to those tributaries.

And this slide here kind of shows that entitled waters, our lateral jurisdiction extends to the mean high tide line. In a freshwater system, like this site here, such as Morrison Creek, it extends to the ordinary high water mark.

When we look at wetlands, we define them based on a three parameter test. We look at the course of vegetation to make sure that we have a wetland vegetation community. We look at hydrology to make sure it is a wetland, and we look at the soils to make sure they are exhibiting wetland soil characteristics.

Types of wetlands that you may be familiar with include wet seeps, wet meadows, and more commonly on this site, vernal pools which are on the right-hand side.

When we talk about impacts to these wetlands, we talk about the impacts to the functions and values of those wetlands. You might not be aware, but they do serve a lot of functions to us. Some of those are listed there, primarily water quality. Many of these wetlands act like Mother Nature's kidneys. They will filter a lot of the pollutants out.

1 Typical activities that require a Section 404 permit
2 include residential development such as this, also
3 includes rebuttments, groins, breakwaters, levees, dams,
4 riprap, again, any fill in those wetland areas.
5 Our goal, again this is one of the goals, I make
6 sure you understand. The Corps is not a proponent nor
7 opponent of the project. We want to make sure that the
8 project itself just goes through the process. Again,
9 under the National Environmental Policy Act, NEPA -- we
10 have an acronym for everything -- any action, federal
11 action such as ours issuing a permit under the Clean Water
12 Act, that would significantly affect the human
13 environment, could potentially affect the human
14 environment requires the preparation of an EIS. Again, we
15 have determined that a large impact to wetlands and other
16 potential significant impact brings us into that realm of
17 the EIS.
18 Again, our decision process, the decision whether to
19 issue or deny a permit is based primarily on two tests.
20 One, the alternatives analysis. The project must be the
21 least environmentally damaging alternative, practical
22 alternative. Also, look at public interest. In looking
23 at the public interest it is the extent of the private and
24 public need. Also, it is the extent of the permanence of
25 the beneficial and detrimental effect of the project.

Again, just to kind of reiterate and make sure you understand the process. We make sure you understand why the Corps is involved because the Corps is not involved in every project. I want your input is probably the most important thing and, in general, we as the Corps under the Clean Water Act try to balance good development and good environmental protection. That is our main goal.

And with that, any other questions you have I would be glad to answer.

MS. DUNN: I guess no questions for you, Justin. I guess you are free for now.

Basically, we'll go ahead and open up the meeting here. And Wayne Lundstrum with SMUD.

MR. LUNDSTRUM: Thank you, all. My name is Wayne Lundstrum. I am with SMUD, and Gilbert Angeja also is here. We are piggybacking right now to what the Corps is doing. Reason we are doing this is that we're going to impact the area if the project goes through. We would like to bring it out to the public as soon as possible to let you know what we are planning, and right now we just have a tentative plan, which is right here.

We have 11,000 homes and commercial. You are going to have multipurpose use of the thing. We are going to need some electricity to run it. We would like for everybody to have solar on their roofs. That would be

great. Even with that you are still going to need electric. Right now Gil has put together what we call a very tentative plan, kind of gives you a general idea. Nothing is set in stone. Which calls for three electrical substations roughly in these areas. What they are called are load centers. Each electric substation is made to handle so much output that is needed in the area. If you have residential, you can go so far. If you have heavy commercial or schools, which take a lot more, your area's getting a little bit smaller.

Also, we try to maximize the efficiency. The fact is we don't try to run our substations at full value, a hundred percent. What that means is if one of these sites were to go down, there is some other sites, a new site going down here and another site over here, that a lot of the area -- if the substation went down, we could draw off, we can boost the output of the other substations to take this up. So you may be out for two hours, but you are not out for two weeks. This is what we try to do.

And right now we are not having a lot of problems siting our substations. SMUD has a principle that one would like -- hide them out in the middle of nowhere, where nobody can see them. That is pretty impractical because they are not needed. Secondly, in industrial areas, if you have industrial areas, that is one of the

first places we look. Then come commercial, and at the very least come residential. Every once in a while we do put them in residential. If you have a very large area of residential and commercial, something has to feed that.

Surprisingly, we get along very well with our neighbors. We've got some in the Pocket area, some in Elk Grove which has houses on two and three sides of them. There doesn't seem to be a problem. One of the things we are running into right now to connect these stations is having overhead lines. Now the internal, everything what they call 12 kV, what comes into your neighborhood basically is all underground, so you won't see the redwood poles. But in order to supply the substations, we run what they call 69 kV lines. Because these are larger voltage, they are very difficult to bury, and the cost of burying them is something five to ten times higher than overhead.

It doesn't say they can't. Elliott Homes has been the forefront of this in Folsom where they have buried some of the cables. One of our conditions that we will, SMUD ratepayers pay the cost to overhead. If the area decides to put it underground, they make up the cost of putting it underground. It's an alternative. We just wanted to bring this up to anybody. I don't want to go much further than that. It is a very limited, very brief

thing.

If you have any questions, Gil is here and I am here, and we will be able to answer any of yours, and I appreciate the Corps for letting us come here and make this small presentation.

Questions?

Thank you.

MS. DUNN: Is there anybody else that would like to speak?

Anybody have questions of the City or the Corps?

I guess not. Well, for any of you guys who really want a repeat performance this evening, we have another meeting scheduled at 6:00 tonight at Mills Station. I guess that's it, and we thank you for coming to the scoping meeting.

(Afternoon session concluded at 3:10 p.m.)

---oOo---

MILLS STATION

RANCHO CORDOVA, CALIFORNIA

EVENING SESSION, 6:00 P.M.

---oOo---

MS. DUNN: Good evening. Thank you for participating in the scoping meeting tonight. My name is Francine Dunn. I work for EDAW, an environmental consulting firm that has been hired to prepare an environmental impact report/environmental impact statement. I am serving as project manager on this project. And we are here tonight for the scoping meeting for the Rio del Oro Project, an approximately 3,400-acre project out in Rancho Cordova, mixed-use development, and this is a scoping meeting to basically focus on the scoping contents of the environmental document, to obtain input on the range of alternatives to be considered in the EIR/EIS and to satisfy the requirements of the California Environmental Quality Act and the National Environmental Policy Act.

I will turn it over to the City of Rancho Cordova right now, Pat Angell, and he is going to explain the post project and also the CEQA process and rules and responsibilities of the City.

MR. ANGELL: Thank you, Francine. I am Pat Angell, the project manager from the City of Rancho

1 Cordova for the EIR/EIS. Basically, the City is going to
2 act as the state lead for CEQA, the California
3 Environmental Quality Act. The project request before the
4 City is the general plan amendment for approximately 3,800
5 acres, to change the land use mix from what is currently
6 intensive industrial to a mix of residential, commercial
7 and industrial and open space uses.
8 This request also includes an amendment to the
9 Aerojet special planning areas, to move some mixed-uses as
10 well as an adjustment to the urban policy area boundary.
11 The request also includes a public facilities plan and a
12 development agreement. The environmental document will
13 address all of these actions associated with the project.
14 Currently the status of the application, the
15 development agreement and financing plan are currently
16 being worked on, but the applicant has submitted materials
17 and land use diagram that are currently being utilized in
18 the environmental review process. The status requested
19 that instead of the special planning area process set
20 forth in the zoning code, that we would like to see a
21 specific plan developed for the project to provide a more
22 comprehensive analysis and policy document for the future
23 development of the area.
24 Again, this is a proposed project. Nothing has been
25 approved. It is under consideration by the City as part

of its local entitlement process. We expect there will be at least four public meetings, hearings on the project before the Planning Commission and City Council. There would likely be additional meetings associated with the environmental review process, likely have a meeting to receive comments on the adequacy of the Draft EIR/EIS once it is released. The current expectation that will be the winter of this year/next year, basically the winter of 2004-2005.

With that, I will turn it back to Francine, unless anybody has any questions about the entitlement process and where the City currently stands on the process.

MS. DUNN: Thank you.

Now I would like to turn it over to Justin Cutler, who is project manager with the U.S. Army Corps of Engineers, Sacramento District. They are serving as the federal lead agency under NEPA.

MR. CUTLER: Sort of make you turn your heads here.

Good evening.

As Francine said, I am Justin Cutler. I work for the Army Corps of Engineers. The Army Corps of Engineers is a multifaceted engineering organization. However, there is a unique branch called the regulatory program that deals with environmental issues, particularly with

regulating Section 404 of the Clean Water Act.

There is three primary goals or messages I believe are important for you to understand. One, the Corps would like you to be well-educated about the public process and regulatory program in general. Second of all, we want you to know why the Corps is involved in Rio del Oro. Not all projects the Corps is involved in. And third, probably most importantly, is we want your input. We want to know what you think about the project.

First of all, the Sacramento District is just one of many districts in the nation, regulatory program that is. We cover the Central Valley of California, Nevada, Utah and the western slope of Colorado.

Again, we primarily regulate Section 404 of the Clean Water Act which requires a permit, by law requires a permit for any dredged or fill material into waters of the United States. Sometimes we refer to it as water. Waters of the United States consist of all navigable waters. In this area you are talking about mostly the Sacramento and American Rivers. It includes all their tributaries and any adjacent wetlands to those water bodies.

Our Corps jurisdiction, for this particular project there is no tidal influence within it. And if tidal of navigable waters, our jurisdiction extends to the mean high tide line. Freshwater systems like Morrison Creek

that runs through this project extends to the ordinary high water mark.

Those adjacent wetlands that I spoke of earlier, we define wetlands based on a three-parameter criteria. We look at wetland vegetation. We look at hydrology. We have to know if it is wet and we look at the soil to make sure they are exhibiting wetland's soil characteristics as well.

Some common types of wetlands that you may have seen include wet meadows, seeps and more commonly on this project we do have a lot of vernal pools.

Oftentimes we talk about the impacts to wetlands. What we refer to is the wetland functions and values, what they provide for society, for socioeconomic and environmental, and break them up into those two categories. Primarily wetlands provide enormous benefit to water quality. I say this often, but they're Mother Nature's kidneys. They filter and remove sediment and other pollutants. Typical activities requiring Section 404 include residential development and other fills such as riprap and road fills.

That second goal that I mentioned earlier, why is the Corps involved or -- I'm sorry, why we are involved in Rio del Oro. The first thing I would like you to understand that the Corps is in a unique position. It is

1 not a proponent or opponent of the project. We just want
2 to make sure the process runs as it is supposed to. The
3 public input is the most important thing.
4 Under National Environmental Policy Act, NEPA, any
5 federal action which potentially and significant affect
6 the human environment requires the preparation of an EIS.
7 And we've determined, based on the number of impacts to
8 wetlands, and potentially other significant impacts that
9 an EIS is the appropriate environmental review document.
10 One question that always comes up is, how do you
11 make a permit decision? Well, the decision to issue or
12 deny a permit is determined based on two tests, if you
13 will. One is the alternative analysis. We have to
14 demonstrate according to the 404(b)(1) guidelines that
15 project is the least environmentally damaging practicable
16 alternative. We also have to ensure that the project is
17 not contrary to the public interest.
18 And when we look at the public interest, we look at
19 the extent of the public and private need. We also look
20 at the beneficial and detrimental effects, and we weigh
21 those. Bottom lines here again are, I want to make sure
22 everybody is educated about the project. We are in the
23 early stages of it, but we do want to disclose what we
24 know about the project. We want you to know why we are
25 involved, again under NEPA, and the Clean Water Act which

is the reason why the Corps is involved. We want to seek your input. That is the most important part about this scoping process.

In general, when we issue a permit, we seek balance of the development and the environment.

And that is it for my presentation. If anybody has any questions I would be glad to answer them. A lot of familiar faces out there.

MS. DUNN: Okay. Well, if no one has any questions. Anyone who wishes to speak, please fill out a speaker card and when you do speak if you can state your name clearly and who you are with for the Court Reporter. And, I guess I will open it up to public comments, and we have one speaker so far.

Wayne Lundstrum with SMUD.

MR. LUNDSTRUM: I am Wayne Lundstrum with SMUD. We are kind of piggybacking on what the Corps is doing and the City of Rancho Cordova. They have been very nice to let us speak today.

If you are building 11,000 homes with different businesses you are definitely in need of electric power, and as such we are also required to define and develop an environmental document, whether or not we piggyback all the way through with the Corps of Engineers with this project or do our own. This is a good time to get

1 started.

2 What we have come up with is a very, very primitive

3 idea of what we are looking for. In order to give

4 electrical to it, we are looking at three electrical

5 substations. Each substation controls pretty much an

6 area. They are set up so if one would fail, the other two

7 can take the load. So when you are out of power, instead

8 of being out for a week, you are out for a couple of

9 hours.

10 One of the other things, although the area is served

11 underground, all 12 kV, what comes into your home will be

12 underground, the plan right now is the standard SMUD

13 policy, is to connect the substations with overhead 69 kV

14 lines. Again the location of these is very tentative. We

15 are trying to come up with an idea.

16 Saying that, SMUD also has a policy that says that

17 if a community, which is this community, would like to see

18 the lines underground, the 69 lines, SMUD and the

19 ratepayers would pick up the cost of the overhead. The

20 community and the developer would pay the rest of it, the

21 difference in it.

22 As I said, it is very, very rough. If you have any

23 questions you can get ahold of me just by calling SMUD and

24 asking for the real estate department. Somebody can come

25 in and we will probably be going along with them all

through the stages, plus we will have some other meetings of our own which will be published. Just to give you kind of a general background.

If somebody has a question, I will be glad to answer it. If not, thank you.

MS. DUNN: Thank you.

Is there anyone else who would wish to speak tonight?

Would you like to speak?

MS. TERRY: I suppose so. I don't have anything --

THE COURT REPORTER: I just need your name.

MS. TERRY: Pamela Terry. I am with Walk Sacramento. We do pedestrian and bicycling issues. So it is a little early for us. We are getting involved from the beginning, you know, to provide alternate forms of transportation when this starts actually getting built. Just let everybody know why I am here.

MS. DUNN: Thank you.

Anyone else?

MS. TURA: I am Alta Tura. I am serving on the Habitat Conservation Plan Committee for South Sacramento County. I don't know if Rancho Cordova is aware of that HCP that is in progress, and there is the possibility that some of the Rio del Oro lands could be considered valuable

habitat that may need to be preserved as part of an overall preservation plan for habitat in Sacramento County. And I will submit written comments about that.

And also I am concerned about groundwater contamination and getting into the gases coming from the water into the soil and want to -- will make comment about that, that there will be some risk benefit analysis like basements that the gases, the toxic gases collect in homes, home basements and that sort of thing.

And the species that I have concerns about right at this moment would be the western spade-foot toad and there may be -- we talked about there being vernal pools there and possibly orca grass. So often what seems to happen is you put in a development and then you figure out what is it that we are -- what natural values or wetlands are being destroyed and then you mitigate by purchasing some land somewhere else to be preserved. And I think we need to consider preserving on-site, doing mitigation on-site here.

So that is what I am hoping will be part of the environmental analysis.

MS. DUNN: Thank you.

Would the City like to comment at all?

MR. ANGELL: Just that we are aware of the South County HCP and have had some conversation with

staff. I couldn't tell you the status of that.

MS. DUNN: Any other speakers?

Any questions?

I guess that is it.

Thank you for coming to the meeting and participating.

(Meeting concluded at 7:00 p.m.)

---oOo---

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, ESTHER F. SCHWARTZ, certify that I was the official Court Reporter for the proceedings named herein, and that as such reporter, I reported in verbatim shorthand writing those proceedings;

That I thereafter caused my shorthand writing to be reduced to printed format, and the pages numbered 3 through 31 herein constitute a complete, true and correct record of the proceedings.

IN WITNESS WHEREOF, I have subscribed this certificate at Sacramento, California, on this 3rd day of March, 2004.

ESTHER F. SCHWARTZ
CSR NO. 1564

NOP Comment Letters

SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT
The Power To Do More.SM

P.O. Box 15830, Sacramento, CA 95852-1830; 1-888-742-SMUD (7683)

JANUARY 23, 2004

HILARY ANDERSON
CITY OF RANCHO CORDOVA
3121 GOLD CANAL DRIVE
RANCHO CORDOVA CA 95670

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to review and comment on the Environmental Impact Report for the Rio del Oro project.

The proposed project will result in an estimated electrical demand of 76MVA. At this time it does not appear that the proposed project will have a significant impact on SMUD's ability to provide service. This development will result in the need to construct approximately 4 substations within the project area. Overhead 69kV lines will be installed to connect the future substations.

The applicant or other responsible parties should address the proposed design and other project related electrical facility issues through close coordination with SMUD. Coordination with SMUD should occur and any required agreements should be established prior to issuance of necessary permits or approvals for the project. The primary contact for information on SMUD facilities is Gilbert Angeja at (916) 732-6257.

Sincerely,

ERNIE L. TEAYS
LAND SPECIALIST
REAL ESTATE SERVICES
(916) 732-5326

cc Elliott Homes, Inc.

ELT FILE: SUNRISE .TRD

City of Rancho Cordova

Inter-Correspondence

December 18, 2003

To: Bret Sampson
Planning Department

From: Tony Santiago
Public Works

Subject:

Application Number:	**RC 03-014**
Application Title:	**Rio del Oro**
APN:	**072-0370-070, 071**
	Sunrise and Douglas

We have reviewed the subject application and defer to the Transportation Department for comments related to traffic circulation.

If you have any comments or questions, please call me at (916) 874-7093.

CITY OF RANCHO CORDOVA

3121 Gold Canal Drive • RANCHO CORDOVA, California 95670
Tel: 916.942.0222 • Fax: 916.853.1680 •
www.cityofranchocordova.org
Environmental (916) 361-8384

Routing / Comment Sheet

Date:12/17/03
To:

City Departments
- ☐ Building Insp. – Tom Trimberger
- ☒ City Attorney – Adam Lindgren
- ☒ Public Works – Cyrus Abhar
- ☒ Public Works – Marilyn Phelps*
- ☒ Sanitation District – Jeff Atteberry*
- ☒ Drainage – Mark Rains*
- ☒ Transportation –Jeff Clark*
- ☒ Landscape Design/Trees - Jim Schubert*
- ☒ Water Supply – Jody Hashigami
- ☒ Infrastructure Finance – Richard Blackmarr
- ☒ Finance – Gene Albaugh
- ☐ Comm. Enhance – Yvonne DeHaan
- ☒ Police Dept. – Jeff Rodriques*

*requests full size maps

Cordova Recreation and Parks Dist.
- ☒ Parks – Jerry Steinke*

Metro Fire
- ☒ Fire – Brian Clark*

Sacramento County
- ☒ Env. Health – Steve Kalvelage
- ☒ Env. Haz Mat – Anthony Chu
- ☐ Ag. Commission – Frank Carl

State Agencies
- ☐ CRWQCB
- ☐ CALTRANS
- ☒ Dept. of Conservation
- ☐ Dept. of Fish & Game

Other
- ☐

Other Agencies
- ☒ Zone 40 Water District
- ☒ CA American Water Co.
- ☒ Southern CA Water Co.
- ☒ FCUSD – Geri Wickham
- ☒ EGUSD – Marnie Rosenstein
- ☒ SCUSD – Jim Dobson
- ☒ Regional Transit – Azadeh Doherty
- ☒ SACOG - Ken Hough
- ☒ PG&E – Steven Jones
- ☒ Pacific Bell–Cheryl Summers
- ☒ SMAQMD – Art Smith
- ☒ SMUD – Ernie Taeys*
- ☒ U.S. Army Corps of Engineers – Justin Cutler
- ☒ State Historic Preservation Office
- ☒ U.S. Fish and Wildlife
- ☐ Postmaster

Project Description

The following application has been submitted to the Planning Department:

Application Number:	RC 03-014
Application Title:	Rio del Oro
Assessor's Parcel Number:	072-0370-071, 072-0370-070
Property Address/Location:	Sunrise and Douglas
Project Description:	See attached NOP/Initial Study

Application Completeness / Project Conditions

If there is any additional information required to evaluate and prepare conditions for the project, please send me a list of these items within two weeks.

This Project: ☐ Will not be discussed at a Project Coordination Meeting
☒ Will be discussed at the Project Coordination Meeting on (date to be determined)

Please send your comments to me by February 12, 2003. **(Please e-mail a copy of your comments to the Environmental Coordinator)** If we do not receive a response by this date, **we will presume that your agency has "no comment."** If you require additional time for review, please contact me.

Sincerely,

Bret Sampson (bsampson@cityofranchocordova.org)
Environmental Planner

Comments are: ☒ Attached ☐ No comment

12/18/03
Sighature, date

ANTHONY SANTIAGO, SR. ENGINEER
Print Name and Title

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Interim Deputy Director

Notice of Preparation

December 12, 2003

RECEIVED BY

DEC 19 2003

PACIFIC MUNICIPAL CONSULTANTS

To: Reviewing Agencies

Re: Rio del Oro
SCH# 2003122057

Attached for your review and comment is the Notice of Preparation (NOP) for the Rio del Oro draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Hilary Anderson
Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2003122057
Project Title Rio del Oro
Lead Agency Rancho Cordova, City

Type NOP Notice of Preparation

Description This is a proposed Mixed-Use development comprising of 3,828.5 acres and includes the construction of 11,614 residential dwelling units. The proposed development also includes Commercial, Industrial, Educational, and Recreational uses. Also proposed is a large future wetland mitigation bank and future arterials and local roadway segments.

Lead Agency Contact

Name Hilary Anderson
Agency Rancho Cordova
Phone 916-361.8384 **Fax**
email
Address 3121 Gold Canal Drive
City Rancho Cordova **State** CA **Zip** 95670

Project Location

County Sacramento
City
Region
Cross Streets Sunrise and Douglas
Parcel No. 072-0370-071, 072-0370-070
Township **Range** **Section** **Base**

Proximity to:

Highways 50
Airports Mather
Railways
Waterways Morrison Creek, and Folsom South Canal
Schools
Land Use Intensive Industrial, Extensive Industrial, and Extensive Industrial with Aggregate Resource Overlay.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Caltrans, District 3; California Highway Patrol; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Office of Emergency Services; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; Department of Housing and Community Development; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 12/12/2003 **Start of Review** 12/12/2003 **End of Review** 01/12/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Suzi Betzler
- ☐ **California Coastal Commission**
  Elizabeth A. Fuchs
- ☐ **Colorado River Board**
  Gerald R. Zimmerman
- ☒ **Dept. of Conservation**
  Roseanne Taylor
- ☐ **California Energy Commission**
  Environmental Office
- ☐ **Dept. of Forestry & Fire Protection**
  Allen Robertson
- ☒ **Office of Historic Preservation**
  Hans Kreutzberg
- ■ **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- ☐ **Reclamation Board**
  Lori Buford
- ☐ **Santa Monica Mountains Conservancy**
  Paul Edelman
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ☒ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- ☐ **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- ☒ **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- ☐ **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- ☐ **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- ☐ **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- ☐ **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- ☐ **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- ☐ **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- ☐ **Dept. of Health Services**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Debby Eddy
- ☒ **Office of Emergency Services**
  John Rowden, Manager
- ☐ **Governor's Office of Planning & Research**
  State Clearinghouse

  _____
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ☐ **Public Utilities Commission**
  Ken Lewis
- ☒ **State Lands Commission**
  Jean Sarino
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- ☒ **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- ☐ **Caltrans - Planning**
  Ron Helgeson
- ☒ **California Highway Patrol**
  John Olejnik
  Office of Special Projects
- ☒ **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division

Dept. of Transportation

- ☐ **Dept. of Transportation 1**
  Mike Eagan
  District 1
- ☐ **Dept. of Transportation 2**
  Don Anderson
  District 2
- ☒ **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- ☐ **Dept. of Transportation 4**
  Tim Sable
  District 4
- ☐ **Dept. of Transportation 5**
  David Murray
  District 5
- ☐ **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- ☐ **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- ☐ **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- ☐ **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- ☐ **Dept. of Transportation 10**
  Tom Dumas
  District 10
- ☐ **Dept. of Transportation 11**
  Bill Figge
  District 11
- ☐ **Dept. of Transportation 12**
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- ☐ Airport Projects
  Jim Lerner
- ☐ Transportation Projects
  Kurt Karperos
- ☐ Industrial Projects
  Mike Tollstrup

- ☐ **California Integrated Waste Management Board**
  Sue O'Leary
- ☐ **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- ☒ **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ☐ **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- ☒ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

- ☐ **Other** _____
  _____
  _____

California Regional Water Quality Control Board

Central Valley Region

Robert Schneider, Chair

Terry Tamminen
Secretary for Environmental Protection

Sacramento Main Office
Internet Address: http://www.swrcb.ca.gov/~rwqcb5/home.html
11020 Sun Center Drive, Suite 200, Rancho Cordova 95670-6114
Phone (916) 464-3291 • FAX (916) 464-4797

Arnold Schwarzenegger
Governor

7 January 2004

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

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE RIO DEL ORO PROJECT, RANCHO CORDOVA

Thank you for the opportunity to review the subject Notice of Preparation. Regional Board staff have reviewed the notice and we present the following comments:

1. Page 8, Project Background. The description would be better if it were stated that most of the project property overlies contaminated groundwater. Remediation of this contaminated groundwater will take decades. The passive buffer area was deemed clean of soil contamination following some minor cleanup activities. Contaminated groundwater requiring remediation still lies beneath the passive buffer area.

2. Page 17, Hazards and Hazardous Materials, Discussion of Impacts, Items (a) and (c). In addition to TCE and other volatile organics, perchlorate is another pollutant that has impacted soils and groundwater on the IRCTS property.

3. Page 18, Hazards and Hazardous Materials, Discussion of Impacts, Item (c). Remediation of soils will need to have been remediated. However, groundwater remediation will not be complete for many years and groundwater contamination extends under nearly all of the IRCTS property. Development of portions of the property can occur even if remediation of the groundwater is not complete.

4. Page 20, Hydrology and Water Quality, Item (b). This paragraph discusses the potential to utilize groundwater water supply wells to obtain water for the project. It is unlikely that wells on the project site, or in the vicinity of the site, would be permitted for use as domestic water supply. However, use of treated groundwater from contamination remediation for non-potable purposes should be greatly encouraged.

5. Page 20, Hydrology and Water Quality, Item (b). The study of the impact on the aquifer yield due to the reduction in recharge of rainfall caused by the project, should be evaluated. In

addition, the reduced infiltration's affect on the groundwater remediation efforts should be evaluated.

6. Page 20, Hydrology and Water Quality, Item (c). The second sentence talks about drainage to the Folsom South Canal. All drainages from the IRCTS are to Morrison Creek that does not discharge to the Folsom South Canal, but is transported across the canal.

7. Page 22, Mineral Resources, Item (a). The project site was initially mined for gold. Currently, a portion of the tailing piles that remained following the gold mining activities is being processed for sand and gravel. It should also be noted that an evaluation of potential contamination from mercury used during the gold mining operations should be included in the EIR.

8. Page 31, Utilities and Service Systems, Item (d). As stated above, the use of treated groundwater for non-potable purposes should be evaluated in the EIR.

If you have any questions regarding these comments, please call me at (916) 464-4625.

ALEXANDER MACDONALD
Senior Engineer

cc: Gene Riddle, Department of Toxic Substances Control, Sacramento
Rodney Fricke, Aerojet-General Corporation, Sacramento

Terry Tamminen
Agency Secretary
Cal/EPA

Department of Toxic Substances Control

Edwin F. Lowry, Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

January 13, 2004

Ms. Hilary Anderson
3121 Gold Canal Drive
Rancho Cordova, California 95670

NOTICE OF PREPARATION FOR THE RIO DEL ORO, RANCHO CORDOVA, PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT, SCH # 2003122057

Dear Ms. Anderson:

The Department of Toxic Substances Control (DTSC) has completed its review of the above Notice of Preparation (NOP) and offers the following comments:

1. Page 8, section E, paragraph 2 and 4 – Paragraph 2, line 7 denotes that there exists "eleven primary areas of concern," pursuant to the DTSC consent Order, at the former McDonnell Douglas rocket testing facility. Each of these areas should be specifically denoted by name because they are being addressed as separate operating units (OUs) for investigations and remediation purposes by DTSC and the Regional Water Quality Control Board (RWQCB).

   Same section and page, paragraph 2, line 9 – Please strike the word "contaminated" and add the words "containing contaminated soil and groundwater" after the word "areas." This is to clarify the purpose of DTSC's Order.

   Same section and page, paragraph 4, line 2 – The writer refers to "all ten areas of concern," even though paragraph2 pertains to 11 areas of concern. Please denote these areas separately and explain the difference for clarity.

   Same section, page and paragraph, line 4 – Please add the words "soil in" after the word "that" and before the word "two." This clarifies that soil only has been determined to be clean. However, groundwater is contaminated beneath these two OUs and must be addressed.

2. Page 17, section VII, last paragraph, line 4 – Please add the word "perchlorate" between the words "contain" and "trichloroethene" for chemicals found in soil and groundwater at the site. Perchlorate is the most prevalent chemical of

concern at the site and therefore, must be denoted. It is a solid rocket propellant chemical and contains associated health risks via human exposure.

3. Page 18, section VII, paragraph 3 (c), line 2 – Please add the word "perchlorate" after the word "Currently" and before the word "volatile" for the same reason as in comment 2.

4. Page 18, section VII, paragraph 4 (d), line 1 – Please denote that the site is a State of California listed hazardous waste site, denoted as the former McDonnell Douglas site (Government Code 65962.5 not withstanding).

5. Page 20, section VIII, paragraph 1 (b), line 1 – Approximately 75% of the groundwater at the site contains various contaminants that cause concern for human health and the environment through exposure pathways. Therefore, "groundwater resources or wells" will be restricted under DTSC land use covenants. Please strike the entire first sentence of this paragraph. The only well installation accesses allowed under the Deed Restriction will be for extraction for water treatment, monitoring contamination, water levels, and remediation performance. This will be denoted in the land use covenant by DTSC. Any well installation will require approved by DTSC.

6. Figure 2, Land Use Summary (proposed land use designations) – This map clearly denotes the proposed land uses of the Rio del Oro project. However, another map at the same scale should be included displaying all the site OUs for investigation and or remediation. It is estimated that the soil alone will take another six years. It must be clear to the public that the site soil and groundwater contamination must be addressed via remediation prior to the Rio del Oro development.

Please provide DTSC with a revised NOP addressing all our comments. If you have any questions, please contact me at (916) 255-3601.

Sincerely,

Gene Riddle
Project Manager

cc: See next page.

cc: Mr. Gerald B. Swanick
Aerojet General Corporation
P.O. Box 13222
Sacramento, California 95813-6000

Mr. Alex MacDonald
Regional Water Quality Control Board
Central Valley Region
10365 Old Placerville Road, Suite 210
Sacramento, California 95827-2518

Mr. Samuel Penrod
The Boeing Company
Internal Mail Code H012-A202
5301 Bolsa Avenue
Huntington Beach, California 92647-2099

Mr. Rodney Fricke
Aerojet General Corporation
P.O. Box 13222
Sacramento, California 95813-6000

State Clearinghouse
Office of Planning and Research
1400 10th Street, Room 121
Sacramento, California 95814-0613

Planning & Environmental Analysis Section (PEAS)
CEQA Tracking Center
1001 "I" Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806

Mr. Tim Miles
Hazardous Substances Scientist
Expedited Remedial Action Program Unit
Northern California – Central Cleanup Operations Branch
Site Mitigation and Brownfields Reuse Program
Department of Toxic Substances Control
8800 Cal Center Drive
Sacramento, California 95826-3200

CSD-1
COUNTY SANITATION DISTRICT 1
Wastewater Conveyance For a Growing Sacramento

10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.csd-1.com

Board of Directors

County of Sacramento
Roger Dickinson
Illa Collin
Muriel P. Johnson
Roger Niello
Don Nottoli

City of Citrus Heights
Jeannie Bruins

City of Elk Grove
Sophia Scherman

City of Folsom
Kerri Howell

City of Rancho Cordova
Dave Roberts

City of Sacramento
Heather Fargo

Cheryl Creson
Agency Administrator

Robert F. Shanks
District Engineer

Marcia Maurer
Chief Financial Officer

Wendell H. Kido
District Manager

Mary K. Snyder
Collection Systems Manager

January 7, 2004
E225.000

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

Dear Ms. Anderson:

Subject: Notice of Preparation of an Environmental Impact Report and Environmental Impact Statement for the Rio Del Oro Project
Control No. RC 03-014

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) reviewed the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the subject project. The entire project is within the Urban Services Boundary. However, most of the project is outside the boundary limits of both districts. A small portion of the project in the southeast area does lie within the boundaries of CSD-1 and SRCSD.

We agree with the Initial Study Checklist, Section XVI. Utilities and Service Systems on Page 31, that the project could potentially impact our facilities significantly.

Issues that should be addressed in the EIR/EIS include:

- Annexation to CSD-1 and SRCSD,
- The need for an updated and detailed sewer study to assist the development of improvement plans, (CSD-1 has approved a conceptual sewer study for Rio del Oro, which adequately addressed the capacity requirements of the project),
- Expansion of collector, trunks and interceptor sewer lines,
- Location, and sizing of facilities,
- Interim and ultimate facilities, and
- Ability to construct the Aerojet Interceptor AJ-4 in Sunrise Boulevard.

We expect that if the above issues are addressed and the project is subject to currently established policies, ordinances, fees, and to conditions of approval that we will propose after review of entitlement application documents, then mitigation measures within the EIR will adequately address the sewage aspects of the project and reduce the impacts to less than significant.

The developer and engineer for the project are working closely with CSD-1 and SRCSD. The Laguna Creek and Aerojet Interceptors will ultimately serve the project. These interceptors will not be constructed until development of the project and the Sunrise Douglas Community projects to the south produce sufficient flow to operate the interceptors without creating maintenance problems. Therefore interim facilities will be needed for initial development.

All except the northwest corner of the project lies within the AJ Douglas – White Rock Trunk Shed of the CSD-1 Master Plan. The northeast corner lies within the AJ Aerojet Trunk Shed. The Master Plan of these trunk sheds proposes approximate locations of future trunk and interceptor sewer lines. After review of the Land Use Summary included in the NOP EIR/EIS we anticipate the possible need for a revision and update to our Master Plans. This issue can be determined after review and approval of a final sewer study.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

Sincerely,

Jeff Atteberry, P.E.
Local Sewer Engineering

JA/JF:dg

cc: Neal Allen
Christoph Dobson
Steve Hong

Sacramento Metropolitan Fire District

3012 Gold Canal Dr., Rancho Cordova, CA 95670 • (916) 942-3300 • Fax (916) 942-3400

Rick Martinez
Fire Chief

RECEIVED

OCT 29 2003

RANCHO CORDOVA
PLANNING

October 27, 2003

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

Attention: Bill Campbell
Principal Planner

Subject: Application No.: RC 03-005
APN: 072-0300-004
Location: Americanos north of Douglas
Sac Metro No. 03-2715

Applicant: It is highly recommended that specific requirements for new construction be obtained from the fire district during the planning stage of construction. Requirements for bridges, entry gates, fire hydrants and access roadways must be clearly understood. Call the Fire Prevention Bureau at (916) 942-3300 and request a design review conference. A consultation fee will apply, but could save considerable time and resources.

If there are no immediate plans for new construction or storage of combustible materials on this project, the requirements applicable to construction may be held in abeyance until such time that development occurs. It is important to note that if the property is sold, the seller of the property is encumbered to disclose the above requirements to the buyer.

THE FOLLOWING ARE COMMENTS SPECIFIC TO THIS APPLICATION:

1. Per planning meeting with City Planner and Sac Metro Fire District on 10/23/03, a single access into this development will not be acceptable. Alternate solutions shall be presented and approved by the Fire District prior to commencement of grading.
2. Provide approved steamer type fire hydrants for residential areas located as follows:
   A. One fire hydrant shall be located between 150 to 250 feet from the end of the access roadway. The required access roadway extends to within 150 feet of any portion of the exterior wall of a building.
   B. A hydrant installed at the end of an access roadway, as a "blow off" for the water district does not meet the fire department requirements.

C. Each steamer hydrant shall have a minimum flow of 1000 gpm for residential areas.

D. Additional requirements apply for residential dwellings having areas greater than 3,600 square feet. See Item 1, above.

NOTE: Specifications for fire hydrants are available at the Fire Prevention office.

EXCEPTION: Single-family dwellings provided with an approved automatic fire sprinkler system.

3. Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. **FIRE HYDRANT DETAIL AND FIRE DEPARTMENT NOTES SHALL BE SHOWN ON THE PLANS OR IMPROVEMENT DRAWINGS.**

4. Residential roof coverings shall not be less than Class C.

5. Provide access roadways with all-weather driving surface of not less than 20 feet of unobstructed width, with a minimum turning radius of 38 feet inside/58 feet outside dimension capable of supporting the imposed loads of fire apparatus and having a minimum of 13 feet, 6 inches of vertical clearance. The access roadway shall be extended to within 150 feet of all portions of the exterior walls of the first story of any building.

   Exception: The required clear width may be reduced to a minimum of 16 feet for access roadways serving only 1 or 2 single-family dwellings. It may not be reduced to the last two dwellings on road serving more than two dwellings.

6. When the "access roadway" length exceeds 150 feet from the public road, an approved fire apparatus turn around shall be provided. The fire apparatus turn around shall conform to any of the designs shown on Sacramento Metropolitan Fire District Standard 444.302. The intent is for the turnaround to be located within 100 feet of the end of the access roadway. All parcels zoned as "Residential" (RD) shall be provided with a finished surface of pavement consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in "all" concrete or approved comparable surface. This includes existing gravel roadways.

7. There shall be no parking on any street narrower than 28 feet. Streets that are wider than 36 feet shall be allowed parking on both sides. Measurements shall be from gutter-line or edge of pavement to the same on the other side of the roadway. On

   private streets, marking of the fire lanes per the Sacramento Metro Fire Lane Standard may be required. Contact the Fire Prevention Bureau for a copy of the fire lane standard.

8. Provide approved address numbers on the building in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background and on all new buildings, shall be illuminated at night.

   NOTE: In order to meet this requirement the following methods are acceptable:

   A. Name the access road and ensure that the new addresses be listed for the newly named "street, and meet the requirement above or...

   B. Provide approved address numbers on the homes and for each of the homes on the access drive, provide approved address numbers posted next to the entrance

to the access drive, facing the public street in an approved manner to meet the above requirement.

9. Should security gates be considered for this project, the developer shall obtain a copy of the Sacramento County Fire Code, Amendment VII, Emergency Access Gates and Barriers. The design of the entry shall conform to this standard.

Our review is not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field inspection and necessary tests.

Please call me if you have any questions or need further information.

Sincerely,

Bryan Clark
Fire Inspector II
(916) 942-3352
(916) 942-3400 fx
clark.bryan@smfd.ca.gov

California Overnight Shipping Label

CALIFORNIA OVERNIGHT

www.calover.com

D10010021948215

Date Printed 3/4/2004 2:36:15 PM

Tracking#D10010021948215

Shipped From:
PACIFIC MUNICIPAL CONSULTANTS
140 INDEPENDENCE CIR #C
CHICO, CA 95973

Sent By: KAREN
Phone#: (530)894-3469
*wgt(lbs):*0
Reference: OH 9002, LABOR
Decl. Value: $0

Ship To Company: **SHASTA DEPT. OF RESOURCE MGMT** **1855 PLACER STREET 103** **REDDING, CA 96001** **JOHN STOKES (530)225-5789** **SHASTA CTY DEPT. OF RESOURCE MGMT., PLANNING DIV.**	*Service:* **S** *Sort Code:* **SAC** *Special Services:* **Signature Required**

Print this page, fold, and slip into the plastic window sleeve provided by California Overnight

Click here to go to New Shipment.

State of California—Business, Transportation and Housing Agency ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
6 Massie Court
Sacramento, CA 95823
(916) 681-2300
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

January 5, 2004

File No.: 252.11004.11053.11731.eirrancho

Ms. Hilary Anderson
Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Ms. Anderson:

We recently completed our review of the Notice of Preparation for the Rio del Oro Draft Environmental Impact Report (EIR) SCH #2003122057. We have significant concerns with the overall impact of the development on the services that we are required to provide. Specifically, the increase of over 7,000 residential housing units and corresponding population increase will have a substantial impact on the unincorporated roadways in the surrounding area as well as on United States Route 50 (US-50). As you are undoubtedly aware, we are the agency with patrol jurisdiction on the aforementioned roadways.

Currently US-50 is impacted by the high growth population increases in the Folsom and El Dorado Hills areas. Many commuters travel into Sacramento each day from these areas which results in heavy congestion for both westbound and eastbound traffic. In addition, the tremendous growth in the Elk Grove and Galt areas is forcing some residents in the southern portion of the county to bypass the overcrowded freeways and drive on county roadways, such as Grantline Road and Whiterock Road. Thus, we continue to experience an increase in traffic fatalities on the unincorporated roadways which is directly attributed to motorists by-passing US-50 for other alternative county road routes. This particular new development being planned in the Rancho Cordova area will only exasperate the current existing conditions.

Assuming that this development moves forward, our office, the South Sacramento Area California Highway Patrol, will need a minimum uniformed personnel staffing increase of eight to ten officers, one sergeant, and one clerical person. This will be necessary to handle the additional traffic collisions, arrests, and motorists services due to the increase in traffic on the surrounding roadways. As you are well aware, during these tight budgetary times with challenging fiscal constraints, the State of California is not afforded the luxury of funding these positions. Therefore, it is our recommendation and request that the developers responsible for this project be required to ensure funding for these positions. This may be accomplished by the developers contacting their local Legislators, members of the California State Senate and California State Assembly, and specifically requesting these positions be funded to ensure we may continue to provide the aforementioned services.

Flex your POWER
© 2001 State of California
BE ENERGY EFFICIENT

If you would like to discuss our concerns in greater detail, please feel free to contact me or Lieutenant Bob Jones at (916) 681-2300.

Sincerely,

T. L. ABNEY, Captain
Commander
South Sacramento Area

cc: State Clearinghouse Office of Planning and Research
Valley Division

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0638
FAX (916) 274-0648
TTY (530) 741-4509

Flex your power!
Be energy efficient!

January 12, 2004

04SAC0003
03SAC-50/16 PM 12.496/11.474
Rio Del Oro Project
Notice of Preparation
SCH#2003122057

Ms. Hilary Anderson
City of Rancho Cordova
Planning and Community Development
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Ms. Anderson:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Rio Del Oro draft Environmental Impact Report (EIR). Our comments are as follows:

- The project provides a tremendous opportunity to develop a community within the urban area exemplifying livable community values and concepts, minimizing travel through a significant jobs to housing ratio, and encouraging alternatives to the single occupant vehicle. However, the project faces major traffic challenges, which must be addressed so as not to exacerbate existing and projected unacceptable traffic levels of service on local and State facilities.

- The Traffic Impact Study (TIS) to be prepared for this project should address potential traffic impacts to Highway 50, State Route (SR) 16 and each route's intersections and interchanges with the local street system. The TIS should specifically provide a Level of Service (LOS) analysis for the Highway 50 mainline and Hazel Avenue, Sunrise Boulevard and Zinfandel Interchanges (including freeway ramps and ramp terminal intersections). The TIS should also specifically address SR16 and the intersections of SR16 with Sunrise Boulevard and Grant Line Road. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/.

- The TIS should incorporate the following scenarios:

  Existing conditions without the project
  Existing conditions plus the project
  Cumulative conditions (without the project)
  Cumulative conditions (with project build-out)

- A merge/diverge analysis should be performed for SR50 freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis of each route should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts":

  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
  - Vehicle queues at intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
  - Project impacts that cause the freeway or intersection LOS to deteriorate below LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

- Possible mitigation measures to consider include:

  - Widening interchange ramps to increase capacity.
  - Modifying ramp terminal intersections.
  - Adding auxiliary lanes between interchanges.
  - Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations.
  - Adding signalization and ramp intersection geometric improvements at impacted interchanges and nearby intersections.
  - Construction of the SR50/Alta-Sunrise Interchange and connector to the International Drive Extension.

- The analysis of future traffic impacts should be based on a 20 year planning horizon.

- Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' "Metropolitan Transportation Plan for 2025".

- The Rio Del Oro Project should be coordinated with and consider the Sacramento Area Council of Government's Elk Grove – Rancho Cordova – El Dorado Corridor Connector Planning Study currently underway.

- The proposed project EIR should assess whether this development will affect any of the three major drainage courses near SR16: Morrison Creek, Frye Creek and Laguna Creek. Minor drainage facilities along SR16 may also be impacted between Sunrise Boulevard and Grant

Line Road. The DEIR should address the potential impacts of the proposed project on the highway bridges. Please provide complete hydrologic analysis to Caltrans for our review. The analysis should evaluate the change in stage, discharge, and velocity through the SR16 bridges. Chapter 820 of the Caltrans Highway Design Manual should be used as guidelines for this analysis.

- Public Resources Code Sections 21081.4, 21081.6 and 21081.7 mandate that lead agencies under CEQA provide the California Department of Transportation with information on transportation related mitigation monitoring measures for projects that are of statewide, regional, or area wide significance. The enclosed "Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the Department of Transportation" (MM Submittal Guidelines) discuss the scope, purpose and legal requirements for mitigation monitoring reporting and submittal, specify the generic content for reports, and explain procedures for the timing, certification and submittal of the required reports. This project under review has impacts that are of regional or area wide significance. Therefore, the enclosed Mitigation Monitoring Certification Checklist form should be completed and submitted to our office when the mitigation measures are approved, and again when they are completed.

- In developing residential subdivisions we support efforts to look beyond the pavement to the role that streets and roads play in enhancing communities and the natural environment. Some jurisdictions propose traffic calming elements to improve safety, enhance pedestrian and bicycle facilities and control speed. We support expanded facilities for alternative travel modes that could help reduce vehicular trips in this developing area.

- We encourage the City to incorporate circulation strategies within the specific plan area that enhances alternative transportation and reduces reliance on the use of single occupant vehicles (ie. provide streetscape designs that reduce barriers, provide transit facilities, extend bicycle lane networks, etc.).

- Caltrans supports the integration of new housing units in communities with shops, employment, education and recreation sites with transit access and non-motorized transportation infrastructure to reduce reliance on automobile trips.

- Residential projects should be designed to encourage basic livability concepts, including but not limited to:

  - Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking/biking distance of each other.

  - The design and circulation network for the project should be planned to encourage and facilitate the use of alternative transportation modes, including bicycles, transit, and pedestrian travel.

Please provide our office with a copy of the draft TIS and draft EIR. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

Kenneth R. Champion for

JEFF PULVERMAN, Chief
Office of Regional Planning

Enclosures

c: Scott Morgan, State Clearinghouse
Jeff Clark, Sacramento County Public Works
Ken Hough, SACOG

GUIDELINES FOR SUBMITTING TRANSPORTATION INFORMATION FROM A REPORTING OR MONITORING PROGRAM TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (DEPARTMENT)

INTRODUCTION

The California Environmental Quality Act (CEQA) as amended on January 1, 2001, by Assembly Bill (AB) 1807, added a new provision to Section 21080.4 of the Public Resources Code (PRC).
The provision requires lead agencies to submit Notices of Preparation (NOPs) to the Governor's Office of Planning and Research when they determine that an environmental impact report will be required to approve a project.

The new law also amended PRC Section 21081.7, which now requires that "transportation information resulting from a reporting or monitoring program adopted by a public agency" be submitted to the Department when a project has impacts that are of statewide, regional, or area-wide significance.

Mitigation reporting or monitoring programs are required under PRC Section 21081.6 when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after approval to ensure implementation of the project in accordance with mitigation imposed during the CEQA review process.

In addition to the requirements listed above, AB 1807 obligates the Department to provide guidance for public agencies to submit their reporting or monitoring programs. Subject to these requirements, the following guidelines have been adopted by the Department.

PURPOSE OF THE GUIDELINES

The purpose of these guidelines is to establish clear and consistent statewide procedures for public agencies to submit transportation mitigation reporting or monitoring information to the Department. They are to be used by District Intergovernmental Review (IGR) Program Coordinators for identifying the scope and timing of transportation information needed, and to identify the "single point of contact" for transmittal of reporting or monitoring information from the lead agency to the Department.

PROCEDURES

The following procedures are intended for use by District IGR Program Managers and Coordinators in directing local lead agencies to comply with PRC Section 21081.7.

A. The District IGR Coordinator will notify the CEQA lead agency in writing about transportation reporting or monitoring submittal requirements in PRC Section 21081.7 during either "early consultation", the Notice of Preparation (NOP) stage, or the Initial Study (IS) phase of the CEQA review process.

B. Detailed procedures for the CEQA lead agency to submit transportation reporting or monitoring information to the district should be attached to the district's notification letter. The submittal shall contain the following information:

1. The name, address, and telephone number of the CEQA lead agency contact who is responsible for the mitigation reporting or monitoring program (see PRC Section 21081.6[a][1]).

2. The location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision is based (see PRC Section 21081.6[a][2]).

3. Assurances from the CEQA lead agency that the Department can obtain copies of the aforementioned documents and materials, if needed, to clarify details or resolve issues related to the mitigation adopted (see PRC Section 21081.7).

4. Detailed information on impact assessment methodologies, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program (see PRC Section 21081.6[b]). The CEQA lead agency, at its discretion, may submit the complete reporting or monitoring program with the required transportation information highlighted.

5. A certification section which will be signed and dated by the CEQA lead agency and the Department certifying that the mitigation measures agreed upon and identified in the above checklist have been implemented, and all other reporting requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

C. When the project involves encroachment onto a state highway, the certification section will be signed by the District Permit Engineer. The District Permit Engineer will retain one copy of the mitigation reporting or monitoring information for the district permit files, and forward the original document to the District IGR Coordinator. The District IGR Coordinator will forward a copy to the Department's IGR Program Manager.

D. When the project does not involve encroachment onto a state highway, the certification section will be signed by the District IGR Coordinator. The District IGR Coordinator will retain the original document and forward a copy to the Department's IGR Program Manager.

APPROVED:

Feb 07/03
BRIAN J. SMITH Date
Deputy Director
Planning and Modal Programs

2/19/03
RANDELL H. IWASAKI Date
Deputy Director
Maintenance and Operations

CEQA LEAD AGENCY CERTIFICATION CHECKLIST FORM ♦
FOR SUBMITTAL OF TRANSPORTATION MITIGATION MONITORING REPORTS

Project Name: _____
Lead Agency and State Clearinghouse (SCH) File #s: _____
Findings & Approval Dates & Document Types: _____

Lead Agency Contact (Name, Title, Agency, Address & Phone): _____
_____

Project Proponent (Name, Title, Company, Address & Phone): _____
_____

For each specific Transportation Related Mitigation Measure associated with this Project, The following information items are included in the attached materials:

Yes	No	
☐	☐	Location/Custodian Of CEQA Documents, Proceedings, Records
☐	☐	Description Of How To Obtain Copies Of Above Documents
☐	☐	Mitigation Measure Name & Identifying Number
☐	☐	Caltrans Encroachment Permit Number (if one was needed)
☐	☐	~~Copy of Other Agency Permits required for this Measure (if needed)~~
☐	☐	Measure Location Description, Latitude/Longitude, & Vicinity Map
☐	☐	Location of Impacted State Highway Component (County, Route, Postmile)
☐	☐	Detailed Description of Measure & its Purpose (attach blueprints if necessary)
☐	☐	Implementation Schedule & Progress Reports
☐	☐	Completion Criteria (including detailed performance objectives)
☐	☐	Completion Evaluation (including field inspection reports)
☐	☐	Estimated Monetary Value of Completed Measure & % Local Agency Funded
☐	☐	Photograph of Completed Measure Attached
☐	☐	Responsible Contractor (Name, Company, Address & Phone)

We certify that these agreed upon mitigation measures either will be or have been implemented, and all other requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

Signature & Date: _____ _____

Name: _____ _____

Title: _____ _____
CEQA Lead Agency — California Department of Transportation

♦ This Certification Checklist form is to be used by public agencies to submit their mitigation reporting or monitoring programs to the California Department of Transportation (Department) when a CEQA project has been found to have transportation or circulation impacts that are of statewide, regional, or area-wide significance. Copies of this form, and the Department Guidelines developed pursuant to PRC Section 21081.7, can be downloaded from our website (http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_guidelines_procedures.htm). Completed forms with attached materials may be post-mailed, e-mailed, or faxed to the appropriate Caltrans District Planning Office Chief, Attention: Intergovernmental Review (IGR) Coordinator. {Form Version 05212003}

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

GRAY DAVIS, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

February 6, 2004

Hilary Anderson
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, California 95670

Staff for The Department of Water Resources Division of Flood Management has reviewed State Clearinghouse Document 2003122057 "Rio del Oro" and provides the following comments:

The California Code of Regulations, Title 23, Waters, requires a hydraulic analysis be submitted to The Reclamation Board for any project that modifies any waterway when said analysis shows increased peak flows downstream of the proposed project and when said increased flows could compromise an adopted plan of flood control over which the Board has jurisdiction and exercises their authority. Proposals for mitigation shall be submitted along with any hydraulic analysis of a project when an adverse hydraulic impact is identified.

If you have any questions, please contact me at (916) 574-0650, or Samuel Brandon at (916) 574-0651.

Sincerely,

Sterling Sorenson
Water Resources Engineering Associate
Floodway Protection Section

cc: Sacramento Area Flood Control Agency
1007 7th Street, 7th Floor
Sacramento, CA 95814

Richard Marshall, Chief
Flood Project Inspection Section
3310 El Camino Avenue, Room B-20
Sacramento CA 95821

State of California - The Resources Agency ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Sacramento Valley - Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

December 23, 2003

Ms. Hilary Anderson
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Ms. Anderson:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation for a draft Environmental Impact Report (DEIR) for the Rio del Oro project. The project consists of a plan to construct an 11,614 unit residential development, including commercial, industrial, educational, and recreational uses on 3,828.5 acres. The project is located east of Sunrise Boulevard and north of Douglas Boulevard, on a portion of the Aerojet General site, in Sacramento County.

Wildlife habitat resources consist of a mixture of dredger tailings and grassland habitats. Significant natural resources of the project include habitat for sensitive species. The project site contains vernal pools and other wetland habitats, as well as critical habitat for the valley elderberry long-horned beetle (*Desmocerus dimoprphus californicus*). We recommend that the DEIR discuss and provide mitigation for the following:

1. The project's impact upon fish and wildlife and their habitat.

2. The project's impact upon significant habitat such as wetlands including vernal pools and riparian areas. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.

3. The project's impact to special status species including species which are state and federal listed as threatened and endangered.

4. The project's growth inducing and cumulative impacts upon fish, wildlife, water quality and vegetative resources.

5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.

6. The DEIR should contain an evaluation of the proposed projects consistency with the applicable land use plans, such as General Plans, Specific Plans, Watershed Master Plans, Habitat Conservation Plans, etc. for the area.

The DEIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and watercourses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

- Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river stream, or lake.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the DEIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the DFG.

6. Protection and maintenance of the riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.

7. Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e., spawning, nesting) habitats.

8. Delineation of buffers along streams and wetlands to provided adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.

9. Placement of construction materials, spoils or fill, so that they cannot be washed into a stream or lake.

10. Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.

11. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.

Finally, in the event implementation of the proposed project will involve activities and impacts requiring a LSAA, please contact the Sacramento Valley-Central Sierra Region for a notification packet and fee schedule for a LSAA.

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Dan Gifford, Senior Wildlife Biologist, telephone (209) 369-8851 or, Ms. Terry Roscoe, Habitat Conservation Supervisor, telephone (916) 358-2382.

Sincerely,

Larry L. Eng, Ph.D.
Deputy Regional Manager

cc: Ms. Susan Jones
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 92825-1888

Mr. Dan Gifford
Department of Fish and Game
Sacramento Valley - Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

January 12, 2004

Ms. Hilary Anderson
Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Ms. Anderson:

Re: *Rancho Cordova's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Rio del Oro Mixed-Use Development; SCH# 2003122057*

The California Department of Transportation, Division of Aeronautics (Department), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

1. The proposal is for a mixed-use development on 3,828.5 acres just northeast of Mather Airport, beneath the extended centerlines to runways 22R and 22L. The proposal includes the construction of 11,614 residential dwelling units, a "large future" wetland mitigation bank, commercial and office uses, intensive industrial, public/quasi public uses including several school sites, open space and recreation.

2. CEQA, Public Resources Code Section 21096, requires using the Department's Airport Land Use Planning Handbook (Handbook) as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/-aeronaut/htmlfile/landuse.php. The project site will be subject to aircraft overflights and subsequent aircraft-related noise and safety impacts. These issues must be thoroughly addressed in the DEIR.

3. Another consideration is the recently enacted legislation AB 2776, which amended Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code, relating to aviation. This bill changed buyer notification requirements for lands around airports. According to the new law, any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

4. According to the May 1997 Mather Airport Comprehensive Land Use Plan (CLUP), the 60 to 70 decibel (dB) Community Noise Equivalent Level (CNEL) contours for Mather Airport extend over portions of the project site. Residential development is generally considered to be incompatible within the 65 dB and greater CNEL contour in an urban environment. Due to lower background noise levels in the vicinity of the project site and the proximity of the site to the ends of the aforementioned Mather Airport runways, consideration should also be given to restricting residential uses from within the 60 dB CNEL.

5. Mather supports nighttime cargo operations and plans to increase these operations. As discussed on pg. 23 of the NOP, future plans for Mather Airport include expansion of commercial cargo use. Future plans also include possible runway extensions, realignments and changes to the airport traffic patterns. Mather Airport routinely receives noise complaints from existing residential as far as El Dorado Hills and Cameron Park.

6. In accordance with Public Utilities Code (PUC) Section 21676, local General Plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the Sacramento County Airport Land Use Commission (ALUC). This requirement is necessary to ensure that policies and recommendations for noise impact assessment and land use densities are appropriate, given the nature of airport operations. The project is subject to review by the Sacramento County ALUC, which is represented by the Sacramento Area Council of Governments (SACOG). In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

7. Much of the site also falls within the County of Sacramento Mather Airport Policy Area (MAPA). MAPA was created to increase the awareness of future residents of their possible exposure to aircraft operations; to limit the potential for conflict between the airport and adjacent communities; and, to protect future airport development and aircraft operations flexibility "beyond that obtainable solely by relying upon the noise and safety land use guidelines contained in the Comprehensive Land Use Plan." MAPA policy prohibits new residential development within the 60 db CNEL. The Cordova Chamber of Commerce endorsed this prohibition in a May 7, 1997 letter to the Sacramento County Board of Supervisors. The Cordova Chamber of Commerce endorsed the MAPA criteria with the exception of "residential uses associated with an agricultural operation" and that part of the 60 dB CNEL contour or the two "fins" identified as "A" and "B" in Exhibit 1 of MAPA.

8. Several of the proposed school sites may be within two miles of an existing runway for Mather Airport. Education code Section 17215 requires a school site evaluation by the Division of Aeronautics for a school site proposed within two miles of an airport runway. California Code of Regulations, Title 21, Section 3570 describes criteria that the Department uses to evaluate a proposed school site. The DEIR should address this matter as well as proximity of the school sites to any of the existing or proposed runway alignments.

9. Depending on structural heights, the Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77 may require submission of a Notice of Proposed Construction or Alteration (Form 7460-1). For further technical information, please refer to the FAA's web site at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html. This should be thoroughly addressed in the DEIR.

10. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. These advisory circulars can be accessed at http://www1.faa.gov/arp/150acs.cfm#Airport_Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. For additional information concerning wildlife damage management, you may wish to contact Patrick L. Smith, United States Department of Agriculture, Wildlife Services, at (916) 979-2675.

11. The need for compatible and safe land uses near airports in California is both a local and a state issue. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Airport land use commissions and airport land use compatibility plans, however, are key to protecting an airport and the people residing and working in the vicinity of an airport.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the Draft EIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse
Mather Airport
Sacramento County ALUC
Cathy Creswell-California Department of Housing and Community Development

RECEIVED BY

FEB 16 2004

PACIFIC MUNICIPAL CONSULTANTS

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

FAX COVER SHEET

ODAY'S AIR QUALITY TIP: Reflective, light colored roofing materials with the Energy Star label help building owners save money, save energy, and improve air quality.

TO: BRET SAMPSON

CITY of RANCHO CORDOVA

FAX #: 853-1680

DATE: 12 FEB 04

PAGES FOLLOWING THIS COVER: 2

RECEIVED

FEB 16 2004

RANCHO CORDOVA PLANNING

FROM: **Peter Christensen**
phone: 916.874.4886
fax: 916.874.4899
e-mail: pchristensen@airquality.org

NOTE:

SMAQMD · MOBILE SOURCE DIVISION
777 12th STREET, STE 300 · SACRAMENTO CA 95814-1908
www.airquality.org • www.sparetheair.com

Take light rail—we are located next to the 12 & I light rail station.
Call Regional Transit at 321-2877 for information.

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Norm Covell
AIR POLLUTION CONTROL OFFICER

February 12, 2004

Bret Sampson
City of Rancho Cordova
3121 Gold Canal Dr
Rancho Cordova CA 95670

RE: RC 03-014

Dear Mr. Sampson:

Thank you for the opportunity to comment on the Notice of Preparation for an Environmental Impact Report for the Rio Del Oro project. Due to the size of the proposed project, the potential air quality impacts are clearly significant and we look forward to working with the City and the project proponents to reduce the air quality impacts to the maximum extent feasible. We offer the following initial comments for your consideration:

1. SMAQMD recommends that the URBEMIS 2002 model be used for analysis of the operational and construction related ozone precursor (ROG and NOx) emissions from the project. Any alternative analysis methods should be reviewed by SMAQMD staff prior to use.

2. The project applicant should begin the preparation of an air quality plan in compliance with General Plan Policy AQ-15, to reduce operational emissions by a minimum of 15 percent. Preparation of the plan as early as possible is essential to provide the maximum flexibility in the potential measures available for implementation.

3. SMAQMD expects that construction related NOx emissions will exceed the adopted CEQA threshold of significance. Therefore, we recommend that the SMAQMD standard construction mitigation be included as a mitigation measure in the DEIR. Recommended mitigation language can be found at www.airquality.org.

4. A County Service Area (CSA-10) has been established to provide "extended transportation services" for the Villages of Zinfandel project, and work is underway to include the SunRidge Specific Plan area as a benefit zone under CSA-10. We recommend that Rio Del Oro also participate as a benefit zone under CSA-10, and

777 12th Street, 3rd Floor ▮ Sacramento, CA 95814-1908
916/874-4800 ▮ 916/874-4899 fax
www.airquality.org

initiate the appropriate engineering study for CSA inclusion. CSA participation should be included as a mitigation measure in the DEIR.

5. We recommend that the financing plan for Rio Del Oro include a provision for financial support of at least one new grade separated bicycle/pedestrian connection from the project to the Folsom South Canal off-street bicycle trail. The Folsom South Canal represents a unique opportunity to take advantage of an existing resource to reduce emissions by encouraging bicycling and walking.

6. We recommend that the DEIR include an analysis of the potential for traffic calming measures such as traffic lane width reductions, curb bulbs, traffic circles, and other measures that can reduce traffic speed and provide a transportation system that encourages bicycling and walking.

Thank you for the opportunity to comment on the Rio Del Oro project. If you have any questions regarding these comments, please contact me at 916.874.4886 or pchristensen@airquality.org.

Sincerely,

Peter Christensen
Mobile Source Division

SAC200400073

COUNTY OF SACRAMENTO

DEPARTMENT OF COUNTY ENGINEERING AND ADMINISTRATION

DEVELOPMENT AND SURVEYOR SERVICES
827 SEVENTH STREET, ROOM 304
SACRAMENTO, CA 95814
www.sacpublicworks.net

KURT SCHMIDT, Chief
Phone: (916) 874-6916
Fax: (916) 874-7100

PUBLIC WORKS AGENCY
CHERYL CRESON, Administrator
STEVEN M. PEDRETTI, Director
County Engineering and Administration
ROBERT F. SHANKS, Director
Water Quality
JOHN W. NEWTON, Director
General Services
THOMAS J. ZLOTKOWSKI, Director
Transportation
KEITH DeVORE, Director
Water Resources
CHERYL CRESON, Director
Multi-Agency Collaborative
DAVID A. PELSER, Director
Waste Management and Recycling

February 5, 2004

Bret Sampson, Environmental Planner
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Subject: Response to Notice of Preparation of Environmental Impact Report for the Rio Del Oro Project (RC 03-014)

Dear Mr. Sampson:

The following comments are in response to your Notice of Preparation (NOP) of an EIR for the Rio Del Oro project (RC 03-014). They are from the perspective of the Sacramento County Infrastructure Finance Section (IFS), which continues to work with Rancho Cordova staff on implementation of infrastructure development fees for the Sunridge Specific Plan.

As is appropriate to a development project of this scale, the NOP on page 7 suggests that a Public Facilities Financing Plan (PFFP) will be prepared for Rio Del Oro. Given Rio Del Oro's location between the rest of the Gencorp property to the north and the Sunrise Douglas Community Plan to the south and east, the Rio Del Oro PFFP should address the coordination of infrastructure financing between developments in these areas and Rio Del Oro, as well as facilitating linkages to the balance of Rancho Cordova and Mather Field to the west.

The overriding concern that IFS has regarding the Rio Del Oro project is with implementing circulation linkages with Highway 50. Accomplishing this is indicated as one of the Project Objectives ("Facilitate the implementation of regional transportation circulation linkages, especially Jaeger Road and Americanos Boulevard, from the project site north to Highway 50. The following points explain further some of the issues that need to be addressed in Rio Del Oro to assure that this is achieved.

- A conceptual alignment plan prepared with the participation of Aerojet-Gencorp is needed to show how the northward extensions of Sunridge's Jaeger Road and Americanos Boulevard as proposed by Rio Del Oro will achieve linkages further to the north from White Rock Road to Highway 50.
- The traffic analysis for the Rio Del Oro project should be consistent with a consensus circulation plan for the Gencorp property including its recent proposal for the Easton development in unincorporated Sacramento County.
- Severe existing and projected traffic congestion on Sunrise Boulevard resulted in the imposition of development phasing requirements on the Sunridge Specific Plan area (Zoning Condition [a]12) calling for the early construction of the Sunrise Boulevard

reliever thoroughfare and Hwy. 50 interchange. This condition allows the recording of no more than 6,500 residential lots in Sunridge before at least 2 continuous traffic lanes of this or an equivalent reliever thoroughfare are constructed.

- Coordination with the Sunridge phasing is needed for any development phasing requirements relative to Hwy. 50 links that are proposed for Rio Del Oro.
- Because construction financing for the Sunrise Boulevard reliever thoroughfare is not yet assured, but the facility needs to be constructed almost as soon as development is expected to begin in either Rio Del Oro or the Sunrise Douglas 2 Specific Plan, the Rio Del Oro PFFP needs to consider possible provision of Mello-Roos bond financing of the Sunrise reliever thoroughfare.
- The City should consider requiring the dedication of these major road rights-of-way (with provision of any appropriate fee program credits) at the time of any project approval for Rio Del Oro. If for some reason this is not possible for the DTSC Consent Order portion of the project, it appears that the combination of the proposed Rio Del Oro Parkway arterial connection from Sunrise Boulevard and the Jaeger Road extension to the north lies within the Elliott Homes portion of the project and would allow for construction to White Rock Road of a reliever facility that complies with the intent of the Sunridge zoning condition.
- The Rio Del Oro proposal to align Americanos Boulevard through the easterly interior of the project is inconsistent with the arterial alignment approved with the Sunridge Specific Plan, which is along the eastern boundary of Rio Del Oro. At a minimum, this needs to be considered prior to City approval of North Douglas #1 (RC 03-002) and other tentative subdivision maps that may be submitted in the northern panhandle of the Sunridge Specific Plan area.
- In order to facilitate the ongoing financing of transportation demand management (TDM) or trip reduction services in Rio Del Oro, the City may wish to request that the area be annexed to County Service Area No. 10, which was formed to provide such services in the Villages of Zinfandel, Sunridge, and Mather Field developments.

Subsequent to participation in today's Rio Del Oro department coordination meeting, IFS may have additional comments. Please feel free to call me at 87-7127 if you would like any additional explanation or information regarding these comments.

Yours truly,

Rich Blackmarr

Rich Blackmarr, Senior Planner
Infrastructure Finance Section

Cc: Hilary Anderson
Paul Junker
Cyrus Abhar
Jeff Clark
Dave Pevny

California-American Water Company
4701 Beloit Drive • Sacramento, CA 95838-2434 / P.O. Box 15468 • Sacramento, CA 95851-0468 • (916) 568-4200 • FAX (916) 568-4260

RECEIVED BY
FEB 16 2004
PACIFIC MUNICIPAL CONSULTANTS

RECEIVED
FEB 16 2004
RANCHO CORDOVA PLANNING

12 February 2004

City of Rancho Cordova
Planning Department
3121 Gold Canal Dr.
Rancho Cordova, CA 95670

Attention: Bret Sampson

Subject: ENVIRONMENTAL IMPACT REPORT FOR THE RIO DEL ORO PROJECT

Dear Mr. Sampson:

In response to the Environmental Impact Report for the Rio Del Oro Project California American Water submits the following comments:

Hydrology and Water Quality – We support the findings of 'Potentially Significant Impact'. Currently, California American Water owns and operates three wells and a water distribution system in Security Park, which is fully surrounded by this development. While Security Park is not part of this project development, water production for this project may influence current production. Given the extensive groundwater contamination in the area, available groundwater may be very limited. Changes to existing withdraw and recharges must be carefully addressed to protect this resource.

Utilities and Service Systems - We support the findings of 'Potentially Significant Impact'. California American Water has an existing franchise of nearly 2,000 acres, which includes a large portion of this project. To meet our existing customer needs and plan for a reliable water supply for the Rio Del Oro area in the future, California American Water has planned and is initiating a water supply project to utilize conjunctive use main principles for leveraging ground and surface water supplies. The focal point is a transmission line to move water into areas where groundwater contamination is present. Water supply for this project and others in this area, outside of California American Water franchise area, is dependent upon remediated groundwater being discharged to surface sources and future treatment plant construction. The delivery of the water under that scenario may be considered conditional based upon many factors. Alternative plans should be pursued in parallel to ensure water is available for this entire project.

Printed on recycled paper: each ton of recycled paper saves 7,000 gallons of water.
50% recycled fiber • 20% post consumer waste

Given limited water availability in the region, consideration of a wastewater treatment/reclamation facility should be considered to reduce water demand and augment the recharge of the groundwater. This expense should not be borne solely by this project, but the open spaces provided in this project provide opportunity for recharge by injection and irrigation with reclaimed and stormwater runoff. The potential to do this should be incorporated into this project EIR.

Should you have any questions regarding this matter, please contact Tom Gray, Operations Manager at (916) 568-4254.

Mitchell S. Dion
Manager Northern Division

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Deputy Director

Memorandum

Date: January 27, 2004

To: All Reviewing Agencies

From: Scott Morgan, Senior Planner

Re: SCH # 2003122057
Rio del Oro

The State Clearinghouse is forwarding the attached material at the request of the Lead Agency for the above-mentioned project.

cc: Hilary Anderson
Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

NOP Distribution List

County: SACRAMENTO SCH# [illegible]

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [x] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **California Energy Commission**
  Environmental Office
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Lori Buford
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [x] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [ ] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [ ] **Dept. of Health Services**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [x] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse

_____

- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Jean Sarino
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [x] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Ron Helgeson
- [x] **California Highway Patrol**
  John Olejnik
  Office of Special Projects
- [x] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [x] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [ ] **Dept. of Transportation 4**
  Tim Sable
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [x] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
  _____
  _____

Regional Transit

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36,38,50,67,68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

www.sacrt.com

January 27, 2004

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

NAME OF DEVELOPMENT: Rio del Oro

TYPE OF DOCUMENT: Notice of Preparation/Initial Study

The project being proposed encompasses an extensive area south of White Rock Road, north of Douglas Boulevard and east of Sunrise Boulevard.

It is recommended that the developer meet with Regional Transit staff and City of Rancho Cordova staff to consider how this project may be planned to maximize transit service opportunities.

Items to address include how bus and light rail might serve the project. Consideration should be given to provision of a transit center, bus stops, bus shelters, street patterns, land uses and other transit supportive elements.

Mitigation of anticipated environmental impacts might be accomplished through good transit planning.

Thank you for providing RT the opportunity to comment. Please contact me at 321-2870 or at tjaiyeoba@sacrt.com to arrange a meeting.

Sincerely,

Taiwo A. Jaiyeoba
Real Estate Administrator

c. Fred Arnold, Real Estate Department Manager
Don Smith, Senior Administrative Analyst
Mike Cassidy, Senior Planner

CITY OF RANCHO CORDOVA

Inter-Agency Correspondence

January 27, 2004

To: Bret Sampson
3121 Gold Canal Drive
Rancho Cordova, CA 95670

From: Jeff Clark, Senior Civil Engineer JCLARK
Transportation Planning Section

Subject: **RIO DEL ORO SPECIFIC PLAN NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**
Control No.: RC 03-014
APN: 072-0370-071, O72-0370-070
Location: Sunrise Boulevard and Douglas Road

The Transportation Planning Section has reviewed the above referenced project and recommends the following issues be considered when preparing the traffic and transportation section of the Draft Environmental Impact Report:

1. The proposed land use plan for the Aerojet property should be included in the cumulative – no project base condition. An application has been filed with the County of Sacramento so this must be considered a known project.

2. The proposed land use plan for the SunRidge II Specific Plan should be included in the cumulative – no project base condition.

3. The traffic study should coordinate with the County of Sacramento Mobility Strategies for County Corridors study. The study is in the process of identifying strategies to aid in the reduction of congestion in 11 major corridors in the County. This includes Sunrise Boulevard from U.S. Highway 50 to Douglas Road. The Rio Del Oro Specific Plan should acknowledge the options and not eliminate options through land use actions.

4. The traffic study should coordinate with the Sacramento Area Council of Governments Elk Grove-Rancho Cordova-El Dorado connector study.

If you have any questions, please call me at 874-5677.

JEC

c: Tammy Urquhart

California Regional Water Quality Control Board

Central Valley Region

Robert Schneider, Chair

Terry Tamminen
Secretary for Environmental Protection

Sacramento Main Office
Internet Address: http://www.swrcb.ca.gov/~rwqcb5/home.html
11020 Sun Center Drive, Suite 200, Rancho Cordova 95670-6114
Phone (916) 464-3291 • FAX (916) 464-4797

Arnold Schwarzenegger
Governor

27 February 2004

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

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE RIO DEL ORO PROJECT, RANCHO CORDOVA

After further review and attending the 26 February 2004 City of Rancho Cordova public meeting regarding the subject Notice of Preparation, we have some additional general comments to those previously submitted by our office on 7 January 2004. Those comments are as follows:

1. There has yet to have been performed a definitive analysis of the potential adverse exposure to future occupants of the property from migration of volatile organics from the groundwater. Before that has been completed, it seems premature to designate land uses for various sections of the property. The results of the analysis *could* show that portions of the property could be restricted on the types of uses of the land that would be allowed. Then again, the analysis could show that there should be unrestricted use of the land. In any case, the analysis should be performed in order to make proper land use decisions.

2. Under the process of cleaning up the soils and groundwater at the property, Aerojet and Boeing will be required to establish appropriate deed restrictions for the property. Those deed restrictions will be very similar to those established in 2001 on the portion of the Aerojet Superfund property to the north that was released from the cleanup program. The future use of the property may be incumbered and the land use plans adjusted accordingly.

3. There are several proposed surface impoundments on the property. The design and operation of those surface water features needs to be done in a manner that will not adversely impact the establishment and operation of the groundwater remediation. What would also be helpful is putting a figure together that depicts the areas that are being investigated for contamination and cleaned up overlain by the proposed future land uses.

4. The figure depicts Jeager Road extending north through the property connecting Douglas Road and White Rock road. The road bisects the wetlands preservation area. It would make more sense to route the lower portion of the road to the west around the wetland preservation area so as

to minimize the potential adverse impacts from the construction and use of the road on the wetlands.

If you have any questions regarding this matter, please call me at (916) 464-4625.

ALEXANDER MACDONALD
Senior Engineer

cc: Gene Riddle, Department of Toxic Substances Control, Sacramento
Rodney Fricke, Aerojet-General Corporation, Sacramento
Sam Penrod, The Boeing Company, Huntington Beach

WALKSACRAMENTO
Walkable Communities = Communities of Walkers

February 17, 2004

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

Re: Notice of Preparation for the Rio del Oro Project -- (Application No. RC 03-014)

Dear Ms. Anderson:

WALKSacramento is pleased to offer comments on the Notice of Preparation for the Draft Environmental Impact Report on the proposed Rio del Oro Project. We note that the proposed project, located east of Sunrise Boulevard and south of White Rock Road, will consist of approximately 3,828.5 acres to be developed as 11,614 residential dwellings, several commercial and industrial sites, 13 open space and recreational facilities, 9 schools, and various other land uses.

We are concerned that there is no mention of pedestrian or bicycle accessibility in the project notice of preparation or the initial study. We would like to see inclusion of standard continuous sidewalks and bike lanes in the project area, as well as, marked crosswalks for pedestrians at intersections and other structures and markings required per the County of Sacramento's Department of Transportation ADA Transition Plan and Pedestrian Master Plan. We are also concerned about the possible impacts to existing roadways discussed in the Transportation/ Traffic section of the initial study and what those impacts could mean to pedestrian and bicyclist safety and access in the area.

While we acknowledge the significant peak-hour motor vehicle traffic uses on the roadways cited in section XV subsection a, we are concerned that the added capacity during the off-peak hours will encourage speeding by drivers that is dangerous for pedestrians trying to cross the streets and bicyclists riding on the streets.

The following are our specific comments:

I. BASELINE TRAFFIC ANALYSIS

We request that in addition to the traditional traffic analysis that the DEIR include the following:

1. **Origin and destination analysis** – This is needed to understand the short and longer distance destinations of trips particularly in the commute period and other heavy traffic periods in order to develop effective mitigation measures as well as to design the most cost-effective transportation solutions. This is vital for both the proposed roadways within the project boundaries and the roadways in the surrounding area that will be directly impacted by changes in traffic volumes and destinations with the addition of the project.

909 12th Street • Sacramento, CA 95814 • 916.444.5864 • fax 916.444.6661 • www.walksacramento.org

This analysis will also assist in identifying potential trips that can be made by walking and bicycling. The transportation analysis specifically cites Sunrise Boulevard, Grant Line Road, Douglas Road, and White Rock Road as roadways that would experience a potentially significant impact from traffic volumes generated by the project.

2. **Pedestrian circulation and connectivity analysis** -- This is needed to maximize pedestrian access to destinations within the project, such as the proposed shopping centers, schools, and parks, as well as, to marked transit stops and destinations adjacent to the project. Additionally, this will support the planning and development of destinations that maximize pedestrian access. This analysis should include an assessment of how close in walkable feet residences are to project destinations and how many shortcuts are provided to increase pedestrian walkability. We suggest that you utilize the Sacramento Metropolitan Air Quality Management District's "INDEX" model to assess pedestrian connectivity quantitatively. For information on the model, please contact Peter Christiansen at (916) 874-4886. This will assist planning and placement of street crossings to maximize pedestrian use.

3. **Pedestrian Level of Service (Ped LOS) analysis** -- This analysis on roadway segments will show the variation of Ped LOS by variation in facility type. This information will help in estimating how much pedestrian demand can be met by the proposed facilities.

4. **Bicycle Level of Service analysis** – on roadway segments. This will help in estimating how much bicycle demand can be met by the proposed facilities.

II. **ANALYSIS OF PROJECT IMPACTS**: We request that the following impacts be analyzed in the Draft Environmental Impact Report (DEIR) for the proposed roadways within the project and those adjacent to, or in the vicinity of, the project that the Transportation Analysis cites as potentially heavily impacted by the project:

Traffic Impacts of New Roadways & Proposed 4-Lane & 6-Lane Widenings

1. The impact of additional lanes on the willingness of people to cross the roadways in question.
2. The impact of higher speeds during the peak and off-peak on the safety of pedestrians crossing the street.
3. The design and location of pedestrian crossings and how this affects the distances pedestrians must walk to get to their destinations. For instance, intersections with marked crosswalks on all four sides of the intersection are preferable. When just one leg is provided, this increases the distance pedestrians must walk because they have to "backtrack". In addition, it can increase the pedestrian's exposure to traffic by requiring the pedestrian to walk across intersections they would not need to cross if they could make their crossing directly. This also leads to jay-walking since pedestrians like to walk the shortest distance between points.
4. The design and location of bicycle crossings as well as how the signal system responds to bicyclists should be analyzed as to its impact on the ability of bicyclists to safely and conveniently cross the roadways.

Air Quality Impacts of New Roadways & Proposed 4-Lane & 6-Lane Widenings

5. Additional air pollution emissions generated by the additional traffic.

6. Additional toxic air contaminants (diesel particulate and benzene) generated by the additional traffic.
7. Additional air pollution emissions generated by the higher speeds during non-peak hours.
8. Additional greenhouse-related emissions generated by the additional traffic and by the additional roadway pavement.
9. Impact of additional air pollution emissions and toxic air contaminants on people walking along the roadways.

Noise Impacts of New Roadways & Proposed 4-Lane & 6-Lane Widenings

10. Increased noise from additional vehicles including trucks.
11. Increased noise from increased speeds of vehicles during non-peak and evening hours.

III. ANALYSIS OF MITIGATION MEASURES -- We request that the DEIR analyze the potential mitigating effect of the following measures to reduce these impacts:

Traffic related mitigation measures

1. **Pedestrian Crossing Improvements** – Assuring the safety of pedestrians will increase the willingness of people to walk rather than drive for short trips including walking to and from shopping centers and bus stops. Pedestrian crossing improvements include:
    a. ***Signals with pedestrian count-downs*** so pedestrians know how much time is left to cross before the light changes.
    b. ***Pedestrian refuge islands in the median*** so pedestrians can be assured of refuge if they are unable to cross the entire street either because of lack of time or because of drivers turning into the pedestrian crosswalk.
    c. ***Mid-block pedestrian crossings*** with pedestrian activated signals to reduce the distances pedestrians must walk to a signalized intersection.
    d. ***Marked crosswalks on all four corners*** of intersections to enable pedestrians to walk to their destinations in the most direct manner without having to backtrack.
    e. ***Marked crosswalks with extended stop bars*** on all major streets. This discourages drivers from driving beyond the pedestrian crosswalk zone before stopping and thus helps protect pedestrians than the drivers may not otherwise have seen. For example, providing marked crosswalks with extended stop bars (such as are now being installed in the City of Sacramento) will cause drivers to stop before the crosswalk prior to moving into position to turn.

2. **Pedestrian Connectivity Improvements**

    a. ***Pedestrian cut-throughs*** to shorten the walking connections throughout the project including cut-throughs to connect interior streets to major roadways.
    b. ***Pedestrian short cuts*** to schools, parks, and commercial areas to give time incentives to pedestrians.
    c. ***Pedestrian paths and trails*** that connect schools, parks, and commercial areas.
    d. ***Safe Routes to Schools*** to encourage students to safely walk and bicycle to school including extra wide sidewalks (8') in front of schools.

3. **Improved Pedestrian Access to Transit** -- Safe, convenient pedestrian access to transit will result in more people taking transit:

a. ***Safe street crossings*** (noted above)
b. ***Pedestrian activated signals at intersections*** – that give pedestrians priority in crossing the street to encourage transit ridership. (Note: at the present time, pedestrians have to wait long times to cross after they have gotten off their bus.)
c. ***Audible Signals*** – that support access by disabled persons.
d. ***Continuous sidewalks or walkways*** will enable people who live within walking distance of transit stops to safely walk to those stops.

4. **Pedestrian Comfort Improvements** – Additional improvements such as those listed below will further enhance the pedestrian environment and encourage people to walk and not use their car for short trips.
   a. ***Add planter strips between the sidewalk and the shopping areas*** and provide shade trees in those strips. Shopping areas are prime destinations for short trips. This is where trees are most needed to encourage people to walk for some of their shopping trips. Shade trees will encourage pedestrian trips on hot summer days. It is not clear from the project description whether shade trees are intended for the planted areas.
   b. ***Provide benches*** to enable older walkers to pause and rest along their route.
   c. ***Direct routes for walkways*** to enable pedestrians to walk quickly to their destinations. "Meandering" sidewalks that are focused on decoration rather than transportation should be avoided or eliminated.
   d. ***Minimize soundwalls*** on major roadways by locating land uses directly on the roadways with access roads in the rear.
   e. ***Special treatments for walkways adjacent to soundwalls*** including plantings on both sides of wide walkways.

5. **Speed Measures Reduction**
   a. ***Signal Timing for 35 mph*** – Maintaining the speed at the posted speed of 35 miles per hour will reduce the number and severity of collisions with pedestrians and will encourage more pedestrians to cross the street.
   b. ***Narrower lanes*** – Maintaining reduced speeds through narrower lanes (10' rather than 11' and 11' rather than 12') will support increased pedestrian trips.

6. **Transportation demand measures** can reduce the peak-load traffic on Hazel Avenue through strategies that include:
   a. ***Creation of a Rio del Oro transportation management association (TMA)*** to coordinate the activities of the neighborhood groups and the business community to encourage multi-modal travel.
   b. ***Creation of a personalized marketing program to encourage walking, bicycling and transit.*** Personalized marketing to residents in the vicinity could increase walking and bicycling for short trips. Odyssey, a statewide nonprofit organization promoting transportation choices, has recently received a grant to pilot test a personalized marketing approach that has been successful in Europe and in Australia achieving as much as a 14% vehicle trip reduction. It is our understanding that this marketing approach has begun pilot testing in Rancho Cordova. Our records indicate that further information is available from Petra Staats of Odyssey at (916) 448-1687 ex.304.

Air quality related mitigation measures:

7. **Traffic reduction:** Reducing the number of vehicles will also reduce air pollution.
8. **Minimize pavement width**: Reducing pavement width will reduce the heat island effect of asphalt.
9. **Shade trees**: Providing shade trees will reduce the heat island effect of asphalt. Note- deciduous trees are preferable.
10. **Speed reduction**: Maintaining an even speed may also reduce air pollution emissions. Contact the Matt Barth at CE-CERT – the College of Engineering, Center for Environmental Research & Technology, University of California at Riverside for the latest information on emissions related to engine mode. He can be reached at (909) 781-5782 or barth@cert.ucr.edu.

Noise related mitigation measures:

11. **Signal timing** – maintaining even speeds through signal timing will reduce noise.
12. **Narrower travel lanes** – maintaining even speeds through narrower lanes (10' rather than 11' and 11' rather than 12') will minimize noise impacts.

Thank you for consideration of these comments and requests. If you have questions or need additional information, please contact Pam Terry or myself at (916) 444-5864 or via email at ageraghty@saclung.org.

Sincerely,

Anne Geraghty
Executive Director

Cc: Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Eugene Lozano, California Council of the Blind
Ron Maertz & Peter Christiansen, Sacramento Air Quality Management District
Matthew Barth, UC Riverside, CE-CERT
Dave Franke & Bob Ireland, Sacramento County Department of Transportation
Russ Davis, Elliott Homes
Petra Staats, Odyssey

City of Rancho Cordova

Inter-Correspondence

December 18, 2003

To: Bret Sampson
Planning Department

From: Tony Santiago ABS
Public Works

Subject:	**Application Number:**	**RC 03-014**
	Application Title:	**Rio del Oro**
	APN:	**072-0370-070, 071**
		Sunrise and Douglas

We have reviewed the subject application and defer to the Transportation Department for comments related to traffic circulation.

If you have any comments or questions, please call me at (916) 874-7093.

CITY OF RANCHO CORDOVA

3121 Gold Canal Drive • RANCHO CORDOVA, California 95670
Tel: 916.942.0222 • Fax: 916.853.1680 •
www.cityofranchocordova.org
Environmental (916) 361-8384

Routing / Comment Sheet

Date: 12/17/03
To:

City Departments
- ☐ Building Insp. – Tom Trimberger
- ☒ City Attorney – Adam Lindgren
- ☒ Public Works – Cyrus Abhar
- ☒ Public Works – Marilyn Phelps*
- ☒ Sanitation District – Jeff Atteberry*
- ☒ Drainage – Mark Rains*
- ☒ Transportation –Jeff Clark*
- ☒ Landscape Design/Trees - Jim Schubert*
- ☒ Water Supply – Jody Hashigami
- ☒ Infrastructure Finance – Richard Blackmarr
- ☒ Finance – Gene Albaugh
- ☐ Comm. Enhance – Yvonne DeHaan
- ☒ Police Dept. – Jeff Rodriques*

*requests full size maps

Cordova Recreation and Parks Dist.
- ☒ Parks – Jerry Steinke*

Metro Fire
- ☒ Fire – Brian Clark*

Sacramento County
- ☒ Env. Health – Steve Kalvelage
- ☒ Env. Haz Mat – Anthony Chu
- ☐ Ag. Commission – Frank Carl

State Agencies
- ☐ CRWQCB
- ☐ CALTRANS
- ☒ Dept. of Conservation
- ☐ Dept. of Fish & Game

Other
- ☐

Other Agencies
- ☒ Zone 40 Water District
- ☒ CA American Water Co.
- ☒ Southern CA Water Co.
- ☒ FCUSD – Geri Wickham
- ☒ EGUSD – Marnie Rosenstein
- ☒ SCUSD – Jim Dobson
- ☒ Regional Transit – Azadeh Doherty
- ☒ SACOG - Ken Hough
- ☒ PG&E – Steven Jones
- ☒ Pacific Bell–Cheryl Summers
- ☒ SMAQMD – Art Smith
- ☒ SMUD – Ernie Taeys*
- ☒ U.S. Army Corps of Engineers – Justin Cutler
- ☒ State Historic Preservation Office
- ☒ U.S. Fish and Wildlife
- ☐ Postmaster

Project Description

The following application has been submitted to the Planning Department:

Application Number:	RC 03-014
Application Title:	Rio del Oro
Assessor's Parcel Number:	072-0370-071, 072-0370-070
Property Address/Location:	Sunrise and Douglas
Project Description:	See attached NOP/Initial Study

Application Completeness / Project Conditions

If there is any additional information required to evaluate and prepare conditions for the project, please send me a list of these items within two weeks.

This Project: ☐ Will not be discussed at a Project Coordination Meeting
☒ Will be discussed at the Project Coordination Meeting on (date to be determined)

Please send your comments to me by February 12, 2003. **(Please e-mail a copy of your comments to the Environmental Coordinator)** If we do not receive a response by this date, **we will presume that your agency has "no comment."** If you require additional time for review, please contact me.

Sincerely,

Bret Sampson (bsampson@cityofranchocordova.org)
Environmental Planner

Comments are: ☒ Attached ☐ No comment

12/18/03
Signature, date

ANTHONY SANTIAGO, SR. ENGINEER
Print Name and Title

Bret Sampson

From: Betty_L_Miller@dot.ca.gov
Sent: Friday, March 19, 2004 10:12 AM
To: Cutler, Justin
Cc: Jeff_Pulverman@dot.ca.gov; Ken_Champion@dot.ca.gov
Subject: PN199900590, Rio del Oro Project, City of Rancho Cordova, Sacramento County

PN1999900590_1274 to USACE_Sac...

(See attached file: PN1999900590_1274 to USACE_Sac 03192004.pdf) Sorry, Gentlemen.

----- Forwarded by Betty L Miller/HQ/Caltrans/CAGov on 03/19/2004 10:10 AM -----

Betty L Miller
03/19/2004
10:08 AM

To: justin.cutler@usace.army.mil
cc: Jeff Pulverman/D03/Caltrans/CAGov@DOT, Ken Champion/D03/Caltrans/CAGov@DOT
Subject: PN199900590, Rio del Oro Project, City of Rancho Cordova, Sacramento County

Good morning, Mr. Cutler:

The California Department of Transportation, again, expresses its appreciation for the extension of the comment period for the subject notice. After further review of the permit application, we have no comment about the potential hydrological impacts to the State Highway System (SHS) due to the loss of wetlands.

As indicated in the attached memorandum, et al, however, we are awaiting the requested traffic impact study and identified pertinent mitigation to address potential significant impacts of the proposed project to the SHS.

Betty Miller
IGR Coordinator
Division of Transportation Planning
Office of Community Planning

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: BETTY MILLER
Transportation Planning Program

Date: March 15, 2004

File: 04SAC0037
03-SAC 50/16 P.M. 12.496/11.474
Rio Del Oro Project (#1284)
Public Notice #199900590

From: JEFFREY PULVERMAN, Chief
Office of Regional Planning
DISTRICT 3

Subject: Comments Regarding the Rio Del Oro Project in the City of Rancho Cordova

- This proposed 3,828 acre project with 1200 residential units and other mixed land uses will generate increased traffic in the area south and east of the State Route 50/Sunrise Boulevard Interchange. When Caltrans reviewed the Notice of Preparation document for the project, we requested a Traffic Impact Study and an identification of pertinant mitigation that would be necessary to address any significant traffic impacts. Our letter of January 12, 2004 is enclosed.

Please provide our office at District 3 with any further actions on this project. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Attachment

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0638
FAX (916) 274-0648
TTY (530) 741-4509

Flex your power!
Be energy efficient!

January 12, 2004

04SAC0003
03SAC-50/16 PM 12.496/11.474
Rio Del Oro Project
Notice of Preparation
SCH#2003122057

Ms. Hilary Anderson
City of Rancho Cordova
Planning and Community Development
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Ms. Anderson:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Rio Del Oro draft Environmental Impact Report (EIR). Our comments are as follows:

- The project provides a tremendous opportunity to develop a community within the urban area exemplifying livable community values and concepts, minimizing travel through a significant jobs to housing ratio, and encouraging alternatives to the single occupant vehicle. However, the project faces major traffic challenges, which must be addressed so as not to exacerbate existing and projected unacceptable traffic levels of service on local and State facilities.

- The Traffic Impact Study (TIS) to be prepared for this project should address potential traffic impacts to Highway 50, State Route (SR) 16 and each route's intersections and interchanges with the local street system. The TIS should specifically provide a Level of Service (LOS) analysis for the Highway 50 mainline and Hazel Avenue, Sunrise Boulevard and Zinfandel Interchanges (including freeway ramps and ramp terminal intersections). The TIS should also specifically address SR16 and the intersections of SR16 with Sunrise Boulevard and Grant Line Road. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/.

- The TIS should incorporate the following scenarios:

  Existing conditions without the project
  Existing conditions plus the project
  Cumulative conditions (without the project)
  Cumulative conditions (with project build-out)

- A merge/diverge analysis should be performed for SR50 freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis of each route should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts":

  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
  - Vehicle queues at intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
  - Project impacts that cause the freeway or intersection LOS to deteriorate below LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

- Possible mitigation measures to consider include:

  - Widening interchange ramps to increase capacity.
  - Modifying ramp terminal intersections.
  - Adding auxiliary lanes between interchanges.
  - Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations.
  - Adding signalization and ramp intersection geometric improvements at impacted interchanges and nearby intersections.
  - Construction of the SR50/Alta-Sunrise Interchange and connector to the International Drive Extension.

- The analysis of future traffic impacts should be based on a 20 year planning horizon.

- Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' "Metropolitan Transportation Plan for 2025".

- The Rio Del Oro Project should be coordinated with and consider the Sacramento Area Council of Government's Elk Grove – Rancho Cordova – El Dorado Corridor Connector Planning Study currently underway.

- The proposed project EIR should assess whether this development will affect any of the three major drainage courses near SR16: Morrison Creek, Frye Creek and Laguna Creek. Minor drainage facilities along SR16 may also be impacted between Sunrise Boulevard and Grant

Line Road. The DEIR should address the potential impacts of the proposed project on the highway bridges. Please provide complete hydrologic analysis to Caltrans for our review. The analysis should evaluate the change in stage, discharge, and velocity through the SR16 bridges. Chapter 820 of the Caltrans Highway Design Manual should be used as guidelines for this analysis.

- Public Resources Code Sections 21081.4, 21081.6 and 21081.7 mandate that lead agencies under CEQA provide the California Department of Transportation with information on transportation related mitigation monitoring measures for projects that are of statewide, regional, or area wide significance. The enclosed "Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the Department of Transportation" (MM Submittal Guidelines) discuss the scope, purpose and legal requirements for mitigation monitoring reporting and submittal, specify the generic content for reports, and explain procedures for the timing, certification and submittal of the required reports. This project under review has impacts that are of regional or area wide significance. Therefore, the enclosed Mitigation Monitoring Certification Checklist form should be completed and submitted to our office when the mitigation measures are approved, and again when they are completed.

- In developing residential subdivisions we support efforts to look beyond the pavement to the role that streets and roads play in enhancing communities and the natural environment. Some jurisdictions propose traffic calming elements to improve safety, enhance pedestrian and bicycle facilities and control speed. We support expanded facilities for alternative travel modes that could help reduce vehicular trips in this developing area.

- We encourage the City to incorporate circulation strategies within the specific plan area that enhances alternative transportation and reduces reliance on the use of single occupant vehicles (ie. provide streetscape designs that reduce barriers, provide transit facilities, extend bicycle lane networks, etc.).

- Caltrans supports the integration of new housing units in communities with shops, employment, education and recreation sites with transit access and non-motorized transportation infrastructure to reduce reliance on automobile trips.

- Residential projects should be designed to encourage basic livability concepts, including but not limited to:

  - Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking/biking distance of each other.

  - The design and circulation network for the project should be planned to encourage and facilitate the use of alternative transportation modes, including bicycles, transit, and pedestrian travel.

Please provide our office with a copy of the draft TIS and draft EIR. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

Kenneth R. Champion for

JEFF PULVERMAN, Chief
Office of Regional Planning

Enclosures

c: Scott Morgan, State Clearinghouse
Jeff Clark, Sacramento County Public Works
Ken Hough, SACOG

GUIDELINES FOR SUBMITTING TRANSPORTATION INFORMATION FROM A REPORTING OR MONITORING PROGRAM TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (DEPARTMENT)

INTRODUCTION

The California Environmental Quality Act (CEQA) as amended on January 1, 2001, by Assembly Bill (AB) 1807, added a new provision to Section 21080.4 of the Public Resources Code (PRC).
The provision requires lead agencies to submit Notices of Preparation (NOPs) to the Governor's Office of Planning and Research when they determine that an environmental impact report will be required to approve a project.

The new law also amended PRC Section 21081.7, which now requires that "transportation information resulting from a reporting or monitoring program adopted by a public agency" be submitted to the Department when a project has impacts that are of statewide, regional, or area-wide significance.

Mitigation reporting or monitoring programs are required under PRC Section 21081.6 when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after approval to ensure implementation of the project in accordance with mitigation imposed during the CEQA review process.

In addition to the requirements listed above, AB 1807 obligates the Department to provide guidance for public agencies to submit their reporting or monitoring programs. Subject to these requirements, the following guidelines have been adopted by the Department.

PURPOSE OF THE GUIDELINES

The purpose of these guidelines is to establish clear and consistent statewide procedures for public agencies to submit transportation mitigation reporting or monitoring information to the Department. They are to be used by District Intergovernmental Review (IGR) Program Coordinators for identifying the scope and timing of transportation information needed, and to identify the "single point of contact" for transmittal of reporting or monitoring information from the lead agency to the Department.

PROCEDURES The following procedures are intended for use by District IGR Program Managers and Coordinators in directing local lead agencies to comply with PRC Section 21081.7.

A. The District IGR Coordinator will notify the CEQA lead agency in writing about transportation reporting or monitoring submittal requirements in PRC Section 21081.7 during either "early consultation", the Notice of Preparation (NOP) stage, or the Initial Study (IS) phase of the CEQA review process.

B. Detailed procedures for the CEQA lead agency to submit transportation reporting or monitoring information to the district should be attached to the district's notification letter. The submittal shall contain the following information:

1. The name, address, and telephone number of the CEQA lead agency contact who is responsible for the mitigation reporting or monitoring program (see PRC Section 21081.6[a][1]).

2. The location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision is based (see PRC Section 21081.6[a][2]).

3. Assurances from the CEQA lead agency that the Department can obtain copies of the aforementioned documents and materials, if needed, to clarify details or resolve issues related to the mitigation adopted (see PRC Section 21081.7).

4. Detailed information on impact assessment methodologies, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program (see PRC Section 21081.6[b]). The CEQA lead agency, at its discretion, may submit the complete reporting or monitoring program with the required transportation information highlighted.

5. A certification section which will be signed and dated by the CEQA lead agency and the Department certifying that the mitigation measures agreed upon and identified in the above checklist have been implemented, and all other reporting requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

C. When the project involves encroachment onto a state highway, the certification section will be signed by the District Permit Engineer. The District Permit Engineer will retain one copy of the mitigation reporting or monitoring information for the district permit files, and forward the original document to the District IGR Coordinator. The District IGR Coordinator will forward a copy to the Department's IGR Program Manager.

D. When the project does not involve encroachment onto a state highway, the certification section will be signed by the District IGR Coordinator. The District IGR Coordinator will retain the original document and forward a copy to the Department's IGR Program Manager.

APPROVED:

Feb 07/03	2/19/03
BRIAN J. SMITH	RANDELL H. IWASAKI
Date	Date
Deputy Director	Deputy Director
Planning and Modal Programs	Maintenance and Operations

CEQA LEAD AGENCY CERTIFICATION CHECKLIST FORM *
FOR SUBMITTAL OF TRANSPORTATION MITIGATION MONITORING REPORTS

Project Name: _____
Lead Agency and State Clearinghouse (SCH) File #s: _____
Findings & Approval Dates & Document Types: _____

Lead Agency Contact (Name, Title, Agency, Address & Phone): _____
_____

Project Proponent (Name, Title, Company, Address & Phone): _____
_____

For each specific Transportation Related Mitigation Measure associated with this Project,
The following information items are included in the attached materials:

Yes	No	
☐	☐	Location/Custodian Of CEQA Documents, Proceedings, Records
☐	☐	Description Of How To Obtain Copies Of Above Documents
☐	☐	Mitigation Measure Name & Identifying Number
☐	☐	Caltrans Encroachment Permit Number (if one was needed)
☐	☐	Copy of Other Agency Permits required for this Measure (if needed)
☐	☐	Measure Location Description, Latitude/Longitude, & Vicinity Map
☐	☐	Location of Impacted State Highway Component (County, Route, Postmile)
☐	☐	Detailed Description of Measure & its Purpose (attach blueprints if necessary)
☐	☐	Implementation Schedule & Progress Reports
☐	☐	Completion Criteria (including detailed performance objectives)
☐	☐	Completion Evaluation (including field inspection reports)
☐	☐	Estimated Monetary Value of Completed Measure & % Local Agency Funded
☐	☐	Photograph of Completed Measure Attached
☐	☐	Responsible Contractor (Name, Company, Address & Phone)

We certify that these agreed upon mitigation measures either will be ☐ or have been ☐ implemented, and all other requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

Signature & Date:	_____	_____
Name:	_____	_____
Title:	_____	_____
	CEQA Lead Agency	**California Department of Transportation**

* This Certification Checklist form is to be used by public agencies to submit their mitigation reporting or monitoring programs to the California Department of Transportation (Department) when a CEQA project has been found to have transportation or circulation impacts that are of statewide, regional, or area-wide significance. Copies of this form, and the Department Guidelines developed pursuant to PRC Section 21081.7, can be downloaded from our website (http://www.dot.ca.gov/hq/tpp/offices/ocp/lgr_guidelines_procedures.htm). Completed forms with attached materials may be post-mailed, e-mailed, or faxed to the appropriate Caltrans District Planning Office Chief, Attention: Intergovernmental Review (IGR) Coordinator. {Form Version 05212003}

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Comment Sheet

The public is encouraged to provide written comments regarding the scope of the proposed Rio del Oro EIR/EIS. This is the public's opportunity to give input as to what issues should be addressed in the EIR/EIS.

Name:	Aimee Hagen
Address:	1415 L St #300 Sac 95814
Affiliation:	SACOG
Phone Number:	916-340-6211
E-mail:	ahagen@sacog.org
Comments:	

Look at strategies for connecting habitat both on-site + off site (regional) mitigation
Work with Sacramento County HCP process to identify habitat + mitigation

If unable to provide written comments at the public scoping meetings, feel free to send comments to the address below. This comment sheet also contains the address on the back for easy mailing.

Bret Sampson
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Fax: (916) 361-1574
e-mail: bsampson@cityofranchocordova.org

URBAN CREEKS COUNCIL
SACRAMENTO

4855 Hamilton Street, Sacramento, CA 95841
(916) 482-8377 - Fax (916) 483-1320
Email: ucc@arcadecreekrecreation.com

March 5, 2004

RECEIVED BY
MAR 10 2004
PACIFIC MUNICIPAL CONSULTANTS

Mr. Bret Sampson
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Re: Rio Del Oro Scoping comments for EIR/EIS

Dear Mr. Sampson:

I commented briefly on Sacramento Urban Creeks Council's areas of concern at the Mills Station scoping meeting on February 26. This is a follow-up to provide more detail.

The EIR/EIS needs to analyze the impacts of the proposed project on Western Spadefoot Toad and Orcutt Grass. Have sufficient surveys been made to rule out the presence of breeding toads in the project area?

The EIR/EIS needs to analyze how the proposed project will impact creation of a viable natural resource preserve system for this part of the county. The preserve system should include wetlands/vernal pools, riparian/creek and grassland areas. Does the proposed wetland mitigation site connect or have the potential to connect to other existing or planned mitigation/preserve sites? How will the proposed mitigation wetland area fit in with the preserve plan that will be a major component of the South Sacramento Habitat Conservation Plan? In the absence of an HCP, how can this project be coordinated with other projects so that creek corridors, vernal pool corridors and other wildlife connectors can be preserved?

The EIR/EIS should analyze the flood protection and water quality effectiveness of handling stormwater and urban use run-off through conventional gutters and storm drains directing water into the creek or detention basin connected to the creek. An alternative drainage system should be analyzed. This alternative system would incorporate swales and numerous small detention basins within the developed area, such as yards and common green space areas, to receive run-off. A discussion of the different systems should address soil contamination. For example, rainwater falling on contaminated soils might be best handled with a more impervious infrastructure to avoid groundwater contamination. The discussion should also consider possible advantages of an alternative system. Those benefits might include increased groundwater recharge and higher quality water entering Morrison Creek and the wetland area. These issues need to be addressed

early to increase the likelihood that the wetland/creek preserve will remain as viable wildlife habitat.

The EIR/EIS needs to fully describe the Jaeger Road extension. How wide will the road be, including bike lanes, shoulder, sidewalks and utility easements? How much traffic at buildout? What will be the impact of the road on the creek and the wetland area? Impacts to be described include traffic, stormwater runoff and other uses associated with the road. Again, these impacts need to be disclosed now so that the success of the preserve system can be more accurately predicted.

The groundwater and soil contamination issues within the project area are complex. They need to be completely and thoughtfully analyzed and discussed. Has there been a risk assessment on the groundwater and the potential for the contaminated groundwater to release gases back into the soil? One risk being volatile organic compounds collecting in a basement. How will development impact the clean-up of soils and groundwater? Will development of this proposed project hamper clean-up operations needed on the site or adjacent or nearby areas?

The EIR/EIS should discuss an alternative development that is more compact and mixes uses. Some of the possible benefits that should be included in that discussion are traffic impacts and increased open space.

Thank you for giving us this opportunity to comment. If you have any questions, you may contact me at 454-4544.

Sincerely,

Alta Tura

Alta Tura
President

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 2:00 p.m.

Name	Affiliation	Address	Phone Number
Jennifer Johnston	ENSR	10411 Old Placerville Rd Ste. 210 Sac. 95843	(916) 362-7100
Sabrina Teller	Remy Thomas	455 Capitol Mall #210 Sacramento CA 95814	(916) 443-2745
Jerry Steinke	Cordova Rec. Park Dist	2197 Chase Dr. R.C 95670	(916) 362-1841
Aimee Hagen	SACOG	1415 L St Sac 95814	916-340-6211
Russ Blair	Metro Fire	3012 Eva Canal R.C. CA 95742	942-3324
Wayne Lundstrum	SMUD	6201 S Street Sac	732-5332
Gilbert Angejo	"	"	732-6257
John Coppola	Sac Co Water	827 7th St Rm 301 Sacto 95814	684-8936

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 2:00 p.m.

Name	Affiliation	Address	Phone Number

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 2:00 p.m.

Name	Affiliation	Address	Phone Number

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 6:00 p.m.

Name	Affiliation	Address	Phone Number
Sobrina Teller	Remy, Thomas	455 capitol Mall Suite 210 95814	443-2745
Wayne Lundeen	SMUD	6201 S. Street	732-5332
Dave Pevny	Sac. County Planning	827 7th St, Rm 230	874-6141
MIKE SPAICH	MILLS ONE CLUB	2900 MATHER FIELD RD. RANCHO CORDOVA 95670	368-6455
Pam Terry	Walk Sacramento	909 12th Street sacto. 95814	444-5864
Alta Tura	Sac Urban Creeks Cncl	4633 Q St Sacto 95819	454-4544

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 6:00 p.m.

Name	Affiliation	Address	Phone Number

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Sign-In Sheet

February 26th 6:00 p.m.

Name	Affiliation	Address	Phone Number

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Public Scoping Meetings Comment Sheet

The public is encouraged to provide written comments regarding the scope of the proposed Rio del Oro EIR/EIS. This is the public's opportunity to give input as to what issues should be addressed in the EIR/EIS.

Name:	
Address:	
Affiliation:	
Phone Number:	
E-mail:	
Comments:	

If unable to provide written comments at the public scoping meetings, feel free to send comments to the address below. This comment sheet also contains the address on the back for easy mailing.

Bret Sampson
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Fax: (916) 361-1574
e-mail: bsampson@cityofranchocordova.org

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

US Army Corps of Engineers ®
Sacramento District

Rio del Oro Project

Contact Sheet

The public is encouraged to contact the following people with questions and or comments about the Rio del Oro EIR/EIS at anytime:

Justin Cutler
Chief, Sacramento Office
Regulatory Branch
U.S. Army Corps of Engineers
1325 J Street, Room 1480
Sacramento, CA 95814-2922
916-557-5258
916-557-6877 [fax]

Pam Johns
Planning Project Manager
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
(916) 942-0222
(916) 361-1574 [fax]

Patrick Angell
EIR/EIS Manager
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
(916) 942-0222
(916) 361-1574 [fax]