Joint Operations Center Relocation Project

Volume I

Draft Environmental Impact Statement/ Environmental Impact Report

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Bureau of Reclamation
Mid-Pacific Region



California Department
of Water Resources



National Weather
Service

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DRAFT ENVIRONMENTAL IMPACT STATEMENT/ DRAFT ENVIRONMENTAL IMPACT REPORT

Joint Operations Center Relocation Project
Sacramento County, California

NEPA Lead Agency: U.S. Department of the Interior, Bureau of Reclamation

CEQA Lead Agency: California Department of Water Resources

NEPA Cooperating Agency: U.S. Department of Commerce, National Weather Service

ABSTRACT

This joint Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) prepared by the U.S. Bureau of Reclamation (Reclamation) and California Department of Water Resources documents the analysis of the potential effects of implementing each of four alternatives (including a No Project Alternative) to construct and operate a permanent Joint Operations Center as a replacement facility for current operations on El Camino Avenue, including special needs, essential services, and requisite office space. The new facility is proposed to accommodate up to 600 Federal and State employees and would consist of 200,000 square feet of building space in eastern Sacramento County, California. This abstract is provided in compliance with National Environmental Policy Act and California Environmental Quality Act requirements. The DEIS/DEIR documents the existing condition of environmental issues and resources in and around areas considered for the permanent Joint Operations Center, and potential impacts on those issues and resources as a result of implementing the alternatives. The alternatives considered in detail are: (1) No Project (a new facility would not be built and the current lease on the existing Joint Operations Center facility would be extended); (2) Proposed Action (new construction at Nimbus Hatchery Site); (3) Alternative 1 (new construction at Kilgore-Crawford Site); and (4) Alternative 2 (existing office space at Mather Field on Peter McCuen Boulevard).

Please submit and address your written comments on the DEIS/DEIR to Reclamation at the address noted below by November 7, 2011.

Project web site: www.usbr.gov/mp/cvo/joc.html

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Appendices – Volume II

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Acronyms and Abbreviations

°F	Fahrenheit
µg/m^3	micrograms per cubic meter
AAI	All Appropriate Inquiry
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ADT	average daily traffic
AEP	Annual Exceedance Probability
af	acre-feet
afy	acre-feet per year
ALERT	Automated Local Evaluation in Real Time
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
Alternative 1 Site	Kilgore Site
Alternative 2 Site	Mather Site
ALUC	Airport Land Use Commission
ALUCP	airport land use compatibility plan
ANSI	American National Standards Institute
APE	area of potential effects
APN	assessor's parcel number
AQAP	Air Quality Attainment Plan
AQMP	air quality management plan
ARA	Aggregate Resource Area
ARB	California Air Resources Board
ARPA	Archaeological Resources Protection Act
ARPP	*American River Parkway Plan 2008*
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
AST	aboveground storage tank
ASTM	American Society of Materials Testing
AT&T	AT&T Inc.
ATCM	airborne toxics control measure
BACT	best available control technology
BGM	BAAQMD Greenhouse Gas Model
bgs	below ground surface
Bicycle, Pedestrian, and	*Sacramento Regional Bicycle, Pedestrian, and Trails Master*

Trails Master Plan	*Plan* The *Sacramento Regional Bicycle, Pedestrian, and Trails Master Plan*
Bikeway Master Plan	*2010 Sacramento City/County Bikeway Master Plan*
Blueprint	Sacramento Region Blueprint
BMP	best management practices
BRT	Bus Rapid Transit
CAA	Federal Clean Air Act
CAAA	Federal Clean Air Act Amendments of 1990
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CALVENO	California vehicle noise
CAT	Climate Action Team
CBC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCTS	Central California Taxonomic System
CDMG [now CGS]	California Division of Mines and Geology
CDP	census designated place
CEC	California Energy Commission
Central Basin	Central Sacramento County Groundwater Basin
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQ	U.S. Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geological Survey
CGS [formerly CDMG]	California Division of Mines and Geology
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIP	capital improvement plan
City	City of Rancho Cordova
City General Plan	*City of Rancho Cordova General Plan*
CIWMA	California Integrated Waste Management Act

CIWMB	California Integrated Waste Management Board
CLUP	comprehensive land use plans
CMP	Coordinated Monitoring Program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
County	Sacramento County
County General Plan	1993 County of Sacramento General Plan
CPP	Cosumnes Power Plant
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CRA	California Resources Agency
CRHR	California Register of Historical Resources
CRPD	Cordova Recreation and Park District
CRPR	California Rare Plant Ranks
Csa	climatic zone characterized as Mediterranean
CSCGF	Central Sacramento County Groundwater Forum
CSCGMP	Central Sacramento County Groundwater Management Plan
CSD-1	County Sanitation District 1
CSMP	*Highway 50 Corridor System Management Plan*
CSUS	California State University Sacramento
CTR	California Toxics Rule
CVO	Central Valley Operations Office
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
dbh	diameter at breast height
Delta	Sacramento–San Joaquin Delta
DFG	California Department of Fish and Game
DGS	California Department of General Services
diesel PM	diesel exhaust
DOC	California Department of Conservation
DOF	California Department of Finance
DPH	California Department of Public Health
DTSC	California Department of Toxic Substances Control

DWR	California Department of Water Resources
EA	Energy and Atmosphere
EBLR	eastbound left/right
EBR	eastbound right
ECHO	Enforcement and Compliance History Online
EDR	Environmental Data Resources
EIR	environmental impact report
EIS	environmental impact statement
EMD	Sacramento County Environmental Management Department
Envirofacts	Envirofacts Data Warehouse
EO	State's Executive Order
EPA	U.S. Environmental Protection Agency
ES	Environmental Site Assessment
ESA	Federal Endangered Species Act
ESD	equivalent single-family dwellings
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mitigation and Monitoring Program
FOC	Flood Operations Center
Forest Service	U.S. Forest Service
Mather Airport	Mather Air Force Base
FR	*Federal Register*
FSEIR	Final Subsequent Environmental Impact Report February 1997
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
gpd	gallons per day
gpm	gallons per minute
GPS	Global Positioning System
Great Valley	Great Valley Geomorphic Province
GSWC	Golden State Water Company
GWh	gigawatt hours
HAP	hazardous air pollutant
HAP	Hazel Avenue Ponds
HCD	California Department of Housing and Community Development

HCM	Transportation Research Board's *2000 Highway Capacity Manual*
HFC	hydrofluorocarbons
HHRA	Human Health Risk Assessment
HI	hazard index
HMBP	Hazardous Materials Business Plan
HMTA	Hazardous Materials Transportation Act
HOV	high-occupancy vehicle
hp	horsepower
HRA	health risk assessment
HREC	historic recognized environmental condition
HVAC	heating, ventilation, and air conditioning
I-	Interstate
ID	Innovation in Design
IEQ	Indoor Environmental Quality
ILCR	incidental lifetime cancer risk
in/sec	inches per second
Interim JOC	Interim Joint Operations Center
ISO	Insurance Services Office
ITA	Indian Trust Assets
ITE	Institute of Transportation Engineers
JOC	Joint Operations Center
JPA	Joint Powers Authority
kV	kilovolts
kW	kilowatts
kWh	kilowatt-hour
L_{10}	noise level exceeded 10% of a period of time
L_{50}	noise level exceeded 50% of a period of time
L_{90}	noise level exceeded 90% of a period of time
lb/day	pounds per day
LDL	Larson Davis Laboratories
L_{dn}	day-night average noise level
LEED®	Leadership in Energy and Environmental Design
L_{eq}	energy-equivalent noise level
LID	low impact development
LIM	Land Inventory and Monitoring
L_{max}	maximum noise level
LOS	level of service

LRT	light rail transit
LVP	Local View Point
MACT	maximum available control technology
MAMP	*Mather Airport Master Plan*
MAPA	Mather Airport Policy Area
MBTA	Migratory Bird Treaty Act
MCL	Maximum contaminant level
MEP	maximum extent practicable
mg/kg	milligram per kilogram
mg/l	milligrams per liter
mgd	million gallons per day
MM therms	million therms
MMRP	mitigation monitoring and reporting program
Mobility Study	*Mobility Strategies for County Corridors*
MR	Materials and Resources
MRZ	Mineral Resource Zone
msl	mean sea level
MT	metric tons
MTP	*Metropolitan Transportation Plan 2035*
MUN	Municipal and domestic supply
MUTCD	*Manual on Uniform Traffic Control*
MW	megawatt
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NDMA	N-Nitrosodimethylamine
NEHRP	National Earthquake Hazards Reduction Program
NEHRPA	National Earthquake Hazards Reduction Program Act
NEPA	National Environmental Policy Act
NESHAP	national emissions standards for hazardous air pollutant
NFA	No Further Action
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide

NOAA	National Oceanic and Atmospheric Administration
NOI	notice of intent
NOP	notice of preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPV	Net Present Value
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWS	National Weather Service
O&M	Operations and Maintenance
OAL	Office of Administrative Law
OAP	*Ozone Attainment Plan*
OEHHA	Office of Environmental Health Hazard Assessment
OES	Sacramento County Office of Emergency Services
OMU	Office Mixed Use
ONA	Office Needs Assessment
OPMU	Office Professional Mixed Use
OSHA	Occupational Safety and Health Act
OU-5	Operable Unit 5
Parkway	American River Parkway
Parkway Plan	*Sacramento County American River Parkway Plan 2008*
PCB	polychlorinated biphenyls
pCi/l	picoCuries per liter
PeMS	Performance Measurement System
PFC	perfluorocarbons
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
POC	Project Operation Center
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PPA	Power Purchase Agreement
ppd	pounds per day
PPE	personal protective equipment
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
project	Joint Operations Center Relocation Project

Proposed Site	Nimbus Site
PVC	polyvinyl chloride
RCMP	River Corridor Management Plan
RCRA	Resource Conservation and Recovery Act
Reclamation	Bureau of Reclamation
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RVP	Regional View Point
RWD	reports of waste discharge
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SASD [formerly CSD-1]	Sacramento Area Sewer District
CSD-1[now SASD]	Sacramento Area Sewer District
SB	Senate Bill
SBIP	2010 Bureau of Reclamation Sustainable Buildings Implementation Plan
SCRP	Sacramento County Regional Parks
SCS	U.S. Soil Conservation Service
SCSD	Sacramento County Sheriff's Department
SCSD North Division	Sacramento County Sheriff's Department North Division
SCWA	Sacramento County Water Agency
Settlement Agreement	Master Settlement Agreement and Release
SF_6	sulfur hexafluoride
SFNA	Sacramento Federal Ozone Nonattainment Area
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	California Surface Mining and Reclamation Act
SMFD	Sacramento Metropolitan Fire District
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SOP	standard operating procedures
SPRL	Superfund Priority Ranking List
sq. ft.	square feet
SQIP	stormwater quality improvement plan
SR	State Route

SRA	State Recreation Area
SRCSD	Sacramento Regional County Sanitation District
SRMP	Sustainable Resource Management Plan
SRWTP	Sacramento Regional Wastewater Treatment Plant
SS	Sustainable Sites
SSCHCP	South Sacramento County Habitat Conservation Plan
SSHCP	South Sacramento Habitat Conservation Plan
SSQP	Sacramento Stormwater Quality Partnership
SVAB	Sacramento Valley Air Basin
SVOC	semivolatile organic compound
SWMP	stormwater management plan
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
T-BACT	Toxic Best Available Control Technology
TCCR	Transportation Corridor Concept Report
TCE	trichloroethylene
TDS	total dissolved solids
TMDL	total maximum daily load
TNW	traditional navigable water
tpd	tons per day
TPHd	total petroleum hydrocarbons as diesel
TRB	Transportation Research Board
U.S. 50	U.S. Highway 50
UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USB	Urban Services Boundary
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
v/c ratio	volume-to-capacity ratio
VdB	vibration decibels
VELB	valley elderberry longhorn beetle
VMT	*vehicle miles traveled*
VMT	vehicle miles traveled
VOC	volatile organic compound
VQE	visual quality evaluation

WBL	westbound left
WBR	westbound right
WBTR	westbound
WDR	waste discharge requirements
WE	Water Efficiency
WGOU	Western Groundwater Operable Unit
WGOU OU	Western Groundwater Operable Unit, Operable Unit #
WTP	water treatment plant

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Executive Summary

ES.1 Introduction

This document is a joint environmental impact statement/environmental impact report (EIS/EIR) for the Joint Operation Center (JOC) Relocation Project. This document has been prepared by both the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) as Federal lead agency under the National Environmental Policy Act (NEPA) and the California Department of Water Resources (DWR) as State lead agency under the California Environmental Quality Act (CEQA).

The JOC Relocation Project is proposed by Reclamation, DWR, and the National Oceanic and Atmospheric Administration's National Weather Service (NWS). These three agencies (the partnering agencies) propose to construct and operate the permanent JOC as a replacement facility for their current operations on El Camino Avenue (Interim JOC), including special needs, essential services, and requisite office space. The facility is proposed to accommodate approximately 600 employees and consist of approximately 200,000 square feet of building space.

Three alternatives at three project sites plus the No-Action Alternative are analyzed in this draft EIS/EIR. Two site layout configurations, a Campus Layout Option and Three-Story Building Option, are being evaluated for the Proposed Action. The final EIS/EIR, in association with other information in the administrative record, will allow the partnering agencies to make a fully informed decision when selecting the final project.

ES.2 Lead Agencies

Reclamation is the Federal lead agency for NEPA, and DWR is the State lead agency for CEQA. As lead agencies, Reclamation will be responsible for ensuring that the EIS/EIR complies with the requirements of NEPA and the Council on Environmental Quality regulations, and DWR will be responsible for ensuring that the document complies with CEQA and the State CEQA Guidelines.

ES.3 Purpose and Intended Uses of This EIS/EIR

The purpose of this draft EIS/EIR is to evaluate the potential significant environmental impacts of the project. This draft EIS/EIR will be used to support Reclamation's and DWR's decisions regarding whether to approve the project. After deciding whether to approve the project, Reclamation will issue a record of decision in spring 2012. In spring 2012, DWR will consider whether to certify the EIR and approve the project. These decisions will be based on numerous

factors, including the potential environmental impacts and mitigation measures addressed in this draft EIS/EIR, permitting requirements, and implementation schedule.

This EIS/EIR may also be used by NEPA cooperating agencies, CEQA responsible agencies, and CEQA trustee agencies to assist in their determinations whether to issue discretionary permits over which they have authority. This EIS/EIR may also be used by other Federal, State, regional, and local agencies that may have an interest in resources that could be affected by the project.

ES.4 Project Location

The project sites under consideration are located in north-central Sacramento County, with the Nimbus Hatchery Site (Proposed Site) located between the American River and U.S. Highway 50 (U.S. 50), adjacent to the Upper Sunrise Recreation Area of the American River Parkway and the DFG Nimbus Fish Hatchery in unincorporated Sacramento County. The Kilgore-Crawford Site (Alternative 1 Site) is south of U.S. 50, with the Folsom South Canal running along the Site's eastern edge in the city of Rancho Cordova. The Mather at Peter A. McCuen Boulevard Site (Alternative 2 Site) is south of U.S. 50, within the Mather Field redevelopment area.

ES.5 Project Background

ES.5.1 Current

The DWR Division of Flood Management's Offices of Flood Maintenance and Hydrology and Flood Operations, Division of Operations and Maintenance offices of State Water Project Operations Control Office, and Power and Risk Office (including the State and Federal Water Operations Centers and Flood Operations Center) are jointly located with Reclamation's Central Valley Operations Office in a leased building on El Camino Avenue in Sacramento, California. The network of offices is called the Joint Operations Center, hereafter referred to as the Interim JOC. The National Weather Service (NWS) Sacramento Weather Forecast Office and California Nevada River Forecast Center offices also occupy space in the Interim JOC.

During the past 14 years of colocation, extensive benefits have been achieved by the close proximity, coordination, and cooperative efforts of the stakeholders located within the Interim JOC. Colocating has improved timely coordination, enhanced communications between technical and operating staffs, and maximized coordinated operation decisions, especially during flood control events.

ES.5.2 History

Before 1988, each agency was supporting unique mission requirements from separate facilities. DWR was studying the feasibility of relocating its State Water Project Operations Center to a State-owned permanent facility. Reclamation and DWR separately reviewed available options for permanent and secure locations. On May 3, 1988, a letter of intent was signed by Reclamation's mid-Pacific regional director expressing a desire to colocate with DWR.

Preliminary planning identified a State-owned property that was suitable for constructing a permanent JOC. Following closer geotechnical investigations and greater detailed review of

program requirements, the selected location was determined inadequate for the permanent facility. While investigating other suitable locations, an interim solution at a commercial leased property became available. This leased property, located on El Camino Avenue, would immediately provide the increased level and seamless coordination of operations until a suitable permanent location could be found.

In 1992, Reclamation's Central Valley Operations (CVO) office reviewed in depth a variety of options to relocate and consolidate their technical and management staff then located at the Federal Building on Cottage Way in Sacramento and the operations staff then located at the power plant control room at Folsom Dam. Following DWR's negative determination of the originally selected permanent location, many variables were reviewed and four primary options formulated:

- Retain existing locations and continue to operate with staff split between two locations;
- Consolidate the CVO following General Services Administration's renovation of the Cottage Way facilities;
- Colocate at the "To be Constructed Facility" of the Department of Energy, Western States Power Administration near Lake Natoma; and
- Colocate with DWR at the planned State Water Project offices in the remodeled Liberty House building on El Camino Avenue near Watt Avenue in Sacramento. (This option was selected. Beginning in 1995, the partnering agencies were jointly located at this facility, which was mutually considered as Interim JOC.)

In 2004, long-range planning efforts identified that the lease on the Interim JOC facility would expire in June 2015, and no efforts had been started to secure a permanent JOC facility. CVO then issued a task order to SYS Technologies, Oxnard, CA, to assist in conducting an Office Needs Assessment (ONA) as a first step in locating a suitable permanent facility. The ONA concluded that space in the Interim JOC is lacking for personal workstations, commensurate with organizational elements and staff size, and recommended that CVO consider establishing a multiagency, long-range planning team to create and maintain a database of each agency's requirements, and develop a joint plan of action to give management visibility and allow timely actions. Following this recommendation, CVO opened communications with DWR, NWS, and other potential partners seeking their interest and support in continued collocation at an alternate permanent location.

- Colocation with DWR and NWS has proven to be very beneficial to operations and should be continued at this or any future site.
- Lease costs decrease greatly for the remaining 10 years of the lease, beginning March 2005. This decrease will make justifying any move more difficult. The 30-day cancellation clause provides flexibility without penalty to any relocation plan.
- Space is lacking for personal workstations, commensurate with organizational elements and size of staff.

- Because DWR is a major stakeholder in the present site and colocation is considered to be significantly beneficial, any desire or need the CVO feels it has may be inconsequential if DWR does not share the need or have the ability to support relocation.

Recommendations reported in the ONA are as follows:

- Even if CVO agrees that no compelling need for immediate relocation exists, opening discussions with DWR and NWS to determine their views and any ongoing planning that they may be doing to address the existing facilities and future expiration of the lease would be appropriate. (Completed)

- Use the findings of this report to continue building a documented source of CVO requirements, updated as required to reflect changing requirements. Of particular importance is a well-described section that addresses security issues, reassessment of Special Mission spaces based on 10 years of operations, and ensurance of meeting personnel space and service requirements. (Implemented)

- Consider establishing a multiagency, long-range planning team to create and maintain a database of each agency's requirements, and develop a joint plan of action to give management visibility and allow timely actions. (Implemented)

In 2005, Reclamation contacted the partnering agencies to discuss and identify each agency's requirements or needs that were not being met at the Interim JOC. The partnering agencies determined that the current facilities no longer met some critical requirements and that sufficient upgrades could not be accomplished to satisfy these new mandated requirements. Some significant noncompliant requirements are as follows (later to be determined approximately 100):

- Major safety and security requirements, including clear space provided by a building setback of 70 feet, are not being met. The current building allows uncontrolled commercial and public vehicles to within 12 feet of the building. Correction of this requirement would be cost prohibitive if possible at all.

- The current site is space constrained. All possible expansion possibilities have been explored. Most have been adopted and are still insufficient to meet future growth of the JOC stakeholders.

- The most critical requirement forcing the Interim JOC to relocate is the fact that this temporary location site does not meet the State's seismic and Essential Services Act requirements and cannot be retrofitted to qualify. Thus, the State has determined that DWR must relocate to a qualifying facility before their lease expires and has authorized a one-time-only exemption.

In 2006, the partnering agencies discussed and weighed the values of the Interim JOC. All stakeholders agreed to continue to coordinate operations of California State Water Project and the Federal Central Valley Project by continuing their colocation efforts into a new permanent JOC facility. The partners have designated representatives to coordinate their relocation activities and have asked DWR to serve as the lead agency in this effort.

In mid-2006, the directors of Reclamation and DWR signed the *Principles of Agreement for Collocation of California Department of Water Resources State Water Project Operations Control Office and United States Bureau of Reclamation Central Valley Operations Office*, which stated that Reclamation and DWR will colocate at a yet-to-be-determined permanent JOC site to occupy as soon as possible. The existing lease expires on June 30, 2015. This document authorized Reclamation's Mid-Pacific Region and DWR to jointly work toward acquiring common facilities to replace the Interim JOC and to have such facilities ready to occupy as soon as possible, but no later than the end of the existing lease on June 30, 2015.

ES.6 Need for Action

The Interim JOC does not meet critical requirements of the partnering agencies including:

- State of California's Essential Services Act requirements for the Flood Operations Center;
- safety and physical security requirements, including an approximate 100-foot clear space building setback; and
- additional space for projected growth.

The Interim JOC building does not meet the State's Essential Services Act requirements and is not feasible to be retrofitted. The cost to retrofit the existing JOC and requirements to temporarily vacate the building during remodel make such actions impractical and cost prohibitive. These retrofits include mandated seismic and flooding standards and redundant power supplies. The State has determined that DWR must relocate to a qualifying facility before the current lease expires. In addition, the current building allows uncontrolled commercial and public vehicles to within 12 feet of the building. Correction of this requirement would be cost prohibitive if possible at all to purchase the commercial and residential properties within the needed setbacks around the Interim JOC. Because colocation of the essential services functions has been determined to be a key aspect of the JOC operations, Reclamation and NWS would also relocate with DWR.

Reclamation, DWR, and NWS have occupied the Interim JOC facility since 1995. In that time, all possible expansion potential has been used to accommodate the current staff of approximately 500 employees. The agencies anticipate that projected growth would result in a maximum staff of approximately 600 employees who would best be served by colocating at the JOC facility. The existing lease expires in June 2015, and the agencies are proposing to construct and operate a new JOC that meets all agency requirements and project objectives.

ES.7 Project Purpose/Project Objectives

The purpose of the JOC Relocation Project is to provide a permanent facility in the Sacramento area that meets the special needs, essential services, and requisite office space for the combined occupancy of Reclamation, DWR, and NWS. Special needs are defined as two control centers, a flood operations center, backup power supplies, primary and backup communication systems,

intense computer infrastructure, and physical and cyber security systems. Special needs also consist of meeting the State's Essential Services Act criteria for the Flood Operation Center.

The location of the JOC must meet the primary objectives to be considered; secondary objectives help to define a preferable site. The primary and secondary objectives of the JOC Relocation Project are as follows:

Primary Objectives

- Colocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet); obtain or locate a facility outside the 200-year floodplain within 25 miles of downtown Sacramento;
- provide sufficient security buffers around the perimeter of buildings (approximately 100 feet from uncontrolled traffic to building);
- provide reliable and redundant power;
- provide line of sight communications for all agencies and a permanent facility that results in ownership of the land and facilities; and
- develop a sustainable and energy-efficient building complex that is Energy Star labeled and is respectful of the local and global environment by achieving a minimum of the Leadership in Energy and Environmental Design (LEED®) Silver Rating that complies with the California Green Building Code and meets State Essential Services Act criteria.

Secondary Objectives

- locate in a safe area with frequent law enforcement patrols;
- provide sufficient parking for all occupants;
- have a lower risk of incompatible adjacent development;
- use currently owned Federal or State lands; and
- if possible, be located near restaurants and alternative modes of transportation.

ES.8 Alternatives

The alternatives development and screening process used to identify possible sites for the relocation of the Interim JOC facility was undertaken in stages as summarized below.

ES.8.1 Initial Site Screening

In 2006-2007, the partnering agencies performed some initial searches in an effort to locate potential sites or existing buildings large enough to accommodate all their combined needs. No existing commercial buildings of sufficient size were available for lease or purchase at that time.

Some available Federal and State lands of sufficient size were found. The following specific sites and general areas were brought to the partnering agencies for initial consideration.

Specific Sites:

- An approximately 5-acre site on Butano Drive, north of Cottage Way and south of the Sam's Club store at Country Club Centre
- Reclamation-owned property west of Nimbus Dam, east of Hazel Avenue, on the bluff above the lake and adjacent to Hazel Avenue
- Reclamation-owned property southwest of the Nimbus Fish Hatchery and adjacent to the Jedediah Smith Memorial Trail
- Reclamation-owned property east of the Lake Natoma Marina and west of U.S. 50, adjacent to the Jedediah Smith Memorial Trail
- Reclamation-owned property west of Lake Natoma adjacent to Teichert property off Sunset Avenue and Main Avenue
- DWR-owned property (18 acres) in West Sacramento along West Capitol Avenue

General Areas:

- Property in the Mather Field area of Rancho Cordova
- Industrial and commercial sites in the Rancho Cordova area
- Available property in the city of Folsom
- Property in the McClellan Field area along the Interstate 80 corridor
- Property in the Rosemont area near Watt Avenue and U.S. 50

The initial properties described above were evaluated for their ability to meet basic agency criteria and cost considerations. As a result of the initial screening, two Federally owned sites were carried forward and evaluated as part of the alternatives development and screening process. The two sites were the Nimbus and Kilgore Sites (Proposed Action and Alternative 1 Sites, respectively).

DWR requested that DGS provide a more detailed search to locate available private properties that DWR could acquire for ownership using a subset of the above listed criteria (within 25 miles of downtown, not located within a 200-year flood zone area, with sufficient land to construct an approximate 200,000 square-foot building including parking and security buffers). The real property study considered locations north, south, east, and west of downtown Sacramento, along Interstate 80, Interstate 5, and U.S. 50. From these locations, only a handful of commercial properties near or within Mather Park plus the federal properties were identified to meet these criteria at that time. The conclusion of the detailed real property study by DGS was that

Sacramento had very little available office land and that the primary owners of the office land are investors or developers intending to build on their land and lease out the space. These investors or developers are typically not in the business to sell land. However, DGS did find four private properties that may have the potential for sale. These four properties were added to the two federally owned properties discussed previously to total six properties reviewed in the alternatives screening process described below under Section ES.8.3, "Alternatives Development and Screening."

DGS also looked for existing buildings within the search area that could generally meet the project objectives, which include the need to meet Essential Services Act guidelines. The investigation looked for existing facilities as part of the economic study provided by DGS to identify alternatives for acquiring the needed facilities and those costs associated with the alternatives available. At that time, only two facilities were identified that met the Essential Services Act guidelines, and each was occupied by other agencies that were required to have such structures for operations. Thus, any option to utilize existing structures would require either modification of existing facilities or construction of a new facility in conjunction with use of existing facilities. The economic analysis found that the long-term cost to utilize existing facilities under this consolidated lease scenario was not the most affordable option when compared to constructing new facilities for ownership by DWR.

ES.8.2 Economic Analysis

DWR tasked DGS to prepare an economic analysis for the project. An economic analysis looks at alternatives to develop a project and makes recommendations on those that are in the best interest of the State. The scenarios in the economic analysis included: do nothing, consolidated lease (no-ownership in project), lease purchase (lease with option to purchase), and capital outlay design-bid-build (ownership). The economic analysis found that a consolidated lease option was not the most affordable alternative.

The analysis for the consolidated lease option found that only two existing facilities in the greater Sacramento area meet the Essential Services Act requirements. Rental rates for the two facilities were evaluated and determined not to be the most affordable alternative. Improving existing Class A Office Space to meet the Essential Services Act standards was above the competitive market lease rates and was not the most affordable alternative.

The lease with an option to purchase provides long-term benefits. As the dept service retires, and costs are limited to only operation and maintenance expenses, then program costs are reduced in the long term versus a continued lease payment that escalates over time. The State would be required to choose the lowest Net Present Value (NPV) alternative. The two lowest cost alternatives included lease with option to purchase for a private sector development (Option A) and lease with option to purchase with use of public lands (Option B). Of the lease purchase options, Option A was slightly less cost prohibitive than Option B. The Public Sector Development Option B had participation from the Federal government with a longer construction period and increased construction costs. Option B has the potential to be less then Option A since the estimated Federal land value is included in the economic analysis. It is expected that there will be no cost associated with the future lease agreement between DWR and Reclamation for use of the property which can offset increased construction cost.

The report concluded that lease purchase was the most affordable option for the State. The capital outlay was the next most affordable option, and the consolidated lease was the most expensive of the alternatives studied. This study validated that ownership is in the best interest for the Federal and State partners.

ES.8.3 Alternatives Development and Screening

The six potential sites were carried forward into the alternatives development process as a result of the initial site screening. The alternatives screening process consisted of analyzing and identifying those alternatives that best meet the project objectives or that were found impracticable because of technical or logistical constraints that would prevent their implementation. Each partnering agency weighted each criterion by importance to that agency. Each site then received a total score from each agency for all evaluation criteria by multiplying the agency's ranking and weighting factors. Table ES-1 presents the results of the ranking for each site.

Table ES-1
Alternatives Screening Rankings by Site

		Ranking Score (points)				
Ranking	Site Name	Reclamation	DWR Flood Operations Office	DWR O&M Office	NWS	Total
1	Nimbus Hatchery	452	455	410	430	1,747
2	Teichert (Sunset and Main)	408	386	385	310	1,489
3	Kilgore-Crawford	342	413	305	360	1,420
4	Mather-Armstrong	346	355	327	360	1,388
5	North Mather-Bear Hollow	324	347	312	360	1,343
6	North Mather-Zinfandel	255	292	247	360	1,154

Notes: DWR = California Department of Water Resources; NWS = National Weather Service; O&M = Operations and Maintenance
Source: Data compiled by AECOM in 2010 based on information provided by DWR

ES.8.4 Alternatives Eliminated from Further Consideration

Of the six alternatives evaluated in the screening process described above, the following alternatives were eliminated from consideration for the reasons described below and are not carried forward in this EIS/EIR:

- **Teichert (Sunset and Main):** Although the Teichert site ranked second in the alternatives ranking process, the site is not located near any major intersections or travel corridors and the primary access routes from either direction pass through major established residential developments. Consequently, this alternative does not meet the primary objective to colocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet). This site is not reasonably accessible.

- **Mather-Armstrong:** The Mather-Armstrong site was identified as approximately 5 acres. This alternative site was too small to meet several primary objectives: collocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet), and provide sufficient security buffers around the perimeter of buildings (approximately 100 feet from uncontrolled traffic to building).

- **North Mather-Bear Hollow:** The North Mather-Bear Hollow site was determined to be high risk owing to the flight path of the Mather Airport. In addition, the site was identified as a possible flooding risk because of a nearby stormwater pump station and concerns regarding redundant power for the pump station in the event of widespread power outage. This alternative would not meet the following primary objectives: obtain or locate a facility outside the 200-year floodplain within 25 miles of downtown Sacramento (because of potential flooding from the nearby stormwater pump), provide sufficient security buffers around the perimeter of buildings (approximately 100 feet from uncontrolled traffic to building), and provide reliable and redundant power.

- **North Mather-Zinfandel:** It was determined that the North Mather-Zinfandel site would not meet project objectives for a perimeter security buffer. Consequently, this alternative would not meet the following primary objective: provide sufficient security buffers around the perimeter of buildings (approximately 100 feet from uncontrolled traffic to building).

ES.8.5 Public Scoping Alternative

During public scoping for this EIS/EIR, several public comments were made to locate the facility elsewhere, such as at Mather Field, the former McClellan Air Force Base site, the Aerojet property, or other locations. However, only one specific alternative to the proposed location was provided: already constructed office space at Mather Field on Peter McCuen Boulevard (Mather at Peter A. McCuen Boulevard Site alternative or Alternative 2). This suggested alternative already includes 110,000 square feet of office space that is LEED Silver Certified, with designs for a second building on hold. From preliminary inspection, the current building meets the requirements for LEED Silver Certification, and could be built to suit a portion of the office needs for the permanent JOC. There also appears to be additional space to meet Essential Services Act guidelines and building size requirements.

When considering the range of alternatives, this alternative provides a substantial difference from the other action alternatives because half of the office space is already constructed to required specifications, which reduces construction-related environmental impacts. Alternative 2 is potentially feasible, enhances the range of alternatives, potentially reduces environmental impacts, and provides valuable information to the public and decision makers regarding site selection. Consequently, Alternative 2 was included as a third action alternative for comparison of alternatives to expand the range of reasonable alternatives evaluated in this EIS/EIR.

ES.8.6 Alternatives Carried Forward for Evaluation in This EIS/EIR

Based on the screening evaluation described above, the following alternatives have been carried forward for evaluation in this EIS/EIR:

- No-Action/No-Project: a new JOC facility would not be built and the current lease on the Interim JOC facility on El Camino Avenue would be extended;
- Proposed Action: Nimbus Hatchery Site;
- Alternative 1: Kilgore-Crawford Site; and
- Alternative 2: Mather at Peter A. McCuen Boulevard Site.

ES.8.7 Summary and Comparison of Impacts of Alternatives

Several tables are located at the end of this Executive Summary that summarize and compare the impacts of the alternatives as follows:

- Table ES-2 summarizes potentially significant, significant, and significant and unavoidable impacts and mitigation measures for No-Action, the Proposed Action, and Alternative 1;
- Table ES-3 summarizes potentially significant, significant, and significant and unavoidable impacts and mitigation measures for Alternative 2; and
- Table 2-7 compares potentially significant, significant, and significant and unavoidable impacts between alternatives.

Environmentally Superior Alternative

The State CEQA Guidelines require identification of an environmentally superior alternative from among the proposed project and the alternatives evaluated. Federal NEPA guidelines also recommend that an environmentally preferred alternative be identified; however, under NEPA, that alternative does not need to be identified until the record of decision is signed. Therefore, the discussion in this section of the environmentally superior alternative is intended to satisfy only the state CEQA requirements.

Overall, the No-Action Alternative would have the least environmental impacts. The No-Action Alternative would be environmentally superior to the Proposed Action concerning all resources except climate change and greenhouse gas emissions. However, the No-Action Alternative does not satisfy the purpose or meet any of the objectives of the JOC Relocation Project.

Where the No-Action Alternative is the environmentally superior alternative, the State CEQA Guidelines require the State lead agency to identify the next project alternative that is the environmentally superior alternative. The next most environmentally superior alternative would be Alternative 2. Construction impacts for Alternative 2 are less than any other action alternative because a large component of the necessary permanent JOC facilities are already constructed. Operations-related impacts between action alternatives are generally similar. Therefore, Alternative 2 is the environmentally superior alternative.

ES.9 Areas of Controversy and Issues to Be Resolved

The formal public scoping process for the JOC Relocation Project EIS/EIR began on January 19, 2011, with the publication of the notice of intent (NOI) in the *Federal Register* and a press

release announcing the notice of preparation (NOP) published in the *Sacramento Bee*. The NOI and NOP initiated the public scoping process and notified the public of the agencies' (Reclamation and DWR) intent to develop an EIS/EIR for the JOC Relocation Project.

The public was notified of the scoping meetings by several media. The project Web site (http://www.usbr.gov/mp/cvo/joc.html) provided information about the project through a project timeline, maps and photographs of the planning area, copies of public information documents (e.g., NOI, NOP, fact sheet), and press releases. The Web site also posted information about the scoping meetings and contact information for providing written or oral comments. Reclamation and DWR provided notice of the meetings in the *Sacramento Bee* and published a notice in the on-line events calendar of the *Rancho Cordova Post*. The agencies also sent postcards to residents of the Classics at Gold River and The Bluffs subdivisions adjacent to or overlooking the Nimbus Site.

Two public meetings were held on February 3, 2011, at the Sacramento State Aquatic Center. Fifty-one people attended these meetings, which are described in greater detail below. In addition, two private meetings were held in April 2011with members of The Classics at Gold River and The Bluffs Homeowners Associations to explain aspects of the project and answer questions. Most comments focused on the site-selection process and criteria, traffic, visual resources, biological resources, and recreation.

ES.10 Public Review Process

The draft EIS/EIR is being circulated to state and local agencies involved with the proposed project and is being made available to interested organizations and individuals who may wish to review and comment on the document. The 60-day public review period begins on September 8, 2011, and ends on November 7, 2011. During that period, written comments on the environmental document may be sent to Reclamation or DWR at the following addresses:

Division of Environmental Affairs
Bureau of Reclamation
2800 Cottage Way
Sacramento, CA 95825
Attention: Douglas Kleinsmith, NEPA POC
Telephone: (916) 978-5034
Fax: (916) 978-5055
E-mail: dkleinsmith@usbr.gov

Copies of the draft EIS/EIR can be reviewed at the following locations:

Bureau of Reclamation, Regional Library
2800 Cottage Way
Sacramento, CA 95825-1898
Telephone: (916) 978-5593

California Department of Water Resources

Division of Management Services
1416 Ninth Street, Room 354
Sacramento, CA 95814

Rancho Cordova Public Library
9845 Folsom Boulevard
Sacramento, CA 95827

Folsom Public Library
Georgia Murray Building
411 Stafford Street
Folsom, CA 95630

The draft EIS/EIR is also available on the project Web site at http://www.usbr.gov/mp/cvo/joc.html.

Agency representatives and interested individuals may attend either of two public meetings to provide comments on the contents of the draft EIS/EIR. The public meetings will be held at the Sacramento State Aquatic Center on September 22 from 2:00 p.m. to 4:00 p.m. and 6:00 p.m. to 8:00 p.m. The Sacramento State Aquatic Center is located at 1901 Hazel Avenue, Gold River, CA 95670 (aquaticcenter@csus.edu).

Following receipt of comments and the close of the public comment period, Reclamation and DWR will prepare a joint final EIS/EIR that considers and responds to comments on significant environmental issues in the draft EIS/EIR. Under NEPA, Reclamation will then prepare and sign a record of decision no earlier than 30 days after release of the final EIS/EIR. Under CEQA, DWR will circulate the final EIR to public agencies that submit comments. The final EIR will remain in circulation for approximately 10 days. DWR will accept public comments on the final EIR before deciding whether to certify the EIS/EIR and approve the Proposed Action or another alternative.

Table ES-2
Summary of Significant Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.2 Air Quality				
Impact 3.2-6: Exposure of Sensitive Receptors to Odorous Emissions (Cumulative)	Alt. 1	Indirect S	No feasible mitigation is available	SU
3.3 Biological Resources				
3.3-1: Potential Loss or Disturbance of Valley Elderberry Longhorn Beetle and Its Habitat	PA-c, PA-3	Direct and indirect PS	3.3-1: Avoid Direct and Indirect Impacts on Elderberry Shrubs, or Initiate Section 7 Consultation with USFWS to Obtain an Incidental Take Permit and Implement Permit Conditions	Direct and indirect LTS
3.3-2: Substantial Adverse Effect on Riparian Habitat or Other Sensitive Natural Communities	PA-c, PA-3	Direct and indirect PS	3.3-2: Perform Tree Surveys and Avoid or Replace Native Oak Trees on the Nimbus Site	Direct and indirect LTS
3.3-3: Potential Impacts on Waters of the United States, Including Wetlands, and Waters of the State	PA-c, PA-3	Direct and indirect S	3.3-3: Consult with USACE and Compensate for Impacts on Waters of the United States and Waters of the State as Determined by USACE and the Central Valley RWQCB	Direct and indirect LTS
3.3-4: Potential Impacts on Raptors and Migratory Birds	PA-c, PA-3, Alt. 1	Direct and indirect PS	3.3-4: Avoid Impacts on Raptors and Migratory Bird Species	Direct and indirect LTS
3.3-6: Potential Loss of or Disturbance to Special-Status Plants	PA-c, PA-3	Direct and indirect PS	3.3-6: Conduct Special-Status Plant Surveys and Implement Avoidance and Mitigation Measures or Compensatory Mitigation	Direct and indirect LTS
3.3-7: Potential Conflict with Local Policies or Ordinances for Protecting Biological Resources	PA-c, PA-3	Direct and indirect PS	3.3-7: Avoid or Reduce Conflicts with Local Policies or Ordinances for Protecting Biological Resources	Direct and indirect LTS
3.3-9: Potential Introduction and Spread of Invasive Weeds	PA-c, PA-3	Direct and indirect PS	3.3-9: Prevent the Introduction and Spread of Invasive Weeds during and after Construction	Direct and indirect LTS

Table ES-2
Summary of Significant Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.5 Cultural Resources				
3.5-2: Potential Damage to or Destruction of Buried Archaeological Sites and Human Remains	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.5-2a: Protect Archaeological Remains by Stopping Work If Archaeological Materials Are Discovered During Ground-Disturbing Activities 3.5-2b: Protect Human Remains by Stopping Work If Human Remains Are Discovered during Construction	Direct LTS
3.6 Earth and Paleontological Resources				
3.6-1: Possible Risks to People and Structures Caused by Strong Seismic Ground Shaking	NA	S	No feasible mitigation is available	SU
3.6-3: Temporary and Short-term Construction-Related Erosion	PA-c, PA-3, Alt. 1	Direct PS Indirect	3.6-3: Prepare and Implement a Grading and Erosion Control Plan.	Direct LTS Indirect NI
3.6-7: Possible Damage or Destruction of Previously Unknown Unique Paleontological Resources during Construction-Related Activities	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.6-7: Conduct Construction Personnel Education, Stop Work if Paleontological Resources Are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required	Direct LTS Indirect NI
3.7 Hazards and Hazardous Materials				
3.7-1: Potentially Significant Hazard Associated with Routine Transport, Use, or Disposal of Hazardous Materials or Accident Conditions Involving the Release of Hazardous Materials into the Environment	PA-c, PA-3, Alt. 1	Direct and indirect PS	3.7-1: Implement Hazardous Materials Control and Response Measures	Direct and indirect LTS
3.7-2: Potential Risk of Significant Hazard to the Public or the Environment Resulting from Location on a Site Included on a Hazardous Materials Sites List	PA-c, PA-3	Direct S Indirect NI	3.7-2: Reduce Potential Hazardous Materials Exposure Risks during Construction and Operation. (PA-a – e)	Direct LTS Indirect NI
	Alt. 1	Direct S Indirect NI	3.7-2: Reduce Potential Hazardous Materials Exposure Risks during Construction and Operation. (A1-a – d)	Direct LTS Indirect NI

Table ES-2
Summary of Significant Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.8 Hydrology and Water Quality				
3.8-3: Potential Long-Term Increase in On- and Off-Site Flooding or Exceedance of Capacity of the Stormwater Drainage System from Increased Stormwater Runoff, Requiring the Construction or Expansion of Stormwater Drainage Facilities	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.8-3: Prepare, Submit, and Implement a Final Drainage Plan	Direct LTS Indirect NI
3.8-4:.Potential Long-Term Degradation of Water Quality Caused by an Increase in Stormwater Runoff	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.8-4: Design and Install BMPs and Develop and Implement a Stormwater Management Plan	Direct LTS Indirect NI
3.10 Noise				
3.10-1: Increased Temporary Short-Term Noise Levels during Construction	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.10-1: Implement Measures to Reduce Temporary Short-Term Noise Levels from Construction Activities	Direct LTS Indirect NI
3.10-2: Increased Noise Levels Related to Project Operations from Stationary Sources	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.10-2a: Locate Emergency Generators More Than 400 Feet from Sensitive Receptors or Enclose Emergency Generator Equipment 3.10-2b: Enclose HVAC Equipment	Direct LTS Indirect NI
3.11 Public Services and Utilities				
3.11-1: Possible Temporary Reduction in Emergency Response Services during Construction	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.11-1: Prepare and Implement a Construction Traffic Control Plan	Direct LTS Indirect NI
3.11-2: Increased Demand for Fire Protection Facilities and Services	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-2: Incorporate California Fire Code and SMFD Fire Prevention Standards into Project Design and Submit Project Design to the SMFD for Review and Approval	Direct LTS Indirect NI

Table ES-2
Summary of Significant Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.11-3: Increased Demand for Fire Flow	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.11-3: Implement Mitigation Measure 3.11-2, "Incorporate California Fire Code and SMFD Fire Prevention Standards into Project Design and Submit Project Design to the SMFD for Review and Approval"	Direct LTS Indirect NI
3.11-5: Increased Demand for Water from Golden State Water Company	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-5: Submit Written Certification from GSWC Verifying Water Supply Availability	Direct LTS Indirect NI
3.11-6: Increased Demand for SASD Wastewater Collection and Conveyance Facilities	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-6: Prepare Sewer Study Showing Adequacy of On-Site and Off-Site SASD Wastewater Collection and Conveyance Facilities to Serve the Project	Direct LTS Indirect NI
3.14 Transportation and Circulation				
3.14-1: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service under Existing plus Project Conditions	Alt. 1	S	3.14-1a: Improve Kilgore Road/White Rock Road Intersection (Intersection #2) under Existing plus Project Conditions 3.14-1b: Improve Sunrise Blvd/White Rock Road Intersection (Intersection #3) under Existing plus Project Conditions 3.14-1c: Improve Zinfandel Drive/U.S. 50 EB Ramps Intersection (Intersection #8) under Existing plus Project Conditions 3.14-1d: Participate in Improvements on Sunrise Boulevard, North of White Rock Road (Roadway Segment #1) under Existing plus Project Conditions 3.14-1e: Participate in Improvements on U.S. 50; Eastbound—West of Zinfandel Drive Off-Ramp (Roadway Segments #2); and Westbound—West of Zinfandel Drive On-Ramp (Roadway Segment #5) under Existing plus Project Conditions	SU

Table ES-2
Summary of Significant Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.14-7: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service under Cumulative 2035 plus Project Conditions	PA-c, PA-3	S	3.14-7a: Improve Nimbus Road/Gold Country Boulevard Intersection (Intersection #1) 3.14-7b: Improve Hazel Avenue/Gold Country Boulevard Intersection (Intersection #2)	SU
	Alt. 1	S	3.14-7c: Improve the Kilgore Road/White Rock Road Intersection (Intersection #2) under Cumulative 2035 plus Project Conditions 3.14-7d: Improve the Sunrise Boulevard/White Rock Road Intersection (Kilgore Site—Intersection #3) under Cumulative 2035 plus Project Conditions 3.14-7e: Improve Zinfandel Drive/White Rock Road Intersection (Intersection #4) under Cumulative 2035 plus Project Conditions 3.14-7f: Improve the U.S. 50 Eastbound—West of Zinfandel Drive Off-Ramp (Roadway Segment #2); Westbound—East of Sunrise Boulevard Off-Ramp (Roadway Segment #4); and Westbound—West of Zinfandel Drive On-Ramp (Roadway Segment #5) under Cumulative 2035 plus Project Conditions	SU

NA = No-Action, PA-c = Proposed Action (campus), PA-3 = Proposed Action (3-story), Alt. 1 = Alternative 1

NI = No impact B = Beneficial LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Land Use			
Approval of the project would allow the reuse/development of the former Mather Air Force Base (AFB) with a variety of airport, industrial, commercial, office, residential, recreational, and open space uses on the 5,707± acre property, consistent with the Mather Field Specific Plan land use districts shown on Plate K. For the most part, the proposed land uses appear to be compatible with existing and planned land uses of the surrounding area. However, the proposed Commercial Recreation area at the southeast comer of the property, which is intended to accommodate a major visitor destination or institutional use, would be subject to potentially significant odor impacts from the contiguous rendering plant located south of Kiefer Boulevard between Sunrise Boulevard and Eagles Nest Road. These impacts are considered to be unavoidable because there are no feasible mitigation measures available to completely eliminate rendering process odors. The odors, however, do not present a health risk, but constitute an unpleasant nuisance impact. These unavoidable odor impacts would be expected to affect other portions of the Specific Plan area as well, although to a lesser degree due to the greater setback of those areas from the rendering plant. Development of intensive uses within the Commercial-Recreation area in close proximity to the rendering plant could ultimately result in constraints upon rendering plant operations, if Specific Plan users find rendering plant odors to be a nuisance and remedial action is sought.	SU	**LA-1.** All future sale or lease agreements for lands and buildings located within the Commercial-Recreation land use district at the southeast portion of the Specific Plan area (see Plate K) shall specify the following: The owner/lessee of this property/building acknowledges that the Sacramento Rendering Company plant is in a location predominately upwind of this site. Owner/lessee also acknowledges that the Sacramento Rendering Company plant produces objectionable odors that will be detectable at this location during certain times of the year depending on wind speed, wind direction, other meteorological conditions, and the operating conditions of Sacramento Rendering Company. Owner/lessee agrees to hold Sacramento Rendering Company harmless from any odors produced by Sacramento Rendering Company that may affect the owner/lessee's property/building or any occupants of said property/buildings.	SU
The height, noise and safety zones of the adopted Comprehensive Land Use Plan (CLUP) for Mather AFB were established based on historic military use of the airfield. A proposed CLUP Update has been prepared for Mather Field based upon its projected buildout use as a County-operated	LTS	None required.	LTS

Table ES-3
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
aviation facility. Until the proposed CLUP Update is adopted, the existing Mather AFB CLUP remains in effect. Many of the land uses which would be allowed by the Specific Plan are incompatible with the noise and safety zones of the adopted Mather AFB CLUP. Therefore, the Board of Supervisors must overrule the adopted CLUP policies by a 4/5 majority vote and adopt specific findings that the project is consistent with the purposes of Airport Land Use Commission law in order to approve the project.			
Several of the land uses which would be allowed by the Specific Plan are incompatible with the safety zones established by the proposed CLUP Update for Mather Field. These incompatible land uses include: ► Potential uses in the Mather Regional Park Recreation District such as a racetrack, arena, theme park, and fairground and exposition area in the overflight zone. ► Potential institutional and/or public and quasi-public uses within the Human Service Subarea which are incompatible with the overflight zone, including hospitals, colleges, universities, jails and detention centers.	SU	None available.	SU
Because the Specific Plan would allow the development/ redevelopment/ expansion of land uses which are incompatible with the overflight zone in the proposed CLUP Update (which is based on the airport's use as a County-operated aviation facility), the project could expose such land uses to an unacceptable safety risk.			

Table ES-3
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Utilities and Public Services			
Public Facilities Financing Many of the existing utilities within Mather Field are substandard and will need to be rehabilitated and/or expanded to serve buildout of the Specific Plan land uses. The Specific Plan identifies the major public facilities that will need to be upgraded or constructed in association with development of the Plan area, identifies a strategy for phasing the construction of facilities associated with the market demand for development, establishes the policy framework for financing the required major public infrastructure, and describes potential sources of funding to pay for the infrastructure. The preliminary cost estimate for the provision of a backbone infrastructure system for the Specific Plan area (including roads, wastewater, water, drainage and fire protection) is approximately $108.5 million. A more detailed infrastructure financing plan will be prepared to ensure that public facilities/services are provided to the Plan area as planned.	LTS	None required.	LTS
Water The existing water supply system at Mather has an average capacity of approximately 4.6 MGD. Buildout of Mather Field will result in an average water demand of 6.8 MGD, requiring the eventual development of additional water supply capacity. The County Water Resources Division (WRO) indicates that sufficient groundwater supplies exist to serve the demands of full use of the existing system capacity during normal and critically dry years. However, unless supplemental water supplies are ultimately secured to serve buildout of Mather Field and the surrounding region, cumulative impacts on groundwater resources will be significant. Deferring preparation of the a Water Master Plan for Mather Field would allow incorporation of any regional	S	**PS-l.** Development which results in a cumulative water demand exceeding existing Mather Field water supply capacity (i.e., an average water use of 5,000 AF A or 4.6 MGD) shall not be allowed, until the Sacramento County Board of Supervisors adopts a Master Water Plan for the Mather Field site which demonstrates that an adequate and reliable water supply (which includes supplemental surface water) will be available to serve buildout of the Mather Field Specific Plan land uses and the surrounding region.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
water solutions identified through the currently in progress Water Forums Process.			
Portions of the groundwater supply beneath Mather Field have been contaminated with hazardous materials, and continued groundwater pumping could cause the migration of contaminated plumes into the drinking water supply. Therefore, supplying groundwater to meet the development needs of Mather Field could result in significant impacts upon the quality of water supplies, due to the risk of contamination. To ensure against contamination, a safe yield extraction rate would need to be established to ensure that the contaminated plumes would not be drawn upon and contaminate potable water supplies. Because a safe yield extraction rate would be difficult to determine, it would be prudent to plan for well head treatment as a contingency in the event that contaminants are detected in wells. Also, ongoing water quality monitoring of water supply wells in the vicinity of Mather Field is occurring, which will ensure that the quality of water provided to consumers will be safe.	PS	**PS-2.** Mather Field drinking water wells shall be tested for contaminants by the respective operator of each well as required by the State of California Department of Health Services and the California Environmental Protection Agency.	LTS
<u>Sewer</u> The existing on-site sewer system is not adequate to serve buildout development at Mather Field. The Sacramento County Water Quality Division indicates that the existing system will require some rehabilitation, reconstruction, or possibly relocation prior to acceptance by County Sanitation District No.1 (CSD-l) for maintenance. Sewer connection fees will be required for new users. The Mather and Bradshaw Interceptor sewers are planned to cross the central and northern portions of the Specific Plan area. A 100 foot wide easement dedicated to the Sacramento Regional County Sanitation District (SRCSD) will be required for the construction and maintenance of these sewer facilities.	S	**PS-3.** In conjunction with preparation of the Financing Plan for the Mather Field Specific Plan, Water Quality Division staff shall identify the required new sewer infrastructure improvements and necessary repair of existing improvements to provide sewer service to the Mather Field Specific Plan area. Water Quality Division staff will oversee developer repair of the existing sewer system where such repair is required prior to acceptance by CSD-l. CSD-l will fund repair of existing infrastructure being conveyed directly from the Air Force which provides service to multiple users. SRCSD and CSD-1 will be responsible for maintenance of the sewer infrastructure once accepted by the Districts.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		PS-4. Sewer easements for the construction and maintenance of the Bradshaw and Mather Interceptor sewers will be shown on any final maps within 100 feet of the interceptor alignments shown on Plate W of the Mather Field Specific Plan SEIR. The easements will be dedicated prior to the issuance of building permits or approval of improvement plans within 100 feet of the interceptor alignments.	LTS
Drainage Please refer to the Hydrology section for a discussion of drainage issues.			
Gas and Electric Service The supply of both electricity and natural gas is adequate to serve full reuse of the entire Mather Field property. However, conversion of the Mather Field electrical transmission and natural gas distribution systems to SMUD and PG&E services could require substantial facility upgrades in order to meet the service provider's standards.	S	**PS-5.** The Mather Field Specific Plan area Public Facilities Financing Plan shall identify the sources of funding for the required electrical transmission and natural gas distribution system upgrades at Mather Field.	LTS
Fire Protection Buildout development of the Mather Field Specific Plan will increase the demand for fire protection services and may result in the need for additional staffing, facilities and equipment.	S	**PS-6.** The Mather Field Specific Plan Financing Plan shall identify the facilities and equipment required to provide adequate fire protection services to Mather Field. The following information should be included in the Financing Plan: • The number, location, and financing of any new fire stations. • The types and financing of any water supply upgrades needed to provide the site with adequate fire flows. • The provision and installation of Opticom Traffic Signal Interrupters at all new or upgraded intersection signal lights.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Police Protection Buildout of the Mather Field Specific Plan will increase the demand for police protection services, which will continue to be provided at a less than optimal level until the ratio of Sheriff s officers/population can be increased to an acceptable level. The Sheriff's Department has a Crime Prevention Unit which can recommend design techniques and hardware to deter crime and thereby reduce calls for service.	LTS	**PS-7.** Crime prevention measures recommended by the Sheriff Department's Crime Prevention Unit shall be incorporated into the design of future developments within Mather Field to the maximum extent feasible.	LTS
Public Transit Buildout of the Specific Plan land uses will increase demands on transit service in the region.	PS	**PS-8.** The Mather Field Specific Plan Financing Plan shall identify the funding mechanisms necessary to provide fair share funding for transit service including (a) the construction of a parking structure or acquisition of sufficient land to provide additional surface parking at the future Mather Field Road light rail station, and (b) the provision of bus service to directly serve the project area. Fair Share funding shall be determined by the Administrator of the County Public Works Agency after consultation with Regional Transit regarding the nexus between any required transit improvements/service and the Mather Field Specific Plan development.	LTS
Schools Buildout of the Specific Plan is expected to generate about 795 additional students in the Folsom Cordova Unified School District. It is anticipated that these students can be accommodated within existing and planned district facilities.	LTS	None required.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Parks Buildout of the Specific Plan land uses will increase the demand for park and recreation services. Reuse of the existing recreational facilities within Mather Field and construction of new recreational facilities associated with the planned Mather Regional Park will be sufficient to accommodate the local and regional park demands of the future residents of Mather Field.	LTS	None required.	LTS
Traffic and Circulation			
Buildout development of the Mather Field Specific Plan is expected to generate about 149,000 daily vehicle trips, 16,300 a.m. peak hour trips and 20,200 p.m. peak: hour trips. Analysis of future traffic conditions was conducted for two scenarios, because of the uncertainty regarding the transportation network which might be implemented if the contiguous 823± acre Village of Zinfandel project is approved. For the "Cumulative with Village of Zinfandel Project" scenario, full buildout of Mather Field and cumulative development of the surrounding area consistent with the land uses and transportation system shown on the County General Plan was assumed, as modified by the land use and circulation system currently proposed by the Village of Zinfandel project. Assumptions were the same for the "Cumulative with Village of Zinfandel Circulation Alternative" scenario, except that an alternative circulation system was assumed in the vicinity of the Village of Zinfandel project site, to reflect an alternative circulation plan proposed for that area by the Sacramento County Transportation Division. Under either cumulative scenario, significantly adverse (LOS F) conditions are projected at 13 of the 33 studied intersections, and many roadway segments, particularly the American River crossings, are projected to operate far in	SU	**TC-l.** The following intersection and roadway improvements are necessary to serve cumulative development of the project area under either the "Cumulative with Village of Zinfandel Project" scenario or the "Cumulative with Village of Zinfandel Circulation Alternative" scenario. Mather .Field Specific Plan project development shall participate in funding these improvements on a fair share basis. Fair share funding shall be determined by the Administrator of the County Public Works Agency, and the mechanism for providing such fair share funding shall be specified in the Mather Field Specific Plan Public Facilities Financing Plan. The following improvements are additive to those already assumed to be in place with implementation of the General Plan transportation network. The following intersection improvements are also summarized in Table 24 of this SEIR. Intersections *Systems Parkway and Old Placerville Road* – Provide an exclusive right turn lane on the northbound Macready A venue approach departing Mather Field. (This mitigation is being completed as part of the EDA grant.) *Sunrise Boulevard and Douglas Road* – Provide an eastbound free right turn lane at this location. *Zinfandel Drive and White Rock Road* – On the northbound approach, restripe the right turn lane to a through and right turn	SU

Table ES-3
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
excess of capacity. Substantial improvements to the roadway system, beyond the improvements already assumed to be in place under cumulative conditions, are not possible. Cumulative traffic impacts are considered to be unavoidable because of the magnitude of the impacts and because of the lack of identifiable feasible mitigation measures. Even without any vehicle trips generated at Mather Field, cumulative traffic impacts in the study area would remain significantly adverse.		lane, to provide four through lanes. Although four lanes are greater than the usual County standard, four lanes are already provided north of the intersection on Zinfandel Drive. *Sunrise Boulevard and Jackson Road* – Provide three exclusive through lanes on the eastbound approach.	
		Bradshaw Road and Folsom Boulevard – On the northbound approach, provide four lanes (double left, through, and exclusive right). On the southbound approach, provide four lanes (exclusive left, two through, and exclusive right). On the eastbound approach, provide five lanes (exclusive left, three through, and exclusive right). On the westbound approach, provide six lanes (double left, three through, and exclusive right). This mitigation measure is consistent with the Bradshaw Assessment District improvements, but also adds three through lanes in each direction on Folsom Boulevard.	
		TC-2. The following additional intersection and roadway improvements are necessary to serve cumulative development of the project area under the "Cumulative with Village of Zinfandel Project" scenario. In the event the "Village of Zinfandel Project" scenario transportation network (shown on Plate AA of this SEIR) is approved by the County, Mather Field Specific Plan project development shall participate in funding the following additional improvements on a fair share basis. Fair share funding for these additional improvements shall be determined by the Administrator of the County Public Works Agency, and the mechanism for providing such fair share funding shall be specified in the Mather Field Specific Plan Public Facilities Financing Plan. The following improvements are additive to those already assumed to be in place	SU

Table ES-3
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		with implementation of the General Plan transportation network. The following intersection improvements are also summarized in Table 24 of this SEIR	
		Intersections Zinfandel Drive and Folsom Boulevard – Convert the northbound exclusive right turn lane to a through-right lane, and improve the intersection departure area to accommodate the two lane through movement. Roadways Widen the following roadway segments from four to six lanes: • White Rock Road – Kilgore Road to Sunrise Boulevard • Zinfandel Drive – International Drive to Mather Boulevard	
		TC-3. The Mather Field Specific Plan area shall be included within a Transportation Management Association, and shall implement a comprehensive Transportation Systems Management (TSM) Program designed to reduce automobile dependence and improve air quality.	SU
		TC-4. The Mather Field Specific Plan Financing Plan shall identify the funding mechanisms necessary for the provision and installation of Opticom Traffic Signal Interrupters at all new or upgraded intersection signal lights.	SU
Air Quality			
Buildout development of the Specific Plan land uses is expected to generate long term (mobile and operational) emissions of about 5,978 lbs/day of ROG, 8,113 lbs/day of NO_X, 22,076 lbs/day of PM_{10}, and 30,521 lbs/day of CO. Long-term project emissions of ROG, NO_X, and PM_{10} exceed the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) recommended significance	SU	**AI-1.** The Mather Field Specific Plan area shall be included within a Transportation Management Association, and shall implement a comprehensive Transportation Systems Management (TSM) Program designed to reduce automobile dependence and improve air quality.	SU

Table ES-3
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
thresholds for those pollutants. These emissions will contribute to the existing exceedance of state and federal standards for ozone and PM_{10}, which will worsen regional air quality conditions in the air basin and could push attainment of regional air quality standards farther from reach. Air quality modeling indicates that under cumulative conditions, the CO emissions projected from buildout development of Mather Field, when added to ambient levels, would result in the exceedance of the state 8-hour CO standard at 5 of 12 studied intersections.			
The project will also produce ROG, NO_X, and PM_{10} emissions during construction and grading activities that are short term in the sense that they occur during construction only and would cease after buildout. These emissions include those from operation of construction equipment and fugitive dust associated with land clearing and grading activities. Due to the level and duration of construction activities anticipated for buildout development of Mather Field, construction-related emissions of ROG, NO_X, and PM_{10} could exceed the SMAQMD's recommended significance threshold levels for some or all of the duration of construction.	SU	**AI-2.** Individual construction projects within the Mather Field Specific Plan area shall implement the following dust control measures: • All exposed soil and onsite construction roads shall be watered as needed to control fugitive dust. • All stockpiled soils shall be enclosed, covered, or watered as needed to control fugitive dust. • All inactive portions of the construction site shall either be watered, reseeded, or otherwise stabilized using methods such as AQMD-approved soil binders or jute netting as needed to control fugitive dust.	SU
Noise			
Noise resulting from traffic along major roadways and from airport operations is not expected to significantly impact the proposed Specific Plan land uses, with one exception. Future traffic noise levels could significantly impact the single family housing area depending upon the ultimate realignment of existing Mather Boulevard (i.e., the Douglas Road segment between Eagles Nest Road and Kiefer Boulevard).	PS	**NS-l.** Future plans for the realignment of Mather Boulevard (i.e., Douglas Road) around the single family housing area shall either: (a) incorporate a minimum 132-foot setback (measured from the roadway centerline) from the residential yard areas; or (b) provide a noise barrier which achieves a noise level of 65 dB L_{dn}/CNEL or lower within the residential yard areas.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Hydrology			
The existing drainage facilities within the developed portions of the property are insufficient to prevent localized flooding. In order to meet basic health and safety requirements, most of the existing local drainage systems will require parallel or replacement facilities. Development of the Specific Plan land uses will result in additional impervious surfaces and increased runoff which will exacerbate existing localized flooding conditions on the project site. A detailed drainage study is needed to identify the drainage facility upgrades and improvements that will be necessary to accommodate the project's increased runoff and provide site development with an adequate degree of flood protection.	S	**HY-l.** Prior to the approval of tentative maps, the issuance of building permits for new development or the approval of improvement plans, the Sacramento County Public Works Agency shall prepare a drainage master plan for the entire Mather Field Specific Plan area. The master plan shall identify the approximate size and location of new drainage facilities and upgrades to existing drainage facilities necessary to serve proposed Specific Plan development. Drainage facilities could include, but would not be limited to: (a) The expansion or modification of existing storm drain facilities; (b) Establishment of subregional or regional detention basins; and/or (c) The preservation of natural drainage areas. Individual development proposals within the Specific Plan area shall be required to implement all drainage improvements identified by the detailed drainage master plan as being necessary to accommodate the increased runoff of the development proposal and to provide an adequate level of flood protection to the development proposal, to the satisfaction of the Water Resources Division. Individual development proposals within the Specific Plan area may modify the proposed facilities shown in the master plan so long as the intent of the master plan is upheld, and subject to the approval of the Water Resources Division.	LTS
Morrison Creek drains through Mather Field, although the 100-year floodplain has not yet been delineated within the project site. Delineation of the 100-year floodplain is necessary to precisely determine which portions of the site are subject to flood risk. The project could allow development within the 100-year floodplain, exposing people and property to risk associated with inundation from a 100-year flood.	S	**HY-2.** Prior to the approval of tentative maps, the issuance of building permits for new development or the approval of improvement plans, the Sacramento County Public Works Agency shall delineate the existing and ultimate 100-year floodplains for the entire Mather Field Specific Plan area. No development shall occur within the delineated ultimate 100-year floodplain, unless it is consistent with the requirements and provisions of the Sacramento County Floodplain Management	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		Ordinance. The existing 100-year floodplain delineation for the entire Mather Field Specific Plan area will be submitted to FEMA for approval of a revision to the Flood Insurance Rate Map for Sacramento County.	
A dam has been constructed across Morrison Creek near the northeast comer of the property, forming the 64± acre Mather Lake. Due to its federal status, Mather Dam has been exempt from the State of California's dam safety regulations. The structural integrity of Mather Dam is presently unknown. The extent of downstream flood inundation which would occur in the event of a dam failure is also presently unknown. Development of the Specific Plan land uses, including reuse of the existing single family housing area, could expose people and property to risk associated with inundation in the event of a failure of Mather Dam.	S	**HY-3.** Sacramento County shall ensure that the extent of the area of impact from a failure of Mather Dam is determined. Prior to the approval of tentative maps, building permits, improvement plans or occupancy of any use within the determined area of impact from a dam failure, Sacramento County shall ensure that Mather Dam has been inspected for structural integrity and brought into compliance with all state dam safety regulations.	LTS
Development of the Specific Plan land uses could adversely impact surface water quality if not carefully managed, by increasing the sediment and urban pollutant load of stormwater runoff discharged to Morrison Creek.	PS	**HY-4.** Comply with the County Land Grading and Erosion Control Ordinance.	LTS
		HY-5. Prior to the approval of improvement plans or the issuance of building permits for individual development proposals within the Specific Plan area, the final design of all proposed stormwater quality source and treatment control measures for the development proposal shall be approved by the County Water Resources Division, consistent with Volume 5 of the Draft City/County Drainage Manual.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Biological Resources			
Development of the Specific Plan land uses could have significantly adverse impacts upon biological resources, including the loss of wetlands and special-status species habitat known to occur in the Plan area. The full extent of such impacts cannot be adequately determined until an accurate wetland delineation and additional sensitive-status species surveys are conducted for the project site. However, the Specific Plan proposes zoning entitlements which would allow the development of urban land uses in areas known to contain extensive wetlands and special status species habitat. The Specific Plan would also allow surface mining of aggregate resources in areas known to contain extensive wetlands and special-status species habitat, subject to additional environmental review. Future development of Specific Plan land uses could result in the removal of existing trees, which could also result in significant impacts on biological resources.	S	**BR-l.** Sacramento County shall ensure that an accurate wetland delineation is prepared for the entire Specific Plan area and submitted to the Corps of Engineers for review and approval.	LTS
		BR-2. Sacramento County shall ensure that additional surveys are conducted which accurately describe the full extent of special-status species habitat/occurrences within the entire Specific Plan area.	LTS
		BR-3. Sacramento County shall ensure that a comprehensive mitigation plan for biological resources is prepared in consultation with the USFWS and DFG for the entire Specific Plan area. The mitigation plan shall demonstrate how Specific Plan impacts upon wetlands will be avoided or mitigated to a level which achieves no net loss in wetland habitat, and how Specific Plan impacts upon special-status species will be avoided, minimized, or compensated to a level of insignificance. Individual developments within the Specific Plan area shall be required to implement the mitigation strategies described in the mitigation plan to avoid or reduce impacts upon wetlands and special-status species to a less-than-significant level.	LTS
		BR-4. Prior to preparation of the comprehensive mitigation plan for biological resources, individual development proposals within the Specific Plan area (i.e., tentative maps, improvement plans, building permits) shall not be approved unless such proposals submit the following information: a) A wetland delineation of the proposed development area prepared by a qualified biologist, or written verification from a qualified biologist that the development area does not contain wetlands.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		b A special-status species survey of the proposed development area prepared by a qualified biologist, or written verification from a qualified biologist that the development area does not contain special-status species occurrences/habitat. c A mitigation plan which describes the measures that will be implemented to avoid or reduce any project development impacts upon wetlands and special-status species habitat to a less-than-significant level.	
		BR-5. Individual development projects within the Specific Plan shall obtain all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary Streambed Alteration Agreements from the California Department of Fish and Game pursuant to Sections 1601-1603 of the California Fish and Game Code.	LTS
		BR-6. Existing on-site trees shall be protected and preserved to the maximum extent feasible. Consistent with General Plan policies, the removal of any oak or other native tree (excluding cottonwoods) necessary to accommodate future development of Specific Plan land uses shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the Specific Plan area.	LTS
		BR-7. No tree shall be removed during the raptor breeding season (March 15 through August 31) unless a qualified biologist has surveyed the tree during the breeding season and found no evidence of raptor nesting activity. If the survey identifies an active raptor nest, the tree and nest shall be avoided while the nest is occupied with adults and/or young. Avoidance shall include establishment of a 300-foot diameter non-disturbance buffer zone around the nest site.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Geology and Mineral Resources			
Specific Plan development will continue to use existing residential, commercial, industrial, and public structures on the project site which may not meet current Uniform Building Code (UBC) seismic safety standards. Because existing County practices will ensure that existing buildings are evaluated for seismic safety as they are occupied by Specific Plan land uses, potential seismic safety impacts are not considered significant.	LTS	None required	LTS
An estimated 40 million tons of high quality aggregate resources, representing a 5- to 8-year supply for the Sacramento region, exist within the Specific Plan area south of the airport runways and west of the single family housing area. The proposed Specific Plan land use designations and policies would neither require nor preclude mining of these resources. Therefore, the project would not necessarily result in potential environmental and economic impacts which may be associated with the loss of availability of these resources for mining. Future mining activities could be allowed on the project site which may result in potentially significant land use compatibility, aesthetic, noise, air quality and biological resource impacts. However, any future aggregate mining proposal within the project site would be subject to further environmental review to address such issues. Therefore, project impacts associated with aggregate resources are considered less than significant at this time.	LTS	None required	LTS
Cultural Resources			
Cultural resource surveys of Mather Field have not identified any onsite prehistoric resources and there are no on-site historic resources considered eligible for listing on the National Register of Historic Places. However, there is always	PS	**CR-l.** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Department of	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
the possibility that undetected/buried prehistoric resources exist which could be impacted by project development. Furthermore, the use of Mather Field as an Air Force Base was important to the local history of the Sacramento area, and buildout of Specific Plan land uses will change the character of the property from one of historic military uses to one of a mix of civilian land uses.		Environmental Review and Assessment shall be immediately notified at 440-7914. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the find with appropriate specialists as needed. The project applicant shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	
		CR-2. Sacramento County shall ensure that a narrative description of the project site's historic use as a military base and a representative sampling of on-site buildings are recorded for future historic reference. The choice of on-site buildings to be recorded shall be coordinated with the Sacramento Archives and Museum Collection Center, and shall be determined prior to the demolition or modification of any on-site structures. The historic information shall be recorded with the North Central Information Center of the California Historical Resources Information System and the Sacramento Archives and Museum Collection Center.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Hazardous Substances			
Portions of the project site have been contaminated with hazardous substances and wastes. Responsibility for remediation of the site lies with the Air Force, with enforcement authority vested in the federal Environmental Protection Agency (EPA) and the Cal-EPA, Department of Toxic Substance Control (DTSC). Although a significant amount of remediation has occurred to date, substantial remediation work remains to be completed. The Comprehensive; Environmental Response Compensation and Liability Act (CERCLA), will not permit the transfer of title or conveyance by deed of any contaminated portions of the site until remedial systems are in place and demonstrated to be operating properly. The proposed Specific Plan project could result in the following significant impacts associated with hazardous substances: 1. Specific Plan development could involve construction activities that could expose construction workers to previously unidentified contaminated soil. 2. Specific Plan development could involve construction activities which could require the demolition and/or renovation of existing structures, possibly containing asbestos material, PCB's and lead based paint, thereby exposing construction workers and the public to associated hazards. 3. Specific Plan development could occur incrementally, so that early stages of development could be completed prior to complete remediation of the entire site, thereby potentially exposing inhabitants and users to hazardous substances. 4. Specific Plan development could interfere with cleanup efforts of existing contaminated sites.	S	**TX-l.** If the potential for previously unidentified contamination is suspected at proposed development sites, or if unidentified contamination is encountered as an unforeseen condition, sampling shall be conducted by qualified personnel, in accordance with all applicable regulations to determine the constituent levels and the extent of the contamination. If contamination is identified, remediation and disposal procedures shall be undertaken by qualified personnel in accordance with all applicable regulations, and in coordination with all applicable regulatory agencies. If remediation is deemed infeasible, construction shall be conducted by trained personnel utilizing proper personal protective equipment and practices and procedures to mitigate any health hazards.	LTS
		TX-2. If asbestos fibers are suspected or identified in soils, buried asbestos-cement pipe, or existing building materials at proposed development sites, then additional sampling shall be performed prior to any construction activities to identify asbestos-containing materials that may be contained in building materials or obscured behind walls, above ceilings, and beneath floors. Any necessary asbestos abatement procedures or demolition activities affecting asbestos containing material shall be performed by a licensed asbestos abatement contractor with properly trained personnel in accordance with all federal, state and local regulations.	LTS
		TX-3. If lead concentrations above levels at which abatement is recommended are suspected or identified in existing soil or structures at proposed development sites, additional testing shall be performed as necessary to identify lead concentrations. Any necessary lead abatement procedures shall be performed with properly trained personnel in accordance with all applicable federal, state and local regulations.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		TX-4. Unacceptable exposures to active remediation sites, areas of encapsulation or remaining contamination, and unremediated portions of Mather Field shall be prevented by one or more of the following measures as determined appropriate by regulatory agencies. a. Buffer zones as determined appropriate by regulatory agencies between areas that are completely remediated and ready for development and those that are not completely remediated. b. Cleanup of accessible portions of the site to interim levels that are determined by the lead agencies to be adequately protective for short-term human exposure. c. Interim cover of accessible portions of the site in order to bury or otherwise encapsulate hazardous materials and to prevent human exposure. d. Limitations on access to active remediation sites, areas of encapsulated or remaining contamination, and unremediated areas of the site, that are not otherwise covered by means of fencing, posting of signs, and site security. e. Dust control for active cleanup sites and unremediated bare ground. f. Perimeter air monitoring for active remediation sites and during construction. g. Awareness of the potential for encountering contaminated materials as an unforeseen condition during construction, and implementation of a response plan to mitigate exposures.	LTS

Table ES-3

Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		TX-5. For property to be leased, transferred, or conveyed to the County by the Air Force, the County of Sacramento shall require that future development at Mather Field comply with any limitations or restrictions pertaining to hazardous substance remediation identified in any lease, transfer, or conveyance agreement. These agreements are currently under negotiation with the EPA, the California EPA, the U.S. Air Force, and the County.	LTS
		TX-6. Individual site plans for each development within Mather Field shall be coordinated with locations of groundwater extraction wells, air stripping towers, and other groundwater treatment facilities.	LTS
		TX-7. The County shall coordinate with the U.S. Air Force, the U.S. EPA, the California EPA, and other involved agencies as appropriate to assure that the proposed development at Mather Field does not interfere with any adjacent, and/or on-site remediation activities, or unduly delay either project development or area remediation.	LTS
		TX-8. All contractors shall coordinate with the County, the U.S. Air Force, the U.S. EPA, the California EPA, and other involved agencies; as appropriate, to assure that construction activities do not interfere with any adjacent and/or on-site remediation activities or unduly delay either project development or site remediation.	LTS
		TX-9. The County shall cooperate with. the U.S. Air Force and the U.S. EPA and California EPA to ensure that EPA remediation priorities for Mather Field are maintained.	LTS

NI = No impact B = Beneficial LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable

Source: DERA 1997

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1.0 Introduction

This document is a joint environmental impact statement/environmental impact report (EIS/EIR) that has been prepared by both the Bureau of Reclamation (Reclamation) as Federal lead agency under the National Environmental Policy Act (NEPA) and the California Department of Water Resources (DWR) as State lead agency under the California Environmental Quality Act (CEQA).

1.1 Project Overview

This draft EIS/EIR evaluates potential environmental effects of the Joint Operations Center (JOC) Relocation Project proposed by Reclamation, DWR, and the National Oceanic and Atmospheric Administration's National Weather Service (NWS). These three agencies (the partnering agencies) propose to construct and operate the permanent JOC as a replacement facility for their current operations on El Camino Avenue (Interim JOC), including special needs, essential services, and requisite office space. The facility is proposed to accommodate approximately 600 employees and consist of approximately 200,000 square feet of building space. Detailed information about the project, proposed alternatives, and proposed sites is provided in Chapter 2.0, "Alternatives."

1.2 Scope of Environmental Analysis

This draft EIS/EIR presents an assessment of potential environmental effects associated with implementing the JOC Relocation Project (project) and identifies measures available to reduce, avoid, or otherwise minimize potentially significant effects. Where no mitigation is available to reduce the effect of a significant impact, the EIS/EIR identifies those effects as significant and unavoidable.

In addition, the project description provided in Chapter 2.0, "Alternatives," describes potential project conditions that would generate the greatest environmental effects (e.g., greatest potential height for facilities, greatest potential building footprint). Any adjustments made during the design-build process would be reviewed to determine whether they would result in environmental effects that are the same as or less than those described in this draft EIS/EIR or whether additional environmental review is warranted.

1.3 Lead Agencies

Reclamation is the Federal lead agency for NEPA, and DWR is the State lead agency for CEQA. As lead agencies, Reclamation is responsible for ensuring that the EIS complies with the requirements of NEPA and the Council on Environmental Quality regulations, and DWR is responsible for ensuring that the document complies with CEQA.

1.4 NEPA and CEQA

1.4.1 NEPA Requirements

NEPA provides an interdisciplinary framework for Federal agencies to develop information that will help them to consider environmental factors in their decision making (Title 42 of the U.S. Code [USC], Section 4321 [42 USC 4321], 40 CFR 1500.1). According to NEPA, an EIS is required whenever a proposed major Federal action (e.g., a proposal for legislation or an activity financed, assisted, conducted, or approved by a Federal agency) would result in significant effects on the quality of the natural and human environment. Implementation of the project may depend on Federal action because the proposed action would involve the use of Federal land.

1.4.2 CEQA Requirements

According to the State CEQA Guidelines (14 CCR 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant environmental impact. An EIR is used to inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to mitigate or avoid the significant effects, and describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR, along with the entire administrative record, when determining whether to certify the EIR and approve a project.

If a project would result in significant environmental impacts that cannot be feasibly mitigated to less-than-significant levels, the project can still be approved, but the lead agency must issue a "statement of overriding considerations" explaining in writing the specific economic, social, or other considerations that they believe, based on substantial evidence, make those significant and unavoidable effects acceptable.

1.5 Purpose and Intended Uses of This Draft EIS/EIR

The purpose of this draft EIS/EIR is to evaluate the potential significant environmental impacts of the project. This draft EIS/EIR will be used to support Reclamation's and DWR's decisions regarding whether to approve the project. After deciding whether to approve the project, Reclamation will issue a record of decision as early as spring 2012. In spring 2012, DWR will consider whether to certify the EIR and approve the project. These decisions will be based on numerous factors, including the potential environmental impacts and mitigation measures addressed in this draft EIS/EIR, permitting requirements, and implementation schedule.

This EIS/EIR may also be used by NEPA cooperating agencies, CEQA responsible agencies, and CEQA trustee agencies to assist in their determinations whether to issue discretionary permits over which they have authority. This EIS/EIR may also be used by other Federal, State, regional, and local agencies that may have an interest in resources that could be affected by the project.

1.6 Project Location

The project sites under consideration are located in north-central Sacramento County, with the Nimbus Hatchery Site (Proposed Site) located between the American River and U.S. Highway 50 (U.S. 50), adjacent to the Upper Sunrise Recreation Area of the American River Parkway and the DFG Nimbus Fish Hatchery in unincorporated Sacramento County. The Kilgore-Crawford Site (Alternative 1 Site) is south of U.S. 50, with the Folsom South Canal running along the eastern edge in the city of Rancho Cordova. The Mather at Peter A. McCuen Boulevard Site (Alternative 2 Site) is south of U.S. 50, within the Mather Field redevelopment area.

1.7 Need for Action

The Interim JOC does not meet critical requirements of the partnering agencies including:

- State of California's Essential Services Act requirements for the Flood Operations Center;
- safety and physical security requirements, including a 100-foot-minimum clear space building setback; and
- additional space for projected growth.

The Interim JOC building does not meet the State's Essential Services Act requirements and is not feasible to be retrofitted. The State has determined that DWR must relocate to a qualifying facility before the current lease expires. Because colocation of the essential services functions has been determined to be a key aspect of the JOC operations, Reclamation and NWS would also relocate with DWR.

The current building allows uncontrolled commercial and public vehicles to within 12 feet of the building. Correction of this requirement would be cost prohibitive if possible at all.Reclamation, DWR, and NWS have occupied the Interim JOC facility since 1995. In that time, all possible expansion potential has been used to accommodate the current staff of approximately 500 employees. The agencies anticipate that projected growth would result in approximately 600 employees who would best be served by colocating at the JOC facility. The existing lease expires in June 2015, and the agencies are proposing to construct and operate a new JOC that meets all agency requirements and project objectives.

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2.0 Alternatives

2.1 NEPA and CEQA Requirements for Evaluation of Alternatives

NEPA and CEQA require that a reasonable range of alternatives be evaluated that meet the project purpose, need, and at least most of the basic project objectives. NEPA requires evaluation of a range of alternatives to the proposed action to compare environmental effects to allow decision makers and the public to understand the impacts of implementing the decision.

In accordance with Section 15126.6 of the State CEQA Guidelines, an EIR must describe and evaluate a reasonable range of alternatives that would feasibly attain most of the basic project objectives and would avoid or substantially lessen one or more of the significant environmental impacts of the proposed project. The State CEQA Guidelines further state that the range of alternatives to be evaluated in an EIR is governed by the "rule of reason," whereby the EIR describes and evaluates only those alternatives necessary to permit a reasoned choice and to foster informed decision making and public participation.

2.2 Project Background

2.2.1 Interim Joint Operations Center

Currently, Reclamation, DWR, and the NWS are jointly located in a leased building on El Camino Avenue in Sacramento, California, called the Joint Operations Center (JOC), hereafter referred to as the Interim JOC.

2.2.2 History of Joint Location

On May 3, 1988, a letter of intent was signed by Reclamation's Mid-Pacific regional director expressing that jointly locating with DWR was desirable. Prior to this, each agency was operating separate operations offices for the Central Valley Project and the State Water Project. In 1992, Reclamation's Central Valley Operations Office (CVO) reviewed a variety of options to relocate and consolidate its technical and management staff, then located at Folsom Dam and the Federal Building on Cottage Way, respectively, with DWR operators. Preliminary planning identified a State-owned property that was suitable for constructing a permanent JOC. Following closer geotechnical investigations and more detailed review of program requirements, the selected location was determined inadequate for the permanent facility. After considering options for maintaining independent operations or colocating, Reclamation, DWR, and the NWS decided to colocate operations at the current Interim JOC facility on El Camino Avenue until a permanent location could be found. Beginning in 1995, the partnering

agencies were jointly located at this facility, which was mutually considered an Interim JOC.

In 2004, long-range planning efforts identified that the lease on the Interim JOC facility would expire in June 2015, and no efforts had been started to secure a permanent JOC facility. CVO then issued a task order to SYS Technologies, Oxnard, CA, to assist in conducting an Office Needs Assessment (ONA) as a first step in locating a suitable permanent facility. The ONA concluded that space in the Interim JOC is lacking for personal workstations, commensurate with organizational elements and staff size, and recommended that CVO consider establishing a multiagency, long-range planning team to create and maintain a database of each agency's requirements, and develop a joint plan of action to give management visibility and allow timely actions. Following this recommendation, CVO opened communications with DWR, NWS, and other potential partners seeking their interest and support in continued collocation at an alternate permanent location.

The joint location was originally undertaken to gain efficiencies and reduce costs by jointly locating related and interacting water agencies and the NWS. All three agencies determined that the joint location of their operations provided substantial opportunities for efficiency and cooperation that assisted in the performance of their critical duties, particularly during emergency operations. Jointly locating individual operations centers reduced costs and need for individual backup generators and redundant equipment, infrastructure, and guard services. This in turn reduced some of the financial burden to customers and taxpayers, as well as reducing the amount of potential greenhouse gases released through separate generators.

2.2.3 Determination to Jointly Locate and to Seek New Space

In 2005, the partnering agencies established a multiagency long-range planning team and discussed the need for a permanent facility. Following a series of discussions within each of the participating agencies and among the agencies as a group, the determination was made that joint operations would continue to be a primary goal.

Each agency then evaluated their future operational needs and anticipated requirements for space, staffing, technical and electronic equipment, and security. Through this process, the agencies identified several objectives of their joint needs and reached the conclusion that these requirements and needs could not be adequately satisfied at the current Interim JOC, either through a simple renewal of the existing lease or through minor or major renovations to the facility. Specifically, the current facilities no longer met some critical requirements and sufficient upgrades could not be accomplished to satisfy these new mandated requirements. Unmet requirements at the Interim JOC include the following:

- **Major safety and security requirements, including clear space provided by a building setback of 70 feet (later adjusted to be 100 feet):** The current building allows uncontrolled commercial and public vehicles to within 12 feet of the building. Correction of this requirement would be cost prohibitive if possible at all to

purchase the commercial and residential properties within the needed setbacks around the interim JOC.

- **Space constraints:** All possible expansion possibilities have been explored. Most have been adopted and are still insufficient to meet future growth of the participating JOC agencies.

- **State seismic and Essential Services Act requirements:** The Interim JOC was not constructed to meet Essential Services Act standards and cannot be economically retrofitted to adhere to these standards.

Thus, the State determined that DWR must relocate to a qualifying facility before its lease expires; in the meantime, DWR has been authorized to remain in the current, substandard facility through a one-time-only exemption.

In mid-2006, the directors of Reclamation and DWR signed the Principles of Agreement for Colocation of California Department of Water Resources State Water Project Operations Control Office and United States Bureau of Reclamation Central Valley Operations Office, which stated that Reclamation and DWR will colocate at a yet-to-be-determined permanent JOC site. This document authorized Reclamation's Mid-Pacific Region and DWR to jointly work toward acquiring common facilities to replace the Interim JOC and to have such facilities ready to occupy as soon as possible, but no later than the end of the existing lease on June 30, 2015.

DWR requested that the California Department of General Services (DGS) assist the team in identifying available potential properties that would meet the needs and objectives of the partnering agencies and providing the oversight necessary for relocation to a permanent facility.

2.3 Project Purpose and Need and Project Objectives

The purpose of this project is to provide a permanent facility in the Sacramento area that meets the special needs, essential services, and requisite office space for the combined occupancy of Reclamation, DWR, and NWS. Special needs are defined as two control centers, a flood operations center, backup power supplies, primary and backup communication systems, intense computer infrastructure, and physical and cyber security systems. Special needs also consist of meeting the State's Essential Services Act criteria for the Flood Operation Center. The Interim JOC building does not meet the State's Essential Services Act requirements and is not economically feasible to be retrofitted. Reclamation and DWR need to relocate to a qualifying facility before the current lease expires.

The location of the JOC must meet the primary objectives to be considered; secondary objectives help to define a preferable site. The primary and secondary objectives of the JOC Relocation Project are as follows:

Primary Objectives

- colocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet); obtain or locate a facility outside the 200-year floodplain within 25 miles of downtown Sacramento;
- provide sufficient security buffers around the perimeter of buildings (100 feet from uncontrolled traffic to building);
- provide reliable and redundant power;
- provide line of sight communications for all agencies and a permanent facility that results in ownership of the land and facilities; and
- develop a sustainable and energy-efficient building complex that is Energy Star labeled and is respectful of the local and global environment by achieving a minimum of the Leadership in Energy and Environmental Design (LEED®) Silver Rating that complies with the California Green Building Code and meets State Essential Services Act criteria.

Secondary Objectives

- locate in a safe area with frequent law enforcement patrols;
- provide sufficient parking for all occupants;
- have a lower risk of incompatible adjacent development;
- use currently owned Federal or State lands; and
- if possible, be located near restaurants and alternative modes of transportation.

2.4 Alternatives Development Process

The alternatives development and screening process used to identify possible sites for the relocation of the Interim JOC facility is summarized below and detailed in Appendix B, "Alternatives Development Process." In addition to the screening process summarized below, another alternative was offered during the public scoping process. This additional alternative is discussed in Section 2.6.3, "Alternative 2."

2.4.1 Initial Site Screening

In 2006–2007, the partnering agencies performed some initial searches in an effort to locate potential sites or existing buildings that could feasibly meet most or all of the project objectives. The project objectives were generally used as the screening criteria for potential sites or existing buildings. Some available Federal and State lands were found that could feasibly meet most or all of the project objectives. The following specific sites and general areas were initially considered by the partnering agencies:

Specific Sites:

- An approximately 5-acre site on Butano Drive, north of Cottage Way and south of the Sam's Club store at Country Club Centre was determined to be too small to accommodate the necessary facilities, parking, and security buffer and, therefore, was removed from consideration by the partnering agencies. This property was not listed for detailed study.

- Reclamation owns property west of Nimbus Dam, east of Hazel Ave, on the bluff above the lake and adjacent to Hazel Avenue. This property was initially ranked the highest of the four Reclamation-owned parcels by the partnering agencies. This property is the highest elevation of any property considered and is already owned by the Federal government. The property is close to the Nimbus Dam and power plant, which provides for easy access to already-installed communications equipment and redundant reliable power, which could further reduce infrastructure costs. Originally purchased under the Central Valley Project, American River Division project authority, the land is now used primarily for access for a Lake Natoma overlook and day-use area. Following discussions with the California Department of Transportation, this site was later determined to be inaccessible because of the Hazel widening project. This site could only be accessed by traveling northbound on Hazel Avenue and, therefore, was removed from consideration by the partnering agencies. This property was not listed for detailed study.

- Reclamation owns property southwest of the Nimbus Fish Hatchery and adjacent to the Jedediah Smith Memorial Trail. This Federally owned property was originally ranked second of the four Reclamation-owned parcels. This property is south of the California Department of Fish and Game (DFG) headquarters building and southwest of the Nimbus Fish Hatchery and maintenance buildings. The land is primarily disturbed brownfield covered with dredge spoils and some scattered trees and shrubs. Most of the spoils have been previously bulldozed into a somewhat flat area. This property was listed for detailed study. This property remains as one of three action alternatives evaluated in detail in this EIS/EIR.

- Reclamation owns property east of the Lake Natoma Marina and west of U.S. Highway 50 (U.S. 50), adjacent to the Jedediah Smith Memorial Trail. This Federally owned property was originally ranked third of the four Reclamation-owned parcels. This property is close to the Lake Natoma Marina and Nimbus Dam and is currently being administered by the California Department of Parks and Recreation. The land is primarily leveled dredge spoils with dense growth of trees and shrubs. The Nimbus site was ranked higher because it has more clear space available and it has private and commercial development already surrounding it. Vegetation removal also would be more extensive than at the Nimbus site and would result in greater impacts on terrestrial habitat. This site was not listed for detailed study.

- Reclamation owns property west of Lake Natoma adjacent to Teichert property near Sunset Avenue and Main Avenue. This Federally owned property close to the north

bank of Lake Natoma was not of adequate size. However, it was considered because of the large vacant Teichert property adjacent to the north. It was hoped that this property could be purchased and combined with the Federal property. Following initial walkthrough of the property it was determined that the property was not easily accessible. The site is not located near any major intersections or travel corridors and the primary access routes from either direction pass through major established residential developments. The property is not close to freeways or mass transit. Despite these shortcomings, this property was listed for detailed study because of the potential to reduce costs by using Federally owned property.

- DWR owns property in West Sacramento along West Capitol Avenue. This 18-acre property is approximately 6 miles from downtown Sacramento. No development is on the property; however, it is not outside the 200-year floodplain. This parcel was removed from consideration by the partnering agencies and not included for detailed study.

General Areas:

- **Property in the Mather Field area of Rancho Cordova:** A number of properties were suitable in this area, but not all were available for purchase. Some required owner/developer buildout and long-term lease arrangements. These properties were included for detailed study.

- **Industrial and commercial sites in the Rancho Cordova area:** This area offered numerous commercial sites for sale and development. These properties were included for detailed study. (Ultimately, the privately owned Kilgore Site emerged as the only potentially feasible and privately owned site in the Rancho Cordova area and was one of three action alternatives evaluated in detail in this EIS/EIR.)

- **Available property in the city of Folsom:** These properties were later determined to be beyond the distance parameters from downtown Sacramento during midday and were removed from consideration by the partnering agencies. These properties were not included for detailed study.

- **Property in the McClellan Field area along the Interstate 80 corridor:** These properties were included for detailed study.

- **Property in the Rosemont area near Watt Avenue and U.S. 50:** A limited number of sites were available in this area but development was occurring at a rapid pace during this evaluation. These properties were not included for detailed study.

The initial properties described above were evaluated for their ability to generally meet the project purpose and objectives. As a result of the initial screening, one Federally owned site (Nimbus site) and one partially Federally owned site (Teichert site) were carried forward and evaluated as part of the alternatives development and screening process. No existing commercial buildings of sufficient size, that met the objectives, were available for lease or purchase at that time. The general areas above that had potentially feasible properties were further evaluated as discussed below DWR requested that DGS

provide a more detailed search to locate available private properties that DWR could acquire for ownership using a subset of the project objectives (within 25 miles of downtown, not located within a 200-year flood zone area, and with sufficient land to construct an approximate 200,000-square-foot building including parking and security buffers). The real property study considered locations north, south, east, and west of downtown Sacramento, along Interstate 80, Interstate 5, and U.S. 50, including all general areas above that had potentially feasible properties. From these locations, only a handful of commercial properties near or within Mather Park plus the Federal properties were identified to meet these criteria at that time. The conclusion of the detailed real property study by DGS was that Sacramento had very little available office land and that the primary owners of the office land are investors or developers intending to build on their land and lease out the space. These investors or developers are typically not in the business to sell land. However, DGS did find four private properties that could have the potential for sale. These four properties were added to the two Federally owned properties discussed previously to total six properties reviewed in the alternatives screening process described below under Section 2.2.4, "Alternatives Development and Screening."

DGS also looked for existing buildings within the search area that could generally meet the project objectives, which include the need to meet Essential Services Act guidelines. The investigation looked for existing facilities as part of the economic study provided by DGS to identify alternatives for acquiring the needed facilities and those costs associated with the alternatives available. At that time, only two facilities were identified that met the Essential Services Act guidelines, and each was occupied by other agencies that were required to have such structures for operations. Thus, any option to utilize existing structures would require either modification of existing facilities or construction of a new facility in conjunction with use of existing facilities. The economic analysis found that the long-term cost to utilize existing facilities under this consolidated lease scenario was not the most affordable option when compared to constructing new facilities for ownership by DWR. More detail can be found in Section 2.4.2 below and in Appendix B1, "Economic Analysis."

2.4.2 Economic Analysis

DWR tasked DGS to prepare an economic analysis for the project. An economic analysis looks at alternatives to develop a project and makes recommendations on those that are in the best interest of the State. The scenarios included in the economic analysis were: do nothing, consolidated lease (no-ownership in project), lease purchase (lease with option to purchase), and capital outlay design-bid-build (ownership). The economic analysis found that a consolidated lease option was not the most affordable alternative.

The analysis for the consolidated lease option found that only two existing facilities in the greater Sacramento area meet the Essential Services Act requirements. Rental rates for the two facilities were evaluated and determined not to be the most affordable alternative. Improving Class A Office Space to meet the Essential Services Act guidelines was above the competitive market lease rates and was not the most affordable alternative.

The lease with an option to purchase provides long-term benefits. As the dept service retires, the costs are limited to only operation and maintenance expenses, then program cost are reduced in the long term versus a continued lease payment that escalates over time. The State would be required to choose the lowest Net Present Value (NPV) alternative. The two lowest cost alternatives included lease with option to purchase for a private sector development (Option A) and lease with option to purchase with use of public lands (Option B). Of the lease purchase options, Option A was slightly less cost prohibitive than Option B. The Public Sector Development Option B had participation from the Federal government with a longer construction period and increased construction costs. Option B has the potential to be less then Option A since the estimated Federal land value is included in the economic analysis. It is expected that there will be no cost associated with the future lease agreement between DWR and Reclamation for use of the property which can offset increased construction cost.

The report concluded that lease purchase was the most affordable option for the State. The capital outlay was the next most affordable option, and the consolidated lease was the most expensive of the alternatives studied. This study validated that ownership is in the best interest for the Federal and State partners.

2.4.3 Alternatives Development and Screening

The six potential sites were carried forward into the alternatives development process as a result of the initial site screening. The six potential sites under preliminary consideration are described in Table 2-1. The locations of these sites are shown in Exhibit 2-1.

Table 2-1
Sites Selected for Alternatives Screening

Site Name	Description
Nimbus Hatchery	Federally owned land
Kilgore-Crawford	Privately owned land
North Mather-Zinfandel	Privately owned land
North Mather-Bear Hollow	Privately owned land
Mather-Armstrong	Privately owned land
Teichert (Sunset & Main)	Private and Federally owned land

Source: Data compiled by AECOM in 2010 based on information provided by DWR

The alternatives screening process consisted of analyzing and identifying those alternatives that best meet the project objectives or that were found infeasible because of technical, logistical, cost, or other constraints. Each partnering agency weighted each criterion by importance to that agency. The total of the weighted criteria for each agency could not be greater than 100. Table 2-2 shows how each agency weighted each criterion.

Each site then received a total score from each agency for all evaluation criteria by multiplying the agency's ranking and weighting factors. The ranking factors for each site selection criterion were assigned by the following statements:

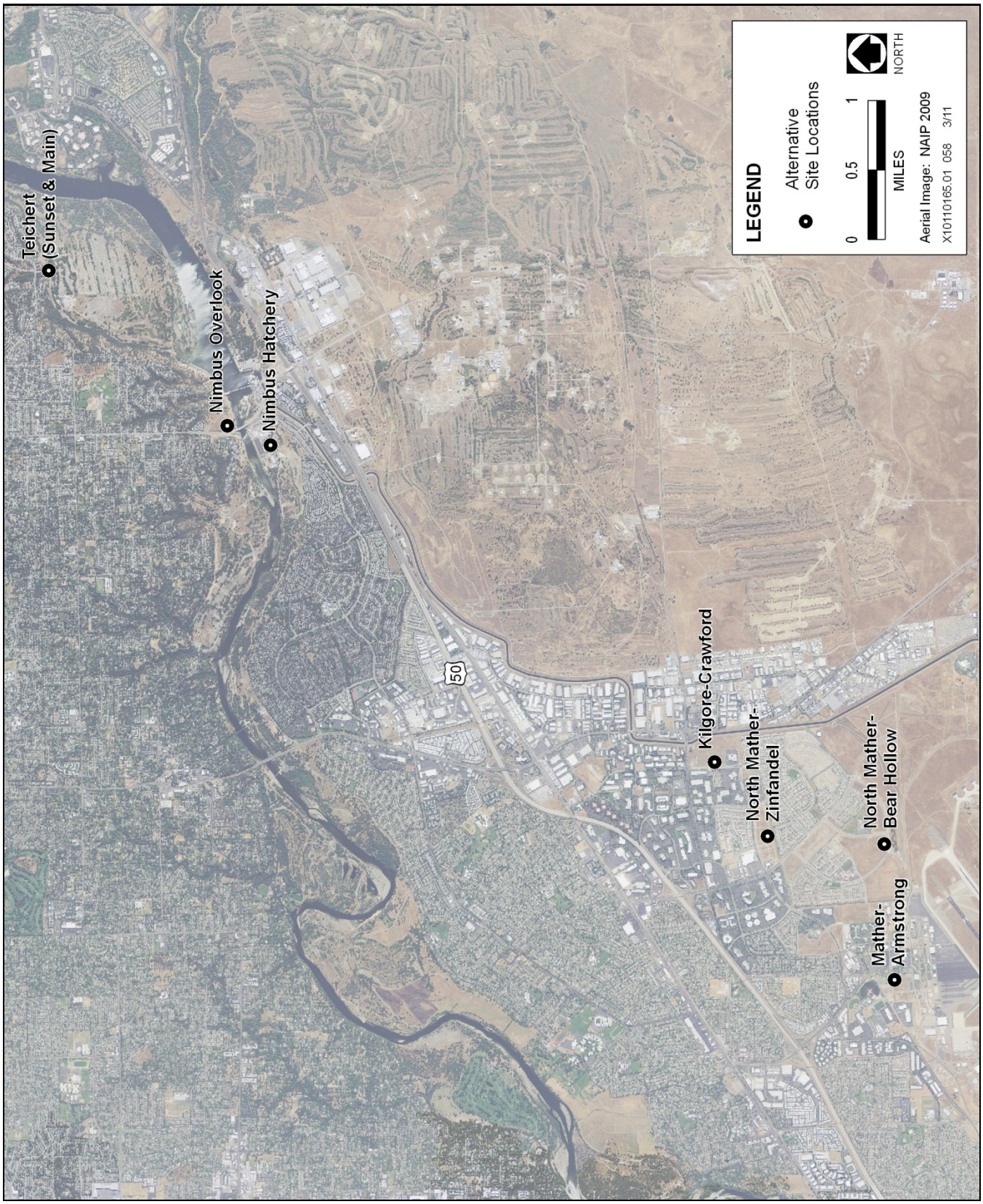


Exhibit 2-1: Alternative Site Locations

1 = Does not satisfy evaluation criterion
2 = Partially satisfies evaluation criterion
3 = Minimally satisfies evaluation criterion
4 = Mostly satisfies evaluation criterion
5 = Completely satisfies evaluation criterion

A summary of the ranking and scoring for each site by each agency is included in Appendix B2, "JOC Site Survey and Criteria Ranking." A total score was calculated for each site by adding each agency's individual score together. Table 2-3 presents the results of the ranking for each site.

2.4.4 Alternatives Eliminated from Further Consideration

Of the six alternatives evaluated in the screening process described above, the following alternatives were eliminated from consideration for the reasons described below and were not carried forward in this EIS/EIR:

- **Teichert (Sunset and Main):** Although the Teichert site ranked second in the alternatives ranking process, the site is not located near any major intersections or travel corridors and the primary access routes from either direction pass through major established residential developments. Consequently, this alternative does not meet the primary objective to colocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet). This site is not reasonably accessible.

- **Mather-Armstrong:** The Mather-Armstrong site was identified as approximately 5 acres. This alternative site was too small to meet several primary objectives: collocate Federal and State operations and partnering agencies from the current Interim JOC to a reasonably accessible facility large enough to accommodate approximately 600 staff and technical and specialized equipment (approximately 200,000 square feet), and provide sufficient security buffers around the perimeter of buildings (approximately 100 feet from uncontrolled traffic to building).

- **North Mather-Bear Hollow:** The North Mather-Bear Hollow site was determined to be high risk owing to the flight path of the Mather Airport. In addition, the site was identified as a possible flooding risk because of a nearby stormwater pump station and concerns regarding redundant power for the pump station in the event of widespread power outage. This alternative would not meet the following primary objectives: obtain or locate a facility outside the 200-year floodplain within 25 miles of downtown Sacramento (because of potential flooding from the nearby stormwater pump), provide sufficient security buffers around the perimeter of buildings (100 feet from uncontrolled traffic to building), and provide reliable and redundant power.

Table 2-2
Alternatives Screening Evaluation Criteria and Weight Factors

Evaluation Criteria	Description	Agency Weight Factors[1]			
		Reclamation	DWR Flood Operations Office	DWR O&M Office	NWS
Security					
Building perimeter security buffer	Allow for a 70-foot building setback to establish a security perimeter.	11	11	11	--
Control of surrounding business and events	Giving preference to sites with boundaries near natural safety barriers, such as Federal canals or adjacent Federal lands, helps prevent the building of structures close to Federal perimeters and reduces the amount of land necessary for security and safety boundaries of Federal facilities and lives. Building Federal buildings in undeveloped commercial areas increases concerns related to additional uncontrollable buildings or structures being constructed closer to property boundaries than anticipated. Security benefits can be achieved by building in areas not subject to large quantities of delivery trucks.	11	10	10	--
Flood					
Above 200-year floodplain	Situate above the 200-year floodplain elevation.	10	11	11	20
Localizes flooding and inundation	Locate outside of areas prone to surface flooding.	8	10	10	10
Utilities					
Access and line of sight to agencies communication towers	Accommodate a line of sight for all partnering agencies' specialized communications systems and equipment. Redundant communication systems must be immediately accessible. Given preference to sites near or next to existing communication facilities to reduce communication costs and possibly eliminate the need to build a communication tower.	9	10	10	20
Power redundancy	Provide excellent power service availability, reliability, and redundancy.	10	11	11	--
Public utilities availability	Give preference to sites near existing commercial power. Having two power sources helps reduce the agencies' power redundancy costs.	9	8	8	--
Land					
Land acquisition costs	Give preference to Federal or State-owned land, which would eliminate land acquisition costs.	10	8	8	20
Access					
Parking availability	Accommodate enough parking for all Partnering agencies, as allowed by Federal and State guidelines.	9	8	8	10
Public Transportation	Locate within 15-minute walk to public transportation, bus service, and/or light rail.	6	6	6	10
Near major thoroughfare	Locate along or adjacent to a major traffic thoroughfare with adequate restaurant/food service facilities.	7	7	7	10

Notes: Reclamation = Bureau of Reclamation, DWR = California Department of Water Resources, O&M = Operations and Maintenance Center, NWS = National Oceanic and Atmospheric Administration's National Weather Service

[1] A weighting factor of 11 indicates a criterion that is considered nonnegotiable. The total for all weighting factors for each agency must equal 100.

Source: Data compiled by AECOM in 2010 based on information provided by DWR

Table 2-3
Alternatives Screening Rankings by Site

Ranking	Site Name	Ranking Score (points)				
		Reclamation	DWR Flood Operations Office	DWR O&M Office	NWS	Total
1	Nimbus Hatchery	452	455	410	430	1,747
2	Teichert (Sunset and Main)	408	386	385	310	1,489
3	Kilgore-Crawford	342	413	305	360	1,420
4	Mather-Armstrong	346	355	327	360	1,388
5	North Mather-Bear Hollow	324	347	312	360	1,343
6	North Mather-Zinfandel	255	292	247	360	1,154

Notes: DWR = California Department of Water Resources; NWS = National Weather Service; O&M = Operations and Maintenance
Source: Data compiled by AECOM in 2010 based on information provided by DWR

- **North Mather-Zinfandel:** It was determined that the North Mather-Zinfandel site would not meet project objectives for a perimeter security buffer. Consequently, this alternative would not meet the following primary objective: provide sufficient security buffers around the perimeter of buildings (100 feet from uncontrolled traffic to building).

More detailed information on the alternatives considered but eliminated is provided in Appendix B, "Alternatives Development Process."

2.4.5 Public Scoping Alternative

During public scoping for this EIS/EIR, several public comments were made to locate the facility elsewhere, such as at Mather Field, the former McClellan Air Force Base site, the Aerojet property, or other locations. However, only one specific alternative to the proposed location was provided: already constructed office space at Mather Field on Peter McCuen Boulevard (Mather at Peter A. McCuen Boulevard Site alternative or Alternative 2). This suggested alternative already includes 110,000 square feet of office space that is LEED Silver Certified, with designs for a second building on hold. The Federal planning team arranged a site visit with the owner/developer of the site to evaluate the suitability of the location. From preliminary inspection, the current building meets the requirements for LEED Silver Certification, and could be built to suit a portion of the office needs for the permanent JOC. There also appears to be additional space to meet Essential Services Act guidelines and building size requirements. The building and lot owner would be interested in a lease purchase option, making ultimate ownership by the State possible. The ability to meet the communications and redundant power objectives is still being evaluated. Review of the CEQA documentation, prepared in 2009, for the existing project indicates all State and local environmental review requirements have been met, including implementation of required mitigation measures.

When considering whether this alternative should be evaluated in detail in the EIS/EIR, the Partnering Agency planning team considered what information would be provided to the decision makers and the public to inform the decision. The three primary factors

considered were whether this alternative would: generally meet most or all of the project objectives, reduce environmental effects, and differ sufficiently from other action alternatives to expand the range of reasonable alternatives evaluated in the EIS/EIR.

When considering the project objectives, the location is large enough to provide for the necessary security buffers and space requirements, meet Essential Service Act guidelines, and the existing office space is LEED Silver Certified. The owner is willing to allow the property to be sold and ultimately owned by the State, and the site is within the 25-mile commute area to downtown. Further evaluation of this alternative to provide redundant power, line of site communications, or dedicated fiber optic for communications is underway. The extent to which adjacent development could be controlled must also be determined. When considering the range of alternatives, this alternative provides a substantial difference from the other action alternatives because half of the office space is already constructed to required specifications, which reduces construction-related environmental impacts. The Mather at Peter A. McCuen Boulevard Site alternative is potentially feasible, enhances the range of alternatives, potentially reduces environmental impacts, and provides valuable information to the public and decision makers regarding site selection. Consequently, the Mather at Peter A. McCuen Boulevard Site alternative was included as a third action alternative for comparison of alternatives to provide a more complete range of alternatives to the proposed project.

Environmental review of the partially completed existing project at this site consists of the Mather Field Specific Plan Final Subsequent Environmental Impact Report February 1997 (FSEIR) (State Clearinghouse #96052108), Mather Office Campus Project Initial Assessment (RC-07-295), June 2007, and Mather Office Campus, Phase III, Building B Project Initial Assessment (RC-08-368), September 2008. The FSEIR analyzed the impacts of adopting land use and zoning amendments for the Rancho Cordova General Plan. The Mather Field Specific Plan provides the zoning and development authority for the Specific Plan Area, allowing for the development of approximately 5,707 acres from military use to civilian uses. These amendments changed many of the designated uses from public/quasi-public to commercial and office uses, which include the area of Alternative 2. This change in zoning added approximately 147 acres to Rancho Cordova that could be developed for commercial and office use.

Alternative 2 includes one parcel that is part of this earlier evaluation. The impact assessment in the FSEIR included the impacts associated with changing land uses for the entire Mather Field Specific Plan Area, and the magnitude of impacts and subsequent mitigation measures are commensurate with a much larger area of development than the two parcels being considered for the JOC Relocation Project. Subsequently, two site-specific analyses were prepared by the Rancho Cordova Planning Commission to evaluate site-specific impacts that may occur when approving construction of office space on these two parcels. The first assessment was prepared and approved by the planning commission in 2007, and the second building was reviewed and approved for construction in 2009. The planning commission adopted specific requirements for construction of the second building, including implementing the mitigation measures from the FSEIR, and other requirements. These requirements will be followed by the

developer when constructing the second building, and would be committed to by the State if this alternative were chosen.

These documents were prepared in compliance with CEQA, and have been publicly reviewed and certified. Both Reclamation and DWR have independently reviewed these documents and find that the environmental analysis of the existing project is still relevant and accurate. Therefore, this EIS/EIR incorporates the analysis in these existing documents by reference, and relies on these documents regarding disclosure of the environmental impacts of the Mather at Peter A. McCuen Boulevard Site alternative (Alternative 2).

2.4.6 Alternatives Carried Forward for Evaluation in This EIS/EIR

Based on the screening evaluation described above, the following alternatives have been carried forward for evaluation in this EIS/EIR:

- No-Action/No-Project: a new JOC facility would not be built and the current lease on the Interim JOC facility on El Camino Avenue would be extended;
- Proposed Action: Nimbus Hatchery Site;
- Alternative 1: Kilgore-Crawford Site; and
- Alternative 2: Mather at Peter A. McCuen Boulevard Site.

These four alternatives are described in detail below. The Proposed Action, Alternative 1, and Alternative 2 were developed for consideration for the JOC Relocation Project. The analysis provided in this EIS/EIR serves as the final stage of alternatives evaluation, and the EIS/EIR serves as an informational document for decision makers at Reclamation and DWR to proceed with selection of a site and implementation of the project.

2.5 No-Action Alternative

NEPA and CEQA require the alternatives analysis to include a No-Action Alternative. The No-Action Alternative is synonymous with the “No-Project Alternative” under CEQA. The major difference between the two is that under CEQA, the No-Project Alternative represents only the continuation of current conditions. The purpose of including a No-Action Alternative is to allow the lead agencies to consider the effects of not implementing the project.

Under the No-Action Alternative, the new JOC would not be constructed and the lease at the Interim JOC facility, located on El Camino Avenue in Sacramento, California, would be extended. The facility consists of approximately 129,300 sq. ft. of office space, with approximately 500 existing employees.

While this alternative would eliminate the environmental impacts directly associated with the construction of a new JOC facility, it would not meet the purpose and need for the

Proposed Action stated in Chapter 1.0, "Introduction," of this EIS/EIR or the project objectives identified by the partnering agencies to ensure adequate operations.

With the No-Action Alternative, security setbacks could not feasibly be achieved and adjacent development at the site conflicts with the security needs of the facility. The No-Action Alternative would not provide the agencies with the space necessary for approximately 600 staff. DWR may not be able to extend the lease or release any space for the Flood Operations Center, because the No-Action Alternative would continue to place critical flood control services in a building that does not meet the mandated Essential Services Act criteria.

2.6 Description of Action Alternatives

2.6.1 Proposed Action

The Proposed Action consists of construction and operation of the JOC facilities on all or part of three Federally owned parcels at the Proposed (Nimbus Hatchery) Site that have an approximate total combined area of 25.5 acres in an unincorporated portion of Sacramento County. Table 2-4 lists the Sacramento County Assessor's parcel numbers (APNs) for those parcels comprising the Proposed Site. The site is currently undeveloped, with the exception of an existing access road, and contains dredge spoils from gold mining on the American River. Nimbus Road, the existing two-lane paved access road, is located off of Gold Country Boulevard in the northern portion of the site. This road is currently used for access to the DFG regional office and parking areas for the Upper Sunrise Recreation Area of the American River Parkway System.

Table 2-4
Proposed Site APNs

Assessor's Parcel Number
069-0040-040-0000
069-0040-001-0000 (road)
069-0040-087-0000 (road)

Note: APNs = Assessor's Parcel Numbers
Source: Sacramento County Assessor's Office 2010

Location

The Proposed Site is located approximately 0.5 mile northwest of the intersection of U.S. 50 and Hazel Avenue and approximately 700 feet south of the American River (Exhibit 2-2).

The Proposed Site is adjacent to the Upper Sunrise Recreation Area of the American River Parkway System. To the immediate north of the Proposed Site is the Jedediah Smith Memorial Trail, which runs east to west. North of the trail is the Nimbus Fish Hatchery, operated by DFG (Exhibit 2-3).

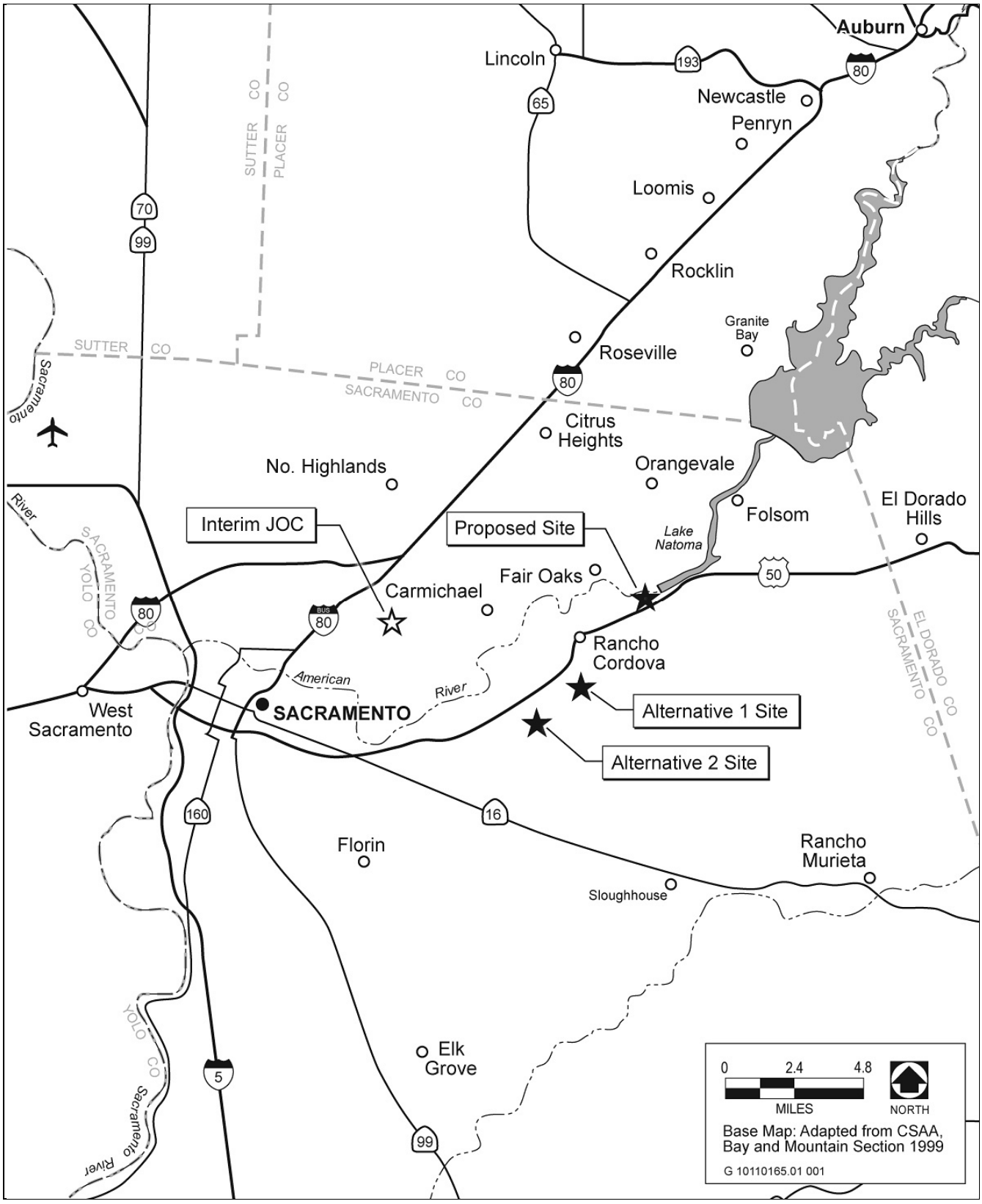


Exhibit 2-2: Vicinity Map

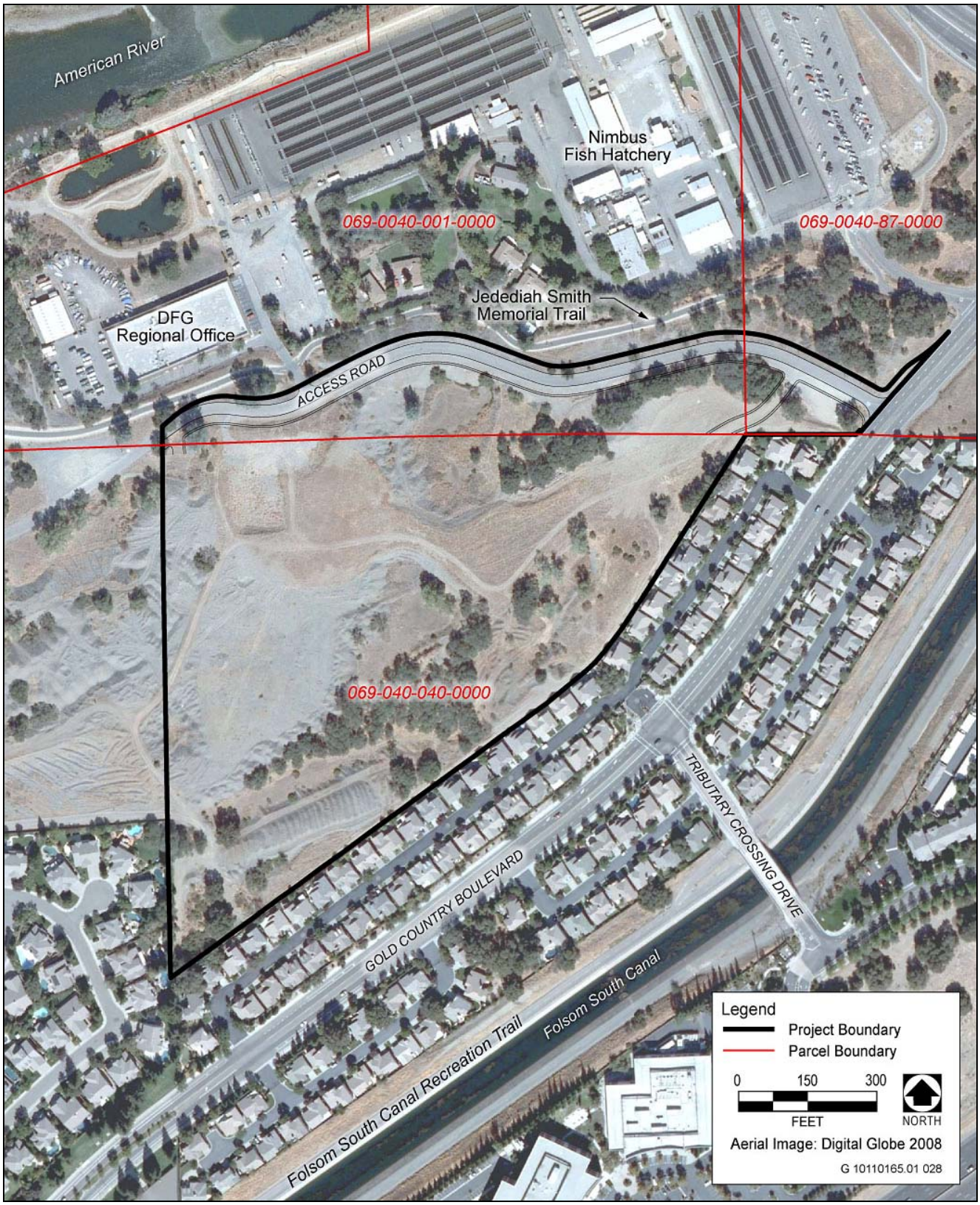


Exhibit 2-3: Proposed Action Parcels and Boundaries

To the immediate south, southeast, and southwest of the site is Gold Country Estates, a residential neighborhood. Farther to the west and southwest of the site is the community of Gold River. Farther to the south of the site is the northeastern section of the city of Rancho Cordova, and south of that (south of U.S. 50) is the Aerojet facility. Approximately 0.3 mile to the east of the site is Hazel Avenue, and farther to the east and northeast is the city of Folsom.

Access to the project vicinity is from U.S. 50 via Hazel Avenue and Gold Country Boulevard. The Proposed Site is accessed by Nimbus Road, a two-lane paved road off of Gold Country Boulevard that would be improved as part of the project (see description below).

Land Acquisition and Other Entitlements

With the Proposed Action, land acquisition would not be required because the properties are presently owned by Reclamation. DGS, on behalf of DWR, would manage development of the property and would be responsible for oversight of the selected contractor. The State would enter into a long-term lease/purchase agreement with the contractor, a third-party developer, to design and develop the JOC facility and would lease space to Reclamation and NWS. At the end of the term of the lease/purchase with the developer (typically 25 years), the State would take title of the building.

Section 10 (43 U.S. Code 373) of the Reclamation Act of June 17, 1902, provides the Secretary of the Interior (Secretary) with the authority to issue rules as necessary to carry out the provisions of the act. Section 10 (43 U.S. Code 387) of the Reclamation Project Act of 1939 provides the Secretary the authority, in his discretion, to grant leases, licenses, easements, and rights-of-way. These two acts provide Reclamation with the general statutory authority to issue rules on authorizing or prohibiting uses of Reclamation land, facilities, and water bodies.

DFG currently has an approximate 50-year license, executed on November 21, 1968, with Reclamation to construct, operate, and maintain a free public road to provide fishing access across the two Federal parcels that adjoin the Proposed Site, specifically for access to parking areas of the Upper Sunrise Recreation Area at the western end of the road.

Right-of-way acquisition or easements from Sacramento County (County) or other local agencies may also be required to complete roadway improvements and/or provide utilities to the Proposed Site. Easement or right-of-way acquisition needs would be further determined during final design of the Proposed Action.

Proposed Facilities

The major components of the Proposed Action include the special needs, essential services, and requisite office space for the combined occupancy of Reclamation, DWR, and NWS. Special needs are defined as two control centers, a flood operations center, backup power supplies, primary and backup communication systems, intense computer infrastructure, and physical and cyber security systems. Special needs also consist of meeting the State's Essential Services Act criteria for the Flood Operation Center. Site improvements include security fencing and widening and improvements of the existing

access road. These major components would be similar for both action alternatives, with variations depending on site-specific conditions. These components are based on conceptual/preliminary design for the purpose of environmental review. Elements of the project would be further developed and refined during final design.

Operations Facilities and Requisite Office Space Proposed operations facilities and requisite office space at the new JOC facility would include space for DWR's Division of Operations and Maintenance, Operations Control Office, SWP Power and Risk Office, Division of Flood Management, and DSM offices; Reclamation's CVP Operations Office; and the National Oceanic and Atmospheric Administration's NWS and River Forecast Center. The proposed facilities would accommodate approximately 600 employees.

Two site layout configurations, a Campus Layout Option and Three-Story Building Option are being evaluated for the Proposed Action. For each layout option, the buildings would be set back from the property boundaries, roadways, and parking areas by a minimum of 100 feet to meet critical security and vehicle separation requirements for Federal and State buildings. Each site configuration is discussed in greater detail below.

Campus Layout Option The Campus Layout Option for the Proposed Action would consist of two two-story buildings and two one-story buildings, providing approximately 200,000 sq. ft. of office space, and a total of 750 parking spaces as shown in Exhibit 2-4.

The two two-story office buildings would be approximately 35 feet tall, and would provide approximately 172,000 total sq. ft. of office building space. One of the two-story buildings would provide approximately 88,000 sq. ft. of office space for DWR's Flood Division of Flood Management, NWS, and River Forecast Center. The other two-story office building would provide approximately 84,000 sq. ft. of office space for Reclamation and DWR Water Project Operations.

The two one-story buildings would provide approximately 28,000 sq. ft. of building space for Reclamation's and DWR's Operation Centers. Two attached one-story areas, approximately 9,500 sq. ft. each and 25 feet tall, would provide space for Reclamation's Project Operation Center (POC) dedicated to CVP Operations and DWR's POC to house the Operations and Maintenance Division.

The second, detached one-story building would be for Essential Services Act needs that would house DWR's Flood Operations Center (FOC). The FOC building would be approximately 25 feet tall, cover 9,000 sq. ft., and would be constructed to meet special mandated Essential Services Act requirements.

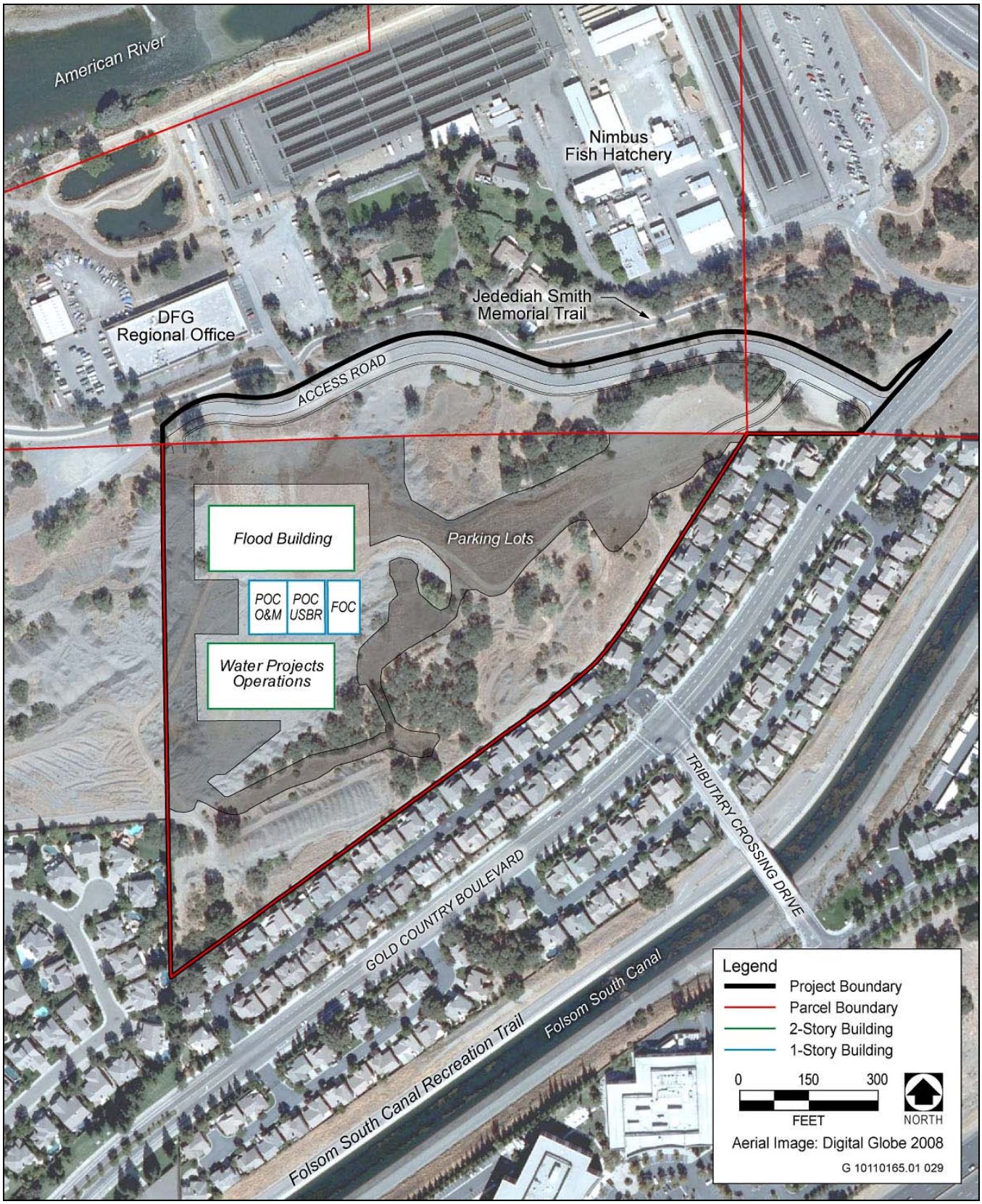


Exhibit 2-4: Proposed Action Campus Layout Option

The Campus Layout Option would be designed in a manner that accounts for local jurisdiction requirements and maintains the existing natural edge at the surrounding uses, by maintaining building setbacks and stepbacks minimizing visual impacts on the American River Parkway and adjoining residential development.

Three-Story Building Option The Three-Story Building Option for the Proposed Action would consist of one three-story building and two one-story buildings providing approximately 200,000 sq. ft. of office space, and a total of 840 parking spaces as shown in Exhibit 2-5.

The three-story office building would be approximately 50 feet tall, and would provide approximately 172,000 total sq. ft. of office space for Reclamation and DWR's Water Project Operations and DWR's Flood Division of Flood Management offices. The footprint of the three-story building would be approximately 57,300 sq. ft.

The two one-story buildings would provide approximately 28,000 sq. ft. of building space and would be similar to those described for the Campus Layout Option.

As described above, the Three-Story Building Option would also be designed in a manner that accounts for local jurisdiction requirements and maintains the existing natural edge at the surrounding uses, by maintaining building setbacks and stepbacks minimizing visual impacts to the American River Parkway and adjoining residential development.

Open Space and Landscaping Open space, primarily using the existing woodland vegetation and natural cobble materials located around the perimeter of the Proposed Site, would be incorporated into final site design. In developed areas, a combination of natural materials with drought-tolerant landscaping would be used in conjunction with existing vegetation and trees. At plazas leading to and between buildings, walkways, and other open space, site improvements would include a combination of landscape areas and permeable and impermeable hardscape materials. Structured components would consider access, transport-and-safety issues, durability, heat-island reduction, and glare reduction. Landscaping would also be used as security screening between structures and vehicular areas. Landscaping in the parking areas would be constructed in a manner consistent with the County's local landscaping ordinances. Under either the Campus Layout Option or the Three-Story Building Option, approximately 14 of the 25.5 acres would be open space and landscaping, with approximately 11.5 acres of impermeable surfaces (including the access road).

Site Security and Secured Perimeter Security is an essential requirement of this project. The Federal and State agencies occupying this facility each have requirements for securing their facilities. Reclamation's operations facilities will need to be constructed in compliance with the U.S. Department of Homeland Security and other security mandates.

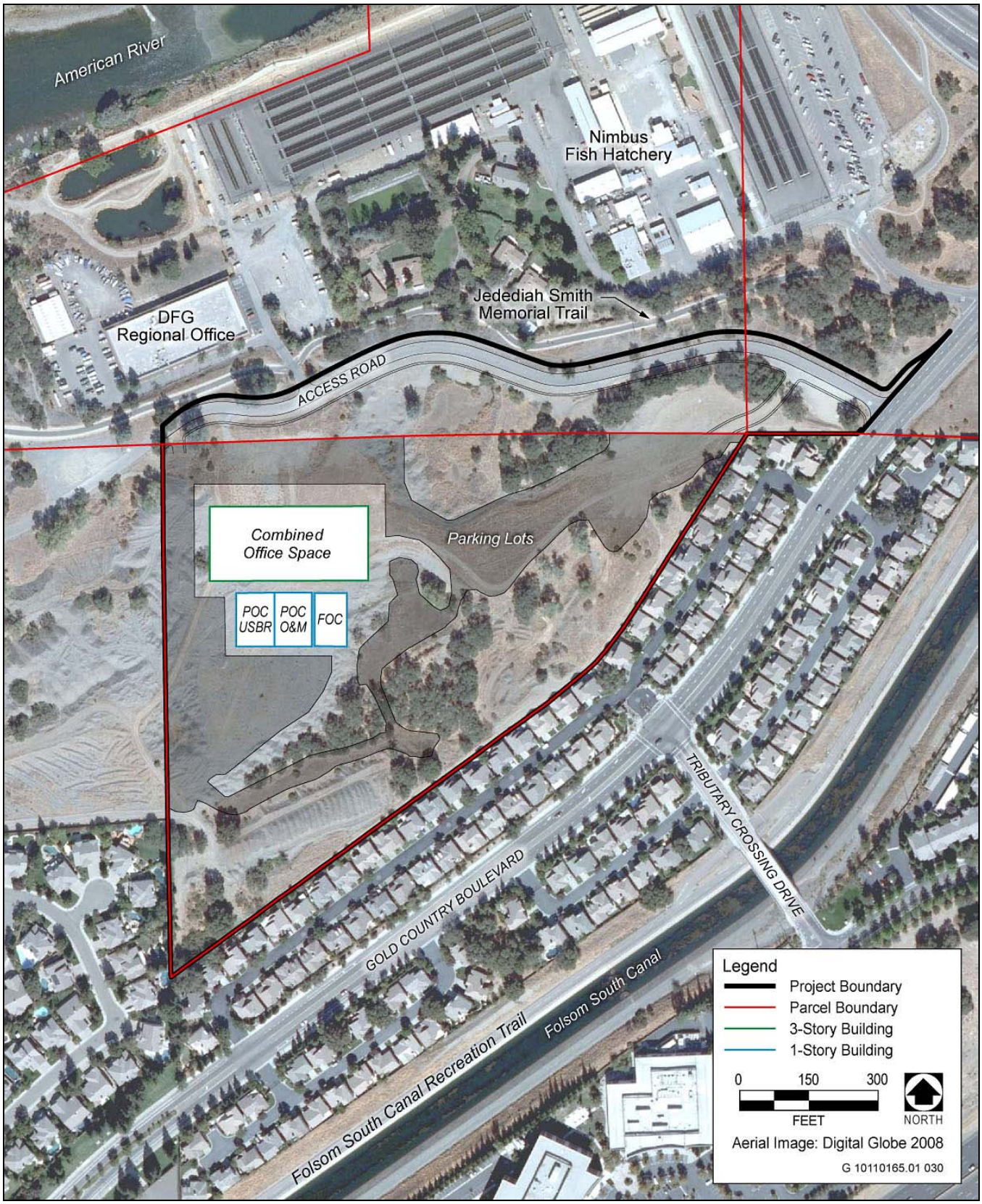


Exhibit 2-5: Proposed Action Three-Story Building Option

Site security will be accomplished by means of restricting vehicular access near buildings with development offset no less than 100 feet, to establish a secure perimeter, and by installing video surveillance.

A secured perimeter would be established around the office and operations facilities buildings and a portion of the parking area. All parking within the secured area would be for employees and government vehicles. Visitor parking may be provided outside of the secured perimeter.

At a minimum, the secured perimeter would include an 8-foot-tall metallic fence with key card access. Elements of the secured perimeter would be further developed and refined during final design, and may include security lighting, video surveillance equipment, and various aesthetic features to minimize visual impacts.

Under the Campus Layout Option, visitor parking of approximately 180 parking spaces would be reserved for visitor access and use. It has not yet been determined if these visitor stalls would be located within the secured perimeter. The remaining approximately 570 parking spaces for employees and government vehicles would be within the secured area.

Under the Three-Story Building Option, visitor parking would also include a total of 180 parking spaces. It has not yet been determined if these visitor stalls would be located within the secured perimeter. The remaining 660 stalls will be located behind the secured perimeter.

Site Access and Road Improvements Site access for vehicles and construction equipment would be via Nimbus Road, an existing paved two-lane road located off of Gold Country Boulevard. Pedestrian and bicyclist access to the site could be made from the existing Jedediah Smith Memorial Trail, an existing off-street paved pedestrian and bicycle path located along the northern boundary of the Proposed Site.

As part of the project, some of the approximate 1,666 feet of the existing access road may be widened to include a center turning lane. The shoulder of Gold Country Boulevard also would be widened to improve vehicle access to the site (Exhibit 2-2). Drainage will also be provided on both sides of the widened access road.

The widened roadway will connect to the driveway of the existing DFG Regional Office and the visitor and secured parking areas of the proposed facilities.

To improve pedestrian access, a sidewalk on the south side of the widened access road from Gold Country Boulevard to the proposed JOC facility, as well as a crosswalk connection between the existing DFG Regional Office and the proposed JOC facility, would also be constructed.

Additional road improvements, including additional turning lanes, signaling and signage, may also be required. Final road improvements would be developed during final design in coordination with applicable transportation agencies. All road improvements would comply with applicable State and local jurisdiction requirements.

Alternative Transportation and Access The Proposed Site is located less than a mile from Sacramento Regional Transit light rail station located just east of Hazel Avenue on Folsom Boulevard. The State and Federal governments encourage its workers to use alternative transportation through existing incentive programs involving public transit or alternative-commute modes, and these programs would be implemented at the new JOC facility. These programs include transit-pass subsidies for employees, preferential parking for carpools and vanpools, ride-share programs, bicycle storage, showers, and locker facilities.

The Proposed Site is directly adjacent to Jedediah Smith Memorial Trail that connects the site to downtown Sacramento, Folsom, and South Sacramento. This 32-mile trail also connects downtown Sacramento to Folsom Lake, along the American River. In addition, the site is located in close proximity to the Folsom South Canal Recreation Trail, which is a 14-mile trail that connects to the Jedediah Smith Memorial Trail at Lake Natoma (East Hazel Avenue) and runs south to Sloughhouse Road, south of Sunrise Boulevard and Grant Line Road.

Utilities With the Proposed Action, the JOC facilities would connect to the existing potable water, sewer, and stormwater systems and other utilities.

Water Supply The water demand at the proposed JOC facility is estimated to be 1,200 gallons per day (gpd) (1.3 afy) for potable uses and 20 to 50 gpd (33.5 to 82.0 afy) for landscape uses for a total water demand of 1,220 to 1,250 gpd, or 33.5 to 82.0 afy. Water supply at the Proposed Site would be provided by Golden State Water Company (GSWC) (formerly known as Southern California Water Company), a privately owned retail purveyor regulated by the California Public Utilities Commission (CPUC). It is anticipated that GSWC will be able to fully serve the water demand at the proposed JOC facility. No public water supply facilities exist on the Proposed Site. A 14-inch transmission main and a 16-inch GSWC transmission main are located in Gold Country Boulevard south of the Proposed Site. Connections to tie into the existing GSWC system would be required and would be designed during final design in coordination with GSWC.

Sanitary Sewer The wastewater demand at the proposed JOC facility is estimated to be 310 gpd. It is anticipated that wastewater generated at the Proposed Site would be conveyed by Sacramento Area Sewer District (SASD) (formerly CSD-1) to off-site wastewater collection and conveyance facilities for treatment at the Sacramento Regional Wastewater Treatment Plant (SRWTP). It is anticipated that SASD will be able to fully serve the water demand at the proposed JOC facility. No sanitary sewer facilities exist on the Proposed Site. An 8-inch trunk sewer pipeline is located along Tributary Crossing Drive and Gold Country Boulevard, south of the Proposed Site. Connections to the existing SASD system and other improvements, including a lift station, may be required, and this would be determined during final design in coordination with SASD.

Stormwater Stormwater facilities and drainage will be designed such that the site's net runoff would not increase from existing conditions. No drainage facilities currently exist on the Proposed Site. Connections to the existing stormwater systems and other

improvements, including detention basins, swales, and culverts, may be required and would be determined during final design.

*Solid Waste Disposal and Recycli*ng Trash and recycling receptacles would be placed on-site. The County's Department of Waste Management and Recycling provides solid waste and recycling collection services to the unincorporated portions of the county. It is anticipated that SCDWMR will be able to fully serve the solid waste and recycling demand at the proposed JOC facility.

Electricity and Natural Gas The provision of redundant electricity sources for the proposed JOC facility is an important requirement of the project. Near the Proposed Site, three sources of existing electricity, provided by the Sacramento Municipal Utility District (SMUD), Western Area Power Administration, and Reclamation's own generation (at Nimbus Dam), are available to serve the project. Existing SMUD distribution lines are located within the Nimbus Fish Hatchery, just north of the Proposed Site.

A backup power generator, with enough capacity to power a portion of the essential computers, telephones, radio communications, lights, and other auxiliary systems in the absence of the normal source of power would also be installed. A diesel or propane fuel tank may be placed aboveground adjacent to the generator. The fuel tanks would be sized to provide continuous power for 48 hours.

Just north of the Proposed Site, PG&E natural gas mains are located within the Nimbus Fish Hatchery. It is anticipated that PG&E would be able to serve the proposed JOC facility. Natural gas would also be considered as a fuel for the backup power generator.

Communications Telephone lines would be brought into the Proposed Site via existing telecommunication lines located within the Nimbus Fish Hatchery. Telecommunication services in this area are provided by AT&T through copper wire or fiber-optic cable. Telephone and wireless internet would be provided at the office buildings and POCs.

A radio antenna and tower may be required for specialized data transmission and communications between the POC buildings and power/water management facilities located throughout California. The antenna would be designed to meet the agencies' needs by establishing both line of sight and satellite links with existing communications networks. The radio antenna, estimated to be no higher than 50–130 feet above ground level, may be mounted either on the rooftop of the new buildings or on a new communication tower located at the Proposed Site. The antenna and tower, if they are constructed, are anticipated to be 50-130 feet above ground level but may instead be replaced by other communications features (such as fiber optic cable) or equipment (such as an antenna already available at the Nimbus Dam).

This, along with the high-capacity telephone system lines, would provide the required communication redundancy required for the facility.

Lighting Lighting requirements for the Proposed Action include interior and exterior perimeter lighting. All lighting would be installed within site boundaries. Exterior

lighting would focus on the needs of safety and security. Interior and exterior lighting will be designed such that zero direct-beam illumination would leave the building site, and lighting projected upward or onto the building surfaces would be minimized or fully avoided. This may be achieved by installing shielding on exterior luminaries or cutoff luminaires. All lighting would be consistent with LEED and California Green Building Code standards related to energy conservation and minimization of light pollution.

Project Geotechnical Design and Construction Before construction activities begin, Reclamation and DWR would hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report. The final geotechnical engineering report will address and make recommendations on the following:

- site preparation;
- soil-bearing capacity;
- appropriate sources and types of fill;
- potential need for soil amendments;
- road, pavement, and parking areas;
- structural foundations, including retaining-wall design;
- grading practices;
- soil corrosion of concrete and steel;
- erosion/winterization;
- seismic ground shaking;
- liquefaction;
- expansive/unstable soils; and
- need for monitoring during earth-moving activities.

In addition, the geotechnical investigation would include subsurface testing of soil and groundwater conditions and will determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time of construction. Reclamation and DWR would implement all recommendations contained in the final geotechnical engineering report. Special recommendations contained in the geotechnical engineering report would be noted on the grading plans and implemented, as appropriate before construction begins. Design and construction of all new project development would be in accordance with the CBC. Reclamation and DWR would provide for engineering inspection and certification that earthwork has been performed and conforms to recommendations contained in the geotechnical report.

Construction Activities and Equipment Before construction of the Proposed Action, the contractor would undertake preparatory activities, including mobilization, clearing and grubbing, stripping, removing water, and excavating and leveling land to prepare the staging area for site construction.

It is anticipated that the construction staging and laydown area would be located in the parking area for the proposed JOC facility. The construction contractor(s) may select additional staging areas; however, the State would require that these be on existing disturbed or paved locations in the project vicinity. Temporary construction fencing

around the construction area would be installed and later removed when the permanent perimeter fence is installed.

Construction materials and equipment would be unloaded to the staging area without interfering with traffic on the existing access road; however, traffic controls would be used as necessary for safe ingress to and egress from the site.

The first stage of construction would focus on access road improvements and connecting utilities to ensure that sufficient utility infrastructure is available to the project site. During access road improvements, partial closure of the existing access road and additional traffic controls may be required. Typical equipment required during this phase would include loaders, excavators, backhoes, trenchers, pavers, dump trucks, and other miscellaneous trucks.

The second stage would include the construction of the buildings and other infrastructure, and final site work, including landscaping. No use of pile driving equipment is anticipated during construction. Equipment for the second phase may include backhoes, excavators, graders, scrapers, rollers, bulldozers, concrete pumpers, concrete batch trucks, concrete pumpers, welders, generators, pavers, water trucks, and other miscellaneous trucks.

Throughout the entire construction period, there would be daily delivery and pickup of waste/recycle boxes, equipment, and materials via flatbed trucks. There would be periodic use of mobile cranes and concrete batch trucks.

During construction, temporary fencing would be placed north of the mine tailings and oak woodlands at the south area of the Proposed Site. The fencing would be intended to provide an approximately 20-foot setback from sensitive cultural and biological areas in the southern portion of the site. Motorized equipment would be restricted from entering the fenced area. In the event that construction activities require the 20-foot setback to be decreased to not less than 10 feet, a qualified archaeologist and biologist would be consulted.

Construction Timing and Schedule Construction activities and related material deliveries and pickups would be restricted to periods permissible by local codes for daily construction activities, such as between the daytime hours of 7 a.m.–6 p.m., Monday through Saturday, and 9 a.m.–6 p.m. on Sunday.

For the Proposed Action, a standard construction schedule and a phased construction schedule are being considered for the Campus Layout Option. Only a standard construction schedule is being considered for the 3-story Building Option. A description of the two construction timelines is provided below.

Standard Construction Schedule Under the standard construction schedule, construction of the proposed JOC facility would take approximately 2 years. It is anticipated that up to 64 construction workers would be required at any given time during construction.

Construction activities would begin in early 2013. It is anticipated that the first stage of construction, including access road improvements and utility work, would take approximately 10 months to complete. The second phase to complete buildings, site work, and landscaping is estimated to take approximately 14 months. At the end of the 2-year construction period, all proposed JOC project elements would be complete, including the office and operations structures, parking, utility connections, and landscaping. It is anticipated that construction activities would be completed before the expiration of the existing lease at the Interim JOC facility on June 30, 2015.

Phased Construction Schedule Under the phased construction schedule, construction of the proposed JOC facility would take approximately 5 years to complete. It is anticipated that up to 32 construction workers would be required at any given time during construction.

Under the phased construction scenario, construction timing would be similar to the standard construction schedule for the first stage of construction, including access road improvements and utility work. During the second stage of construction, only one two-story building for Reclamation and DWR Water Project Operations and two one-story buildings, for Reclamation's POC dedicated to CVP Operations and DWR's POC for the Operations and Maintenance Division, would be constructed, in addition to site work and landscaping. It is anticipated that completion of buildings, site work, and landscaping would take approximately 14 months, and construction activities would be completed before the expiration of the existing lease at the Interim JOC facility on June 30, 2015.

A 1-year time lapse between completion of the first phase of construction (as described above) and the second phase of construction is anticipated. Under the second phase of construction, the two-story building for DWR's Flood Division of Flood Management and the one-story FOC building would be constructed. Completion of the remaining buildings, site work, and landscaping would take approximately 14 months. It is anticipated that all construction activities would be completed by August 2017.

Treatment of Cobble During final design of the project, Reclamation and DWR would determine whether the mounds of cobble covering the Proposed Site would be excavated, would remain on-site, or some combination of both. If the cobble is excavated, Reclamation and DWR or their designated contractor would engage the services of an excavation contractor to remove all or some portion of the dredge tailings at the project sites before construction activities begin (which would then be used to meet construction aggregate needs in the region), or would remove some or all of the dredge tailings at the locations of proposed on-site facilities and use them as the source of construction aggregate for the project.

Landscape Design and Vegetative Screening Reclamation and DWR would prepare and implement a landscape design plan specifying plant materials compatible with Parkway vegetation. Existing trees would be retained where possible to screen buildings from view. If cobble is identified for removal from areas of the site, Reclamation and DWR would consider using the material to provide building material or used as additional screening features. The landscape design plan would be implemented to soften

the appearance of the buildings and to screen views of the parking lot and buildings from sensitive viewers, including nearby residences, the American River Parkway, and the Jedediah Smith Memorial Trail.

2.6.2 Alternative 1

Alternative 1 consists of construction and operation of JOC facilities on the Alternative 1 (Kilgore-Crawford) Site, a privately owned property on portions of five adjoining parcels of land that have a total combined area of 21.2 acres (see Table 2-5). The site is currently undeveloped land with the exception of several sub-surface utility vaults located on the southwest portion of the site.

Table 2-5
Alternative 1 Site APNs

Assessor's Parcel Number
072-0260-049-0000
072-0680-065-0000
072-0680-068-0000
072-0680-069-0000
072-0680-070-0000

Note: APNs = Assessor's Parcel Numbers
Source: Sacramento County Assessor's Office 2010

The land is currently zoned as Office Professional Mixed Use (OPMU). This district is intended to designate property for the development of larger office buildings and business parks with supporting retail and service uses. The predominant use is office, but commercial uses may be integrated into office buildings or located horizontally in freestanding buildings.

Location

The Alternative 1 Site is located in the city of Rancho Cordova (City) in Sacramento County, northeast of the intersection of Kilgore Road and Crawford Drive (Exhibit 2-1).

The Alternative 1 Site is surrounded by commercial/office park land uses and a residential area (Exhibit 2-6). Adjoining the Alternative 1 Site, along its southwestern borders, is a commercial office building currently being leased by Delta Dental. Adjoining the southern boundary of the site is an ongoing construction project by the City that would extend International Drive from its current terminus at Kilgore Road by approximately 1,500 feet, to the intersection of Sunrise Boulevard and Monier Circle. South of the International Drive extension is a residential subdivision, and farther south of Zinfandel Village is the eastern end of Sacramento Mather Airport. A power substation, operated by the SMUD is located adjacent to the northern boundary of the site. The eastern boundary of the site parallels the Folsom South Canal Recreation Trail, and farther east is the Folsom South Canal and Sunrise Boulevard. On the eastern side of Sunrise Boulevard is commercial property.



Exhibit 2-6: Alternative 1 Parcels and Boundaries



Exhibit 2-7: Alternative 1 Site Plan (Campus Layout)

Access to the project vicinity is from U.S. 50 via Sunrise Boulevard and Kilgore Road. The Alternative 1 Site can be accessed by Crawford Drive, a two-lane paved road, off of Kilgore Road.

Land Acquisition and Other Entitlements

Because the property is privately owned, the State would be required to negotiate with the owner to either purchase the property and develop the structure through a lease purchase agreement with a developer, or negotiate a lease purchase agreement for the property and buildings with the current property owner.

Proposed Facilities

The major components of Alternative 1 are similar to those of the Proposed Action. Differences between the alternatives are described in more detail below.

Office and Operations Facilities Only the Campus Layout Option configuration is being considered. The proposed office and operations facilities would be similar to the Campus Layout Option described above for the Proposed Action, except that a total of 860 parking spaces are being proposed for this site. Exhibit 2-6 shows the layout of the two two-story buildings, two one-story buildings, and parking areas.

Open Space and Landscaping Open space and landscaping would be similar to those described for the Proposed Action. With Alternative 1, approximately 10.5 of the 21.2 acres would be open space and landscaping. Impermeable surfaces are estimated to be 10.7 acres.

Site Security and Secured Perimeter A total of 180 visitor parking spaces may be located outside the secured perimeter. The remaining proposed 660 stalls would be located behind the secured perimeter.

Site Access and Road Improvements Site access for vehicles and construction equipment would be via Crawford Drive, an existing paved two-lane road located off of Kilgore Road. Access for pedestrians to the site could be provided from existing sidewalks on Kilgore Road and Crawford Drive.

An additional new right-turn-only driveway north of Crawford Avenue at the Kilgore Road/Crawford Drive intersection will be constructed to ensure that this intersection operates at an acceptable LOS.

No road improvements are anticipated to be required with Alternative 1.

Alternative Transportation and Access The Alternative 1 Site is located about a mile from a Sacramento Regional Transit light rail station located at the intersection of Sunrise Boulevard and Folsom Boulevard. The State and Federal governments encourage its workers to use alternative transportation through existing incentive programs involving public transit or alternative-commute modes, and these programs would be implemented at the new JOC facility. These programs include transit-pass subsidies for employees, preferential parking for carpools and vanpools, ride-share programs, bicycle storage, showers, and locker facilities.

This site is directly adjacent to the Folsom South Canal Recreation Trail, which is a 14-mile trail that connects the project site to Hazel Avenue and to Elk Grove, Folsom, and South Sacramento. The Folsom South Canal Recreation Trail also connects to the Jedediah Smith Memorial Trail at Lake Natoma (East Hazel Avenue) and runs south to Sloughhouse Road, south of Sunrise Boulevard and Grant Line Road. The Jedediah Smith Memorial Trail is a 32-mile trail that connects downtown Sacramento to Folsom Lake along the American River.

Utilities Utilities requirements would be similar to those described for the Proposed Action. Existing connections for potable water, sewer, storm water, and electricity and natural gas, and telephone are located on-site.

Lighting Lighting requirements would be similar to those described above for the Proposed Action.

Project Geotechnical Design and Construction Geotechnical design and construction requirements for Alternative 1 would be similar to those described above for the Proposed Action.

Construction Activities and Equipment Construction activities would be similar to those described above for the Proposed Action, except that access road improvements would not be required. As a result, pavers would not be mobilized during the first stage of construction.

Construction Timing and Schedule The construction timeline would be similar to the 2-year standard construction schedule described above for the Proposed Action. Construction activities would begin in early 2013 and would be completed before the expiration of the existing lease at the Interim JOC facility on June 30, 2015.

Treatment of Cobble Options for treatment of cobble for Alternative 1 would be similar to those described above for the Proposed Action.

Landscape Design and Vegetative Screening Reclamation and DWR would prepare and implement a landscape design plan specifying drought-resistant plant materials. If cobble is identified for removal from areas of the site, Reclamation and DWR would consider using the material to provide building material or additional screening to the south.

2.6.3 Alternative 2

Alternative 2 consists of construction and operation of JOC facilities on the Mather at Peter A. McCuen Boulevard Site, a privately owned 14.41-acre property on assessor's parcel number 077-0050-085-0000. The site is partially developed with 110,423 square feet of office space occupying approximately half the site.

The land is currently zoned as Office Mixed Use (OMU). The General Plan encourages the integration of commercial and/or residential use in conjunction with office use on the site. The proposed project fulfills the requirement for office as the predominant use. Adjacent uses are provided in Table 2-6.

Table 2-6
Alternative 2 Adjacent Zoning and Current Land Use

General Plan Land Use Designation	Zoning Designations		Existing Land Use
Subject Property	Mather SPA	Campus District / Commercial Office Park Subarea	Vacant
North	Mather SPA	Campus District / Commercial Office Park Subarea	Office Park and O.E.S.
East	Mather SPA	Campus District / Recreation Subarea	Mather Sports Center
South	Mather SPA	Campus District / Commercial Office Park Subarea	Airfield and Office Park
West	Countryside – Lincoln Village Planning Area	Industrial Office Park (MP)	Industrial Office Park and Old Placerville Rd.

Location

The Mather Site is located in the city of Rancho Cordova in Sacramento County, on the North side of Peter A McCuen Boulevard, west of Schriever Avenue (Exhibit 2-8). Access to the project vicinity is from U.S. 50 via Mather Boulevard.

Land Acquisition and Other Entitlements

Because the property is privately owned, the State would be required to negotiate with the owner to either purchase the property and develop the remaining structures through a lease purchase agreement with a developer, or negotiate a lease purchase agreement for the property and buildings with the current property owner.

Proposed Facilities

The major components of Alternative 2 are similar to the campus layout of the Proposed Action. The proposed layout is shown in Exhibit 2-8. Differences between the alternatives are described in more detail below.

Office and Operations Facilities Only the Campus Layout Option configuration is being considered. Exhibit 2-8 shows the layout of the two two-story buildings, two one-story buildings, and parking areas.

Open Space and Landscaping Open space and landscaping would be similar to those described for the Proposed Action. Approximately 2-3 of the 14 acres would be open space and landscaping. Impermeable surfaces with Alternative 2 are estimated to be 11-12 acres.

Site Security and Secured Perimeter Parking would be similar to Alternative 1, which would be a total of 180 visitor parking spaces possibly located outside the secured perimeter with 640 stalls within the secured perimeter.



Exhibit 2-8. Alternative 2 Parcel and Proposed Layout

Site Access and Road Improvements ***Site access for vehicles and construction equipment would be via Peter A. McCuen Boulevard, an existing paved two-lane road. Access for pedestrians to the site could be provided from existing sidewalks.***
No road improvements are anticipated to be required with Alternative 2.

Alternative Transportation and Access The Alternative 2 Site is located approximately 1.1 miles south of the Mather Field/Mills light rail station. The State and Federal governments encourage its workers to use alternative transportation through existing incentive programs involving public transit or alternative-commute modes, and these programs would be implemented at the new JOC facility. These programs include transit-pass subsidies for employees, preferential parking for carpools and vanpools, ride-share programs, bicycle storage, showers, and locker facilities.

Utilities Requirements would be similar to those described for the Proposed Action. Existing connections for potable water, sewer, storm water, and electricity and natural gas, and telephone are located on-site. A power substation, operated by SMUD, is located adjacent to the northern boundary of the site.

Lighting Requirements would be similar to those described above for the Proposed Action.

Construction Activities and Equipment Construction activities would be similar to those described above for the Proposed Action, except that access road improvements would not be required as part of Alternative 2. As a result, pavers would not be mobilized during the first stage of construction.

Construction Timing and Schedule The construction timeline would be similar to the 2-year standard construction schedule described above for the Proposed Action. Construction activities would begin in early 2013 and would be completed before the expiration of the existing lease at the Interim JOC facility on June 30, 2015.

2.7 Proposed Sustainability and Energy Conservation Measures

With any of the action alternatives, the proposed JOC facility would be designed and constructed in accordance with applicable sustainability and energy conservation practices intended to reduce consumption of nonrenewable resources, minimize waste, and minimize adverse effects on the natural environment. A summary of the proposed sustainability and energy conservation measures are described below.

2.7.1 Bureau of Reclamation Sustainable Buildings Implementation Plan and Executive Order 13514

In accordance with the *2010 Bureau of Reclamation Sustainable Buildings Implementation Plan (SBIP),* EO 13514 requires 15% of Reclamation-owned buildings

and directly leased buildings for Federal occupancy that are larger than 5,000 gross square feet to comply with the Guiding Principles. Reclamation will be leasing space from DWR. As such, Reclamation will comply with Chapter 6.0, "Leases," of the SBIP. A leased building can be considered compliant with the Guiding Principles if the building has been third-party certified to meet the requirements of the sustainable rating system developed by an American National Standards Institute–accredited organization or has been assessed by Reclamation and found to meet the Guiding Principles. LEED accreditation (as required by the State) essentially fulfills this requirement.

2.7.2 Energy Star Rating under the U.S. Environmental Protection Agency

The Energy Independence and Security Act of 2007 stipulates that, by Fiscal Year 2011, no Federal agency will enter into a lease if the space to be occupied has not earned an "Energy Star" label. In accordance with the Energy Independence and Security Act, the proposed JOC facility will be designed to achieve an Energy Star label. The Energy Star label is a national energy performance rating system, based on a 100-point scale, and was developed by the U.S. Environmental Protection Agency as a type of external benchmark to assess how efficiently buildings use energy, relative to similar buildings nationwide. A building that receives a rating of 75 points or higher earns an Energy Star label. Earning an Energy Star label would also support the proposed JOC facility's attainment of LEED Silver certification and Guiding Principle implementation related to energy conservation.

2.7.3 LEED® Silver Certification

In accordance with the State's Executive Order (EO) S-20-04 requirements, the proposed JOC facility will be designed and constructed to meet, at a minimum, the LEED Silver rating.

The LEED program is a third-party certification program and the nationally accepted benchmark for the design, construction, and operation of high-performance green buildings. The LEED certification program addresses a variety of environmental issues, ranging from farmland preservation and stormwater runoff to energy efficiency and ozone depletion. The system is organized into five environmental categories: Sustainable Sites (SS), Water Efficiency (WE), Energy and Atmosphere (EA), Materials and Resources (MR) and Indoor Environmental Quality (IEQ). An additional category, Innovation in Design (ID), addresses sustainable building expertise, as well as design measures not covered under the five environmental categories.

For LEED certification, a new construction project must satisfy seven mandatory prerequisites and earn a minimum of 33 points or credits within the five environmental categories mentioned above to attain LEED Silver status. The seven prerequisites for certification that will be implemented during the design and construction of the proposed JOC facility are:

- Erosion and Sedimentation Controls;
- Fundamental Building Systems [Energy] Commissioning;

- Chlorofluorocarbon Reduction in Heating, Ventilating, Air Conditioning, and Refrigeration Equipment;
- Storage and Collection of Recyclables;
- Minimum Indoor Air Quality Performance; and
- Environmental Tobacco Smoke Control.

There is flexibility to incorporate a variety of different sustainability benchmark combinations to achieve a desired level of LEED certification. The sustainability and energy conservation measures necessary to achieve a minimum of LEED Silver status for the JOC facility will be incorporated into final design.

2.7.4 Title 24—California Building Standard Code and California Green Building Code

The proposed JOC facility will be designed and constructed in accordance with the requirements of Title 24 of the California Code of Regulations, which stipulate that State-owned buildings must adhere to the California Green Building Standards Code (CALGreen Code) and energy conservation efficiency standards adopted by the California Energy Commission.

The CALGreen Code includes mandatory building regulations for all new construction, which are intended to achieve major reductions in greenhouse gas emissions, energy consumption, and water use. The mandatory regulations include:

- stormwater pollution prevention plan for construction;
- 20% reduction in indoor water use;
- 20% reduction in wastewater;
- separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- diversion of 50% of construction waste from landfills;
- 100% reuse or recycling of excavated soil and land clearing debris;
- designated parking for fuel efficient and/or carpool vehicles;
- designated bicycle parking and changing rooms;
- low-pollutant emitting interior finish materials, such as paints, carpet, vinyl flooring, and particle board;

- light pollution reduction such that zero direct-beam illumination leaves the building site; and
- mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sq. ft. to ensure that all are working at their maximum capacity according to their design efficiencies.

Final designs for the proposed JOC facility will incorporate all mandatory requirements of the CALGreen Code. Achieving an Energy Star label would assist adherence to the mandatory energy conservation requirements as specified under the CALGreen Code and Title 24. However, additional conservation measures may be required and would be incorporated into final designs.

2.8 Comparison of Alternatives

Table 2-7 compares potentially significant, significant, and significant and unavoidable impacts between alternatives.

Table 2-7
Comparison of Significant Impacts of the Project Alternatives

Environmental Issue	Number/Name of Significant Impacts by Alternative			
	No-Action	Proposed Action	Alternative 1	Alternative 2[a]
Aesthetics	0	0	0	0
Air Quality	0	0	0	**3 SU** (1) Generation of Construction Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ Exceeding Thresholds; (2) Generation of Operational Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ Exceeding Thresholds; (3) Exposure of Sensitive Receptors to Odorous Emissions
Biological Resources	0	**7 PS/S** (1) Potential Loss or Disturbance of Valley Elderberry Longhorn Beetle and its Habitat; (2) Substantial Adverse Effect on Riparian Habitat or Other Sensitive Natural Communities; (3) Potential Impacts on Waters of the United States Including	**1 PS** (1) Potential Impacts on Raptors and Migratory Birds	**6 S** (1) Potential Loss or Disturbance of Valley Elderberry Longhorn Beetle and Its Habitat; (2) Substantial Adverse Effect on Riparian Habitat or Other Sensitive Natural Communities; (3) Potential Impacts on Waters of the United States Including

Table 2-7
Comparison of Significant Impacts of the Project Alternatives

Environmental Issue	Number/Name of Significant Impacts by Alternative			
	No-Action	Proposed Action	Alternative 1	Alternative 2[a]
		Wetlands, and Waters of the State; (4) Potential Impacts on Raptors and Migratory Birds; (5) Potential Loss of or Disturbance to Special-Status Plants, (6) Potential Conflict with Local Policies or Ordinances for Protecting Biological Resources, (7) Potential Introduction and Spread of Invasive Weeds		Wetlands, and Waters of the State; (4) Potential Impacts on Raptors and Migratory Birds; (5) Potential Loss of or Disturbance to Special-Status Plants; (6) Potential Conflict with Local Policies or Ordinances for Protecting Biological Resources
Climate Change and Greenhouse Gas Emissions	0	0	0	0
Cultural Resources	0	**1 S** (1) Potential Damage to or Destruction of Buried Archaeological Sites and Human Remains	**1 S** (1) Potential Damage to or Destruction of Buried Archaeological Sites and Human Remains	**1 S** (1) Potential Damage to or Destruction of Buried Archaeological Sites and Human Remains
Earth and Paleontological Resources	**1 SU** (1) Possible Risks to People and Structures Caused by Strong Seismic Ground Shaking)	**2 PS** (1)Temporary and Short-term Construction-Related Erosion, Possible Damage or Destruction of Previously Unknown Unique Paleontological Resources during Construction-Related Activities	**2 PS** (1) Temporary and Short-term Construction-Related Erosion; (2) Possible Damage or Destruction of Previously Unknown Unique Paleontological Resources during Construction-Related Activities	0
Hazards and Hazardous Materials	0	**2 PS/S** (1) Potential Hazards Associated with Routine Transport, Use, or Disposal of Hazardous Materials or Accident Conditions Involving the Release of Hazardous Materials into the Environment; (2) Potential Risk of Significant Hazard to the Public or the Environment	**2 PS/S** (1) Potential Hazards Associated with Routine Transport, Use, or Disposal of Hazardous Materials or Accident Conditions Involving the Release of Hazardous Materials into the Environment, (2) Potential Risk of Significant Hazard to the Public or the Environment	**1 SU** (1) Potential Risk of Significant Hazard to the Public or the Environment Associated with Project Location within 2 Miles of an Airport

Table 2-7
Comparison of Significant Impacts of the Project Alternatives

Environmental Issue	Number/Name of Significant Impacts by Alternative			
	No-Action	Proposed Action	Alternative 1	Alternative 2[a]
		Resulting from Location on a Site Included on a Hazardous Materials Sites List	Resulting from Location on a Site Included on a Hazardous Materials Sites List	
Hydrology and Water Quality	0	**2 PS** (1) Potential Long-Term Increase in On- and Off-Site Flooding or Exceedance of Capacity of the Stormwater Drainage System from Increased Stormwater Runoff Requiring the Construction or Expansion of Stormwater Drainage Facilities; (2) Potential Long-Term Degradation of Water Quality Caused by an Increase in Stormwater Runoff	**2 PS** (Potential Long-Term Increase in On- and Off-Site Flooding or Exceedance of Capacity of the Stormwater Drainage System from Increased Stormwater Runoff Requiring the Construction or Expansion of Stormwater Drainage Facilities, Potential Long-Term Degradation of Water Quality Caused by an Increase in Stormwater Runoff	**5 PS/S** (1) Potential Temporary Short-Term Drainage and Water Quality Effects Related to Construction; (2) Potential Long-Term Increase in On- and Off-Site Flooding or Exceedance of Capacity of the Stormwater Drainage System from Increased Stormwater Runoff Requiring the Construction or Expansion of Stormwater Drainage Facilities; (3) Potential Long-Term Degradation of Water Quality Caused by an Increase in Stormwater Runoff; (4) Placement of Buildings or Structures within a Designated 100- or 200-Year Flood Hazard Area; (5) Potential Exposure of People or Structures to a Significant Risk of Flooding as a Result of the Failure of a Levee or Dam
Land Use and Planning, Agriculture, and Forestland Resources	0	0	0	0

Table 2-7
Comparison of Significant Impacts of the Project Alternatives

Environmental Issue	Number/Name of Significant Impacts by Alternative			
	No-Action	Proposed Action	Alternative 1	Alternative 2[a]
Noise	0	**2 S** (1) Increased Temporary Short-Term Noise Levels during Construction; (2) Increased Noise Levels Related to Project Operations from Stationary Sources	**2 S** (1) Increased Temporary Short-Term Noise Levels during Construction; (2) Increased Noise Levels Related to Project Operations from Stationary Sources	**1 S** (1) Increased Long-Term Noise Levels Related to Project Traffic Operations (in the single family housing area only)
Public Services and Utilities	0	**5 PS/S** (1) Temporary Reduction in Emergency Service Response Times During Construction; (2) Increased Demand For Fire Protection Services; (3) Increased Demand for Fire Flow; (4) Increased Demand for Water from Golden State Water Company; (5) Increased Demand for Wastewater Collection and Conveyance	**5 PS/S** (1) Temporary Reduction in Emergency Service Response Times During Construction; (2) Increased Demand For Fire Protection Services; (3) Increased Demand for Fire Flow; (4) Increased Demand for Water from Golden State Water Company; (5) Increased Demand for Wastewater Collection and Conveyance	**6 S** (1) Increased Demand For Fire Protection Services' (2) Increased Demand for Groundwater Supply Beyond the Capacity of Mather Well Field; (3) Increased Demand for Wastewater Collection and Conveyance; (4) Increased Demand for Electricity; (5) Increased Demand for Natural Gas, Movement of Contaminated Groundwater Plumes from Increased Groundwater Usage
Recreation	0	0	0	0
Socioeconomics	0	0	0	0
Traffic and Transportation	0	0	**1 S** (1) Intersection and Roadway Segment Levels of Service)[b]	**1 SU** (Intersection and Roadway Segment Levels of Service) **1 PS** (1) Increased Demand for Public Transit

Notes:
PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable. All PS and S impacts presented above would be mitigated to less-than-significant levels after mitigation is implemented.

[a] Summarized from Mather Field Specific Plan Final Subsequent Environmental Impact Report (DERA 1997, incorporated by reference herein) with the exception of Climate Change.

[b] Several roadway and intersection traffic impacts would be SU solely because mitigation implementation is dependent on participation by Caltrans or the city of Rancho Cordova, which is outside the control of the lead agencies for the JOC Relocation Project.
Source: Data compiled by AECOM in 2011

2.9 Environmentally Superior Alternative

The State CEQA Guidelines require identification of an environmentally superior alternative from among the proposed project and the alternatives evaluated. Federal NEPA guidelines also recommend that an environmentally preferred alternative be identified; however, under NEPA, that alternative does not need to be identified until the final record of decision is published. Therefore, the discussion in this section of the environmentally superior alternative is intended to satisfy only the state CEQA requirements.

Overall, the No-Action Alternative would have the least environmental impacts. The No-Action Alternative would be environmentally superior to the Proposed Action concerning all resources except climate change and greenhouse gas emissions. However, the No-Action Alternative does not satisfy the purpose or meet any of the objectives of the JOC Relocation Project.

Where the No-Action Alternative is the environmentally superior alternative, the State CEQA Guidelines require the State lead agency to identify the next project alternative that is the environmentally superior alternative. The next most environmentally superior alternative would be Alternative 2. Construction impacts for Alternative 2 are less than any other action alternative because a large component of the necessary permanent JOC facilities are already constructed. Operations-related impacts between action alternatives are generally similar. Therefore, Alternative 2 is the environmentally superior alternative.

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3.0 Affected Environment, Environmental Consequences, and Mitigation Measures

This chapter describes the approach to the environmental analysis (Section 3.0); analyzes the project's significant environmental impacts and presents mitigation measures to avoid or reduce those impacts, organized by issue area (Sections 3.1 through 3.14); and presents an analysis of the project's cumulative impacts, taken together with other past, present, and probable (i.e., reasonably foreseeable) future projects producing related impacts (included in Sections 3.1 through 3.14).

3.0.1 Approach to the Environmental Analysis

An environmental document prepared to comply with National Environmental Policy Act (NEPA) must include consideration of the context and intensity of the environmental effects that would be caused by, or result from, the Proposed Action and other alternatives under consideration. An environmental document prepared to comply with CEQA must identify the significance of the environmental effects of a proposed project. A "[s]ignificant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project (State CEQA Guidelines, Title 14 of the California Code of Regulations [CCR], Section 15382 [14 CCR 15382]).

Section Contents

Sections 3.1 through 3.14 of this draft EIS/EIR follow the same general format and are each organized into the following major components:

"Affected Environment" consists of the following components:

- **Environmental Setting:** The baseline environmental conditions assumed in this draft EIS/EIR for analyzing the project's effects consist of the existing physical environment as of January 18, 2011, the date when Reclamation published the notice of intent to prepare an EIS in the *Federal Register* and DWR published the notice of preparation (NOP) to prepare an EIR with the State Clearinghouse. Under CEQA, baseline environmental conditions are set at the time the NOP is published. Even though this chapter is titled "Affected Environment" for the purposes of NEPA, it also constitutes the "Environmental Setting" required under CEQA.

- **Regulatory Setting:** This subsection contains the Federal, State, regional, and local laws, regulations, plans, and ordinances that are relevant to the project. The JOC Relocation Project is jointly proposed by Reclamation, a Federal agency, and DWR, a State agency. The Proposed Site is Federal property owned by Reclamation. A Federal agency operating on Federal land is not required to comply with regional or

local plans, policies, regulations, or ordinances. However, a Federal agency normally will conform with local regulations and State laws that do not interfere with the agency's ability to "carry out the purposes of the government," such as building, health, and safety codes (*Fort Leavenworth R.R. v. Lowe*, 114 U.S. 525 ([1885)]).

- Activities at the Proposed Site would not be required to comply with regional or local regulations, but Reclamation has committed to a "good neighbor" policy and would conform with those regulations to the extent that such compliance would not conflict with or hinder the mission and purposes of the agency or the departments located at the site. Activities at the Alternative 1 Site and Alternative 2 Site would take place on private property and would require full compliance with all regional and local regulations.

"Environmental Consequences and Mitigation Measures" consists of the following components:

- **Methods:** This subsection describes the methods, process, and procedures used to formulate and conduct the impact analysis.

- **Assumptions:** This subsection describes project features that are incorporated into the impact analysis, as well as other model-based defaults or assumptions about how the analysis was conducted.

- **Criteria for Determining Significance of Effects:** This subsection presents the significance criteria (or "thresholds of significance") used to define the level at which an impact would be considered significant in accordance with CEQA. Thresholds may be quantitative or qualitative; they may be based on agency or professional standards or on legislative or regulatory requirements that are relevant to the impact analysis. Generally, however, the thresholds of significance used in this EIS/EIR are derived from Appendix G of the State CEQA Guidelines, as amended; factual or scientific information and data; and regulatory standards of Federal, State, regional, and local agencies.

- **Issues Not Discussed Further in This EIS/EIR:** This subsection addresses those impacts that would not apply under the project and explains why they are not discussed further in the draft EIS/EIR.

- **Impact Analysis:** This analysis examines the significant impacts that would occur with implementation of the Proposed Action or Alternative 1. Impacts and mitigation measures are numbered sequentially in each section, with mitigation measures corresponding to the impact being addressed. For instance, impacts in Section 3.1, "Aesthetics," are numbered Impact 3.1-1, and Mitigation Measure 3.1-1 corresponds with Impact 3.1-1. An impact statement precedes the discussion of each impact. The discussion that follows the impact statement includes substantial evidence to support the stated conclusion.

  Following each discussion of a significant or potentially significant impact, mitigation measures are provided to avoid, minimize, or reduce the significant or

potentially significant impacts to a less-than-significant level, where available and feasible. In accordance with California Public Resources Code (PRC) Section 21081.6(b), mitigation measures must be fully enforceable through permit conditions, agreements, other legally binding instruments, or by incorporating the measures into the project design. The State CEQA Guidelines (CCR 15370) defines mitigation as:

- avoiding the impact altogether by not taking a certain action or parts of an action;
- minimizing impacts by limiting the degree of magnitude of the action and its implementation;
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- reducing or eliminating the impact over time by preservation and maintenance operation during the life of the action; or
- compensating for the impacts by replacing or providing substitute resources or environments.

Mitigation measures are not required for impacts identified under the No-Action Alternative because, under the No-Action Alternative, no project would be approved and the project applicants would not be required to obtain permits or enter into agreements associated with the project. For these reasons, mitigation measures are not provided for the No-Action Alternative in Sections 3.1 through 3.14.

- **Residual Significant Impacts:** This subsection describes which impacts would remain significant following implementation of mitigation measures, as required under CEQA. For each impact, a conclusion is made that either the impact would be reduced to a level below the significance threshold (fully reduced to a less-than-significant level) or feasible mitigation is concluded to be unavailable or insufficient to reduce the impact to a less-than-significant level. When an impact cannot be reduced to a less-than-significant level, it is called a "significant and unavoidable" impact on the environment. Under CEQA, if significant and unavoidable impacts remain, an agency may approve a project if it finds, pursuant to PRC Section 21081, (i) that the agency has considered and approved all feasible mitigation measures; (ii) that any alternative that would reduce the severity of the significant unavoidable impacts is infeasible; and (iii) that the overriding economic, social, or other benefits of the project outweigh the significant impacts.

- **Cumulative Impacts** includes a discussion of the project's potential cumulative impacts for each environmental topic area. A cumulative impact is an impact that would result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

Terminology Used to Describe Impacts

Impact Levels

The EIS/EIR uses the following CEQA terminology to denote the significance of environmental impacts (there are no thresholds of significance or determination of impact levels with NEPA):

- **No impact** indicates that the construction, operation, and maintenance of the Proposed Action or an alternative under consideration would not have any direct or indirect impacts on the physical environment. It means that no change from existing conditions would result. This impact level does not require mitigation.

- A **less-than-significant impact** is one that would not result in a substantial or potentially substantial adverse change in the physical environment. This impact level does not require mitigation, even if applicable measures are available; however, measures may be recommended to further reduce less-than-significant impacts.

- A **potentially significant impact** is one that, if it were to occur, would be considered a significant impact as described above; however, the occurrence of the impact cannot be immediately determined with certainty. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact. Therefore, under CEQA, mitigation measures and alternatives to the Proposed Action must be identified, where feasible, to avoid, minimize, rectify, compensate, or reduce significant impacts to a less-than-significant level.

- A **significant impact** is defined by PRC Section 21068 as one that would cause "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project." Under CEQA, mitigation measures and alternatives to the Proposed Action must be identified, where applicable and feasible, to avoid, minimize, rectify, compensate, or reduce significant impacts to a less-than-significant level.

- A **significant and unavoidable impact** is one that would result in a substantial or potentially substantial adverse effect on the physical environment and that cannot be fully reduced to a less-than-significant level, even with implementation of any applicable feasible mitigation. Under CEQA, a project with significant and unavoidable impacts may proceed, but the CEQA lead agency (DWR) would be required to conclude in findings that no feasible means of substantially lessening or avoiding the significant impact exist (State CEQA Guidelines CCR 15091[a][3]) and to prepare a statement of overriding considerations (State CEQA Guidelines CCR 15093) explaining why the CEQA lead agency has chosen to proceed with the project in spite of the potential for significant impacts on the physical environment.

- An impact may have a level of significance that is too uncertain to be reasonably determined, and would therefore be considered **too speculative for meaningful consideration** (State CEQA Guidelines CCR 15145). Where some degree of evidence points to the reasonable potential for a significant effect, the EIS/EIR may

explain that a determination of significance is uncertain, but is still assumed to be "potentially significant," as described above. In other circumstances, after thorough investigation, the determination of significance may still be considered too speculative to be meaningful. This is an effect for which the degree of significance cannot be determined for specific reasons, such as unpredictability of the occurrence or the severity of the impact, lack of methodology to evaluate the impact, or lack of an applicable significance threshold.

It is important to note that under NEPA, no specific thresholds of significance have been established and environmental effects are analyzed based on their context and intensity. Because this draft EIS/EIR is a joint NEPA/CEQA document, the CEQA thresholds have been applied because they are relevant to the EIR analysis. To comply with NEPA, however, the context and intensity of the environmental effects were considered for each impact mechanism.

Impact Mechanisms

Mechanisms that could cause impacts are discussed for each issue area. General categories of impact mechanisms are project construction and activities related to future operations and maintenance, as described in Chapter 2, "Alternatives."

Under NEPA, the effects of the Proposed Action and alternatives under consideration, including the No-Action Alternative, are determined by comparing effects between alternatives and against effects from the No-Action Alternative. Under CEQA, the environmental impact analysis compares the Proposed Action and alternatives under consideration, including the No-Project Alternative (referred to in this draft EIS/EIR as the No-Action Alternative), to existing conditions, defined at the time when the NOP was published (January 18, 2011). Consequently, baseline conditions differ between NEPA and CEQA. Under NEPA, the No-Action Alternative (i.e., expected future conditions without the project) is the baseline to which the action alternatives are compared, and the No-Action Alternative is compared to existing conditions. Under CEQA, existing conditions are the baseline to which all alternatives are compared.

Project impacts are effects that are categorized, pursuant to NEPA and CEQA, to describe the context and intensity. Project effects fall into the following categories:

- A **temporary impact** would occur only during construction. The environmental analysis addresses potentially significant impacts from the direct impact of construction at the project site, direct impact associated with site development, and indirect construction impacts.
- A **short-term impact** would last from the time construction ceases to within 3 years following construction.
- A **long-term impact** would last longer than 3 years following construction. In some cases, a long-term impact could be considered a permanent impact.
- A **direct impact** is an impact that would be caused by an action and would occur at the same time and place as the action.

- An **indirect impact** is an impact that would be caused by an action but would occur later in time or at a distance that is removed from the project area, but is reasonably foreseeable, such as growth-inducing effects and other changes related to changes in land use patterns and related effects on the physical environment.

If it approves the Proposed Action or one of the alternatives under consideration, DWR will adopt a mitigation monitoring and reporting program (MMRP) at the time that it certifies the EIR, in accordance with PRC Section 21081.6(a). The purpose of the MMRP is to ensure that the mitigation measures adopted by DWR as part of project approval will be complied with during project construction and implementation. The MMRP will identify each of the mitigation measures and describe the party responsible for monitoring and reporting, the time frame for implementation, and the program for monitoring compliance.

DWR will also be required to adopt findings with respect to each significant impact of the project (PRC 21081).

Cumulative Impact Analysis

This draft EIS/EIR contains an analysis of the project's cumulative impacts, taken together with other past, present, and probable (i.e., reasonably foreseeable) future projects producing related impacts, as required by NEPA implementing regulations (40 Code of Federal Regulations [CFR] 1508.7) and the State CEQA Guidelines (14 CCR 15130). The goal of such an exercise is twofold: first, to determine whether the effects of all such projects would be cumulatively significant; and second, to determine whether the project individually would cause a "cumulatively considerable" (and thus significant) incremental contribution to any such cumulatively significant impacts. (See the State CEQA Guidelines [CCR 15064(h), 15065(a)(3), 15130(a), 15130(b), and 15355(b)] and *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 120.)

Definition of Cumulative Impacts The Council on Environmental Quality regulations implementing provisions of NEPA define cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR 1508.7). Cumulative effects can result from individually minor, but collectively significant, actions over time and differ from indirect impacts (40 CFR 1508.8). They are caused by the incremental increase in total environmental effects when the evaluated project is added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can thus arise from causes that are totally unrelated to the project being evaluated, and the analysis of cumulative impacts looks at the life cycle of the effects, not the project at issue.

Cumulative impacts are defined in the State CEQA Guidelines (CCR 15355) as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment which results from the incremental impact of the project

when added to other closely related past, present, and reasonably foreseeable probable future projects (see also CCR 15130[a][1]). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CCR 15355[b]).

Consistent with the State CEQA Guidelines (CCR 15130[a]), this EIS/EIR focuses on significant and potentially significant cumulative impacts. The State CEQA Guidelines (CCR 15130[b]) state that:

> The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

Geographic Scope and Time Frame of Impacts The geographic area that could be affected by the project varies depending on the type of environmental issue being considered. When the project's impacts are considered in combination with those other past, present, and future projects to identify cumulative impacts, the geographic area of the other projects considered may also vary depending on the type of environmental effects being assessed. The general geographic area associated with the different environmental impacts of the project defines the boundaries of the area used for compiling the list of projects considered in the cumulative impact analysis. Table 3.0-1 presents the general geographic areas associated with the different resources addressed in this draft EIS/EIR.

The time frame for consideration of cumulative impacts is approximately 30 years, generally consistent with the time frame for buildout of approved and proposed specific plan development projects in the project area and for standard traffic analysis protocols.

Related Projects Past, present, and probable future projects are those projects that have already been constructed, are currently under construction, or are in various stages of planning but that have yet to initiate construction. Some of these projects are planned to be under construction during the period in which the JOC project would be under construction (anticipated 2012–2015), while others are expected to be developed after 2015.

Because the Proposed Site and the Alternative 1 Site and the Alternative 2 Site are in urban areas that are primarily built out, the basis for the cumulative impact analysis is the general plan buildout scenario for Sacramento County and the city of Rancho Cordova. In addition, several projects are underway that may affect one or more of the sites:

- Hazel Avenue Widening Project, Phases 2 and 3 (Proposed Site);
- Nimbus Hatchery Fish Passage Project (Proposed Site);

Table 3.0-1
Geographic Areas That Would Be Affected by the JOC Project

Resource Area	Geographic Area
Aesthetics	Project sites and surrounding area (e.g., the American River Parkway near the Proposed Site)
Air Quality	Regional (Sacramento Metropolitan Air Quality Management District)
Biological Resources	Habitat at project sites
Climate Change	Global
Cultural Resources	Project sites and the surrounding area (where ground disturbance would occur)
Earth and Paleontological Resources	Project sites and the surrounding area (where ground disturbance would occur)
Hazards and Hazardous Materials	Project sites (where ground disturbance would occur)
Hydrology and Water Quality	Project sites' drainage systems, including potential drainage to the American River (from the Proposed Site) and the city of Rancho Cordova's storm drainage system (from the Alternative 1 Site)
Land Use and Planning	Project sites
Noise	Immediate vicinity of the project sites
Public Services and Utilities	Local service areas
Recreation	Local (facilities near project sites)
Socioeconomics	Local (population and housing near the project sites)
Transportation and Circulation	Local roadway network around the project sites, including U.S. Highway 50

Source: Data compiled by AECOM in 2010

- Lower American River Salmonid Spawning Augmentation and Side Channel Habitat Establishment Program (Proposed Site);
- Rio del Oro Specific Plan (Alternative 1 Site);
- SunCreek Specific Plan (Alternative 1 Site);
- Arboretum (Alternative 1 Site); and
- The Ranch at SunRidge (Alternative 1 Site).

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Land Use			
Approval of the project would allow the reuse/development of the former Mather Air Force Base (AFB) with a variety of airport, industrial, commercial, office, residential, recreational, and open space uses on the 5,707± acre property, consistent with the Mather Field Specific Plan land use districts shown on Plate K. For the most part, the proposed land uses appear to be compatible with existing and planned land uses of the surrounding area. However, the proposed Commercial Recreation area at the southeast comer of the property, which is intended to accommodate a major visitor destination or institutional use, would be subject to potentially significant odor impacts from the contiguous rendering plant located south of Kiefer Boulevard between Sunrise Boulevard and Eagles Nest Road. These impacts are considered to be unavoidable because there are no feasible mitigation measures available to completely eliminate rendering process odors. The odors, however, do not present a health risk, but constitute an unpleasant nuisance impact. These unavoidable odor impacts would be expected to affect other portions of the Specific Plan area as well, although to a lesser degree due to the greater setback of those areas from the rendering plant. Development of intensive uses within the Commercial-Recreation area in close proximity to the rendering plant could ultimately result in constraints upon rendering plant operations, if Specific Plan users find rendering plant odors to be a nuisance and remedial action is sought.	SU	**LA-1.** All future sale or lease agreements for lands and buildings located within the Commercial-Recreation land use district at the southeast portion of the Specific Plan area (see Plate K) shall specify the following: The owner/lessee of this property/building acknowledges that the Sacramento Rendering Company plant is in a location predominately upwind of this site. Owner/lessee also acknowledges that the Sacramento Rendering Company plant produces objectionable odors that will be detectable at this location during certain times of the year depending on wind speed, wind direction, other meteorological conditions, and the operating conditions of Sacramento Rendering Company. Owner/lessee agrees to hold Sacramento Rendering Company harmless from any odors produced by Sacramento Rendering Company that may affect the owner/lessee's property/building or any occupants of said property/buildings.	SU
The height, noise and safety zones of the adopted Comprehensive Land Use Plan (CLUP) for Mather AFB were	LTS	None required.	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
established based on historic military use of the airfield. A proposed CLUP Update has been prepared for Mather Field based upon its projected buildout use as a County-operated aviation facility. Until the proposed CLUP Update is adopted, the existing Mather AFB CLUP remains in effect. Many of the land uses which would be allowed by the Specific Plan are incompatible with the noise and safety zones of the adopted Mather AFB CLUP. Therefore, the Board of Supervisors must overrule the adopted CLUP policies by a 4/5 majority vote and adopt specific findings that the project is consistent with the purposes of Airport Land Use Commission law in order to approve the project.			
Several of the land uses which would be allowed by the Specific Plan are incompatible with the safety zones established by the proposed CLUP Update for Mather Field. These incompatible land uses include: ► Potential uses in the Mather Regional Park Recreation District such as a racetrack, arena, theme park, and fairground and exposition area in the overflight zone. ► Potential institutional and/or public and quasi-public uses within the Human Service Subarea which are incompatible with the overflight zone, including hospitals, colleges, universities, jails and detention centers.	SU	None available.	SU
Because the Specific Plan would allow the development/ redevelopment/ expansion of land uses which are incompatible with the overflight zone in the proposed CLUP Update (which is based on the airport's use as a County-operated aviation facility), the project could expose such land			

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
uses to an unacceptable safety risk.			
Utilities and Public Services			
Public Facilities Financing Many of the existing utilities within Mather Field are substandard and will need to be rehabilitated and/or expanded to serve buildout of the Specific Plan land uses. The Specific Plan identifies the major public facilities that will need to be upgraded or constructed in association with development of the Plan area, identifies a strategy for phasing the construction of facilities associated with the market demand for development, establishes the policy framework for financing the required major public infrastructure, and describes potential sources of funding to pay for the infrastructure. The preliminary cost estimate for the provision of a backbone infrastructure system for the Specific Plan area (including roads, wastewater, water, drainage and fire protection) is approximately $108.5 million. A more detailed infrastructure financing plan will be prepared to ensure that public facilities/services are provided to the Plan area as planned.	LTS	None required.	LTS
Water The existing water supply system at Mather has an average capacity of approximately 4.6 MGD. Buildout of Mather Field will result in an average water demand of 6.8 MGD, requiring the eventual development of additional water supply capacity. The County Water Resources Division (WRO) indicates that sufficient groundwater supplies exist to serve the demands of full use of the existing system capacity during normal and critically dry years. However, unless	S	**PS-l.** Development which results in a cumulative water demand exceeding existing Mather Field water supply capacity (i.e., an average water use of 5,000 AF A or 4.6 MGD) shall not be allowed, until the Sacramento County Board of Supervisors adopts a Master Water Plan for the Mather Field site which demonstrates that an adequate and reliable water supply (which includes supplemental surface water) will be available to serve buildout of the Mather Field Specific Plan land uses and the surrounding region.	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
supplemental water supplies are ultimately secured to serve buildout of Mather Field and the surrounding region, cumulative impacts on groundwater resources will be significant. Deferring preparation of the a Water Master Plan for Mather Field would allow incorporation of any regional water solutions identified through the currently in progress Water Forums Process.			
Portions of the groundwater supply beneath Mather Field have been contaminated with hazardous materials, and continued groundwater pumping could cause the migration of contaminated plumes into the drinking water supply. Therefore, supplying groundwater to meet the development needs of Mather Field could result in significant impacts upon the quality of water supplies, due to the risk of contamination. To ensure against contamination, a safe yield extraction rate would need to be established to ensure that the contaminated plumes would not be drawn upon and contaminate potable water supplies. Because a safe yield extraction rate would be difficult to determine, it would be prudent to plan for well head treatment as a contingency in the event that contaminants are detected in wells. Also, ongoing water quality monitoring of water supply wells in the vicinity of Mather Field is occurring, which will ensure that the quality of water provided to consumers will be safe.	PS	**PS-2.** Mather Field drinking water wells shall be tested for contaminants by the respective operator of each well as required by the State of California Department of Health Services and the California Environmental Protection Agency.	LTS
<u>Sewer</u> The existing on-site sewer system is not adequate to serve buildout development at Mather Field. The Sacramento County Water Quality Division indicates that the existing system will require some rehabilitation, reconstruction, or	S	**PS-3.** In conjunction with preparation of the Financing Plan for the Mather Field Specific Plan, Water Quality Division staff shall identify the required new sewer infrastructure improvements and necessary repair of existing improvements to provide sewer service to the Mather Field Specific Plan area. Water Quality Division	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
possibly relocation prior to acceptance by County Sanitation District No.1 (CSD-l) for maintenance. Sewer connection fees will be required for new users. The Mather and Bradshaw Interceptor sewers are planned to cross the central and northern portions of the Specific Plan area. A 100 foot wide easement dedicated to the Sacramento Regional County Sanitation District (SRCSD) will be required for the construction and maintenance of these sewer facilities.		staff will oversee developer repair of the existing sewer system where such repair is required prior to acceptance by CSD-l. CSD-l will fund repair of existing infrastructure being conveyed directly from the Air Force which provides service to multiple users. SRCSD and CSD-1 will be responsible for maintenance of the sewer infrastructure once accepted by the Districts.	
		PS-4. Sewer easements for the construction and maintenance of the Bradshaw and Mather Interceptor sewers will be shown on any final maps within 100 feet of the interceptor alignments shown on Plate W of the Mather Field Specific Plan SEIR. The easements will be dedicated prior to the issuance of building permits or approval of improvement plans within 100 feet of the interceptor alignments.	LTS
Drainage Please refer to the Hydrology section for a discussion of drainage issues.			
Gas and Electric Service The supply of both electricity and natural gas is adequate to serve full reuse of the entire Mather Field property. However, conversion of the Mather Field electrical transmission and natural gas distribution systems to SMUD and PG&E services could require substantial facility upgrades in order to meet the service provider's standards.	S	**PS-5.** The Mather Field Specific Plan area Public Facilities Financing Plan shall identify the sources of funding for the required electrical transmission and natural gas distribution system upgrades at Mather Field.	LTS
Fire Protection Buildout development of the Mather Field Specific Plan will increase the demand for fire protection services and may	S	**PS-6.** The Mather Field Specific Plan Financing Plan shall identify the facilities and equipment required to provide adequate fire protection services to Mather Field. The following information	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
result in the need for additional staffing, facilities and equipment.		should be included in the Financing Plan: • The number, location, and financing of any new fire stations. • The types and financing of any water supply upgrades needed to provide the site with adequate fire flows. • The provision and installation of Opticom Traffic Signal Interrupters at all new or upgraded intersection signal lights.	
Police Protection Buildout of the Mather Field Specific Plan will increase the demand for police protection services, which will continue to be provided at a less than optimal level until the ratio of Sheriff s officers/population can be increased to an acceptable level. The Sheriff's Department has a Crime Prevention Unit which can recommend design techniques and hardware to deter crime and thereby reduce calls for service.	LTS	**PS-7.** Crime prevention measures recommended by the Sheriff Department's Crime Prevention Unit shall be incorporated into the design of future developments within Mather Field to the maximum extent feasible.	LTS
Public Transit Buildout of the Specific Plan land uses will increase demands on transit service in the region.	PS	**PS-8.** The Mather Field Specific Plan Financing Plan shall identify the funding mechanisms necessary to provide fair share funding for transit service including (a) the construction of a parking structure or acquisition of sufficient land to provide additional surface parking at the future Mather Field Road light rail station, and (b) the provision of bus service to directly serve the project area. Fair Share funding shall be determined by the Administrator of the County Public Works Agency after consultation with Regional Transit regarding the nexus between any required transit improvements/service and the Mather Field Specific Plan development.	LTS
Schools Buildout of the Specific Plan is expected to generate about	LTS	None required.	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
795 additional students in the Folsom Cordova Unified School District. It is anticipated that these students can be accommodated within existing and planned district facilities.			
Parks Buildout of the Specific Plan land uses will increase the demand for park and recreation services. Reuse of the existing recreational facilities within Mather Field and construction of new recreational facilities associated with the planned Mather Regional Park will be sufficient to accommodate the local and regional park demands of the future residents of Mather Field.	LTS	None required.	LTS
Traffic and Circulation			
Buildout development of the Mather Field Specific Plan is expected to generate about 149,000 daily vehicle trips, 16,300 a.m. peak hour trips and 20,200 p.m. peak: hour trips. Analysis of future traffic conditions was conducted for two scenarios, because of the uncertainty regarding the transportation network which might be implemented if the contiguous 823± acre Village of Zinfandel project is approved. For the "Cumulative with Village of Zinfandel Project" scenario, full buildout of Mather Field and cumulative development of the surrounding area consistent with the land uses and transportation system shown on the County General Plan was assumed, as modified by the land use and circulation system currently proposed by the Village of Zinfandel project. Assumptions were the same for the "Cumulative with Village of Zinfandel Circulation Alternative" scenario, except that an alternative circulation system was assumed in the vicinity of the Village of	SU	**TC-l.** The following intersection and roadway improvements are necessary to serve cumulative development of the project area under either the "Cumulative with Village of Zinfandel Project" scenario or the "Cumulative with Village of Zinfandel Circulation Alternative" scenario. Mather .Field Specific Plan project development shall participate in funding these improvements on a fair share basis. Fair share funding shall be determined by the Administrator of the County Public Works Agency, and the mechanism for providing such fair share funding shall be specified in the Mather Field Specific Plan Public Facilities Financing Plan. The following improvements are additive to those already assumed to be in place with implementation of the General Plan transportation network. The following intersection improvements are also summarized in Table 24 of this SEIR. Intersections *Systems Parkway and Old Placerville Road* – Provide an exclusive right turn lane on the northbound Macready A venue approach	SU

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
Zinfandel project site, to reflect an alternative circulation plan proposed for that area by the Sacramento County Transportation Division. Under either cumulative scenario, significantly adverse (LOS F) conditions are projected at 13 of the 33 studied intersections, and many roadway segments, particularly the American River crossings, are projected to operate far in excess of capacity. Substantial improvements to the roadway system, beyond the improvements already assumed to be in place under cumulative conditions, are not possible. Cumulative traffic impacts are considered to be unavoidable because of the magnitude of the impacts and because of the lack of identifiable feasible mitigation measures. Even without any vehicle trips generated at Mather Field, cumulative traffic impacts in the study area would remain significantly adverse.		departing Mather Field. (This mitigation is being completed as part of the EDA grant.) *Sunrise Boulevard and Douglas Road* – Provide an eastbound free right turn lane at this location. *Zinfandel Drive and White Rock Road* – On the northbound approach, restripe the right turn lane to a through and right turn lane, to provide four through lanes. Although four lanes are greater than the usual County standard, four lanes are already provided north of the intersection on Zinfandel Drive. *Sunrise Boulevard and Jackson Road* – Provide three exclusive through lanes on the eastbound approach.	
		Bradshaw Road and Folsom Boulevard – On the northbound approach, provide four lanes (double left, through, and exclusive right). On the southbound approach, provide four lanes (exclusive left, two through, and exclusive right). On the eastbound approach, provide five lanes (exclusive left, three through, and exclusive right). On the westbound approach, provide six lanes (double left, three through, and exclusive right). This mitigation measure is consistent with the Bradshaw Assessment District improvements, but also adds three through lanes in each direction on Folsom Boulevard.	
		TC-2. The following additional intersection and roadway improvements are necessary to serve cumulative development of the project area under the "Cumulative with Village of Zinfandel	SU

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		Project" scenario. In the event the "Village of Zinfandel Project" scenario transportation network (shown on Plate AA of this SEIR) is approved by the County, Mather Field Specific Plan project development shall participate in funding the following additional improvements on a fair share basis. Fair share funding for these additional improvements shall be determined by the Administrator of the County Public Works Agency, and the mechanism for providing such fair share funding shall be specified in the Mather Field Specific Plan Public Facilities Financing Plan. The following improvements are additive to those already assumed to be in place with implementation of the General Plan transportation network. The following intersection improvements are also summarized in Table 24 of this SEIR	
		Intersections Zinfandel Drive and Folsom Boulevard – Convert the northbound exclusive right turn lane to a through-right lane, and improve the intersection departure area to accommodate the two lane through movement. Roadways Widen the following roadway segments from four to six lanes: • White Rock Road – Kilgore Road to Sunrise Boulevard • Zinfandel Drive – International Drive to Mather Boulevard	
		TC-3. The Mather Field Specific Plan area shall be included within a Transportation Management Association, and shall implement a comprehensive Transportation Systems Management (TSM) Program designed to reduce automobile dependence and improve air quality.	SU

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		TC-4. The Mather Field Specific Plan Financing Plan shall identify the funding mechanisms necessary for the provision and installation of Opticom Traffic Signal Interrupters at all new or upgraded intersection signal lights.	SU
Air Quality			
Buildout development of the Specific Plan land uses is expected to generate long term (mobile and operational) emissions of about 5,978 lbs/day of ROG, 8,113 lbs/day of NO_X, 22,076 lbs/day of PM_{10}, and 30,521 lbs/day of CO. Long-term project emissions of ROG, NO_X, and PM_{10} exceed the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) recommended significance thresholds for those pollutants. These emissions will contribute to the existing exceedance of state and federal standards for ozone and PM_{10}, which will worsen regional air quality conditions in the air basin and could push attainment of regional air quality standards farther from reach. Air quality modeling indicates that under cumulative conditions, the CO emissions projected from buildout development of Mather Field, when added to ambient levels, would result in the exceedance of the state 8-hour CO standard at 5 of 12 studied intersections.	SU	**AI-1.** The Mather Field Specific Plan area shall be included within a Transportation Management Association, and shall implement a comprehensive Transportation Systems Management (TSM) Program designed to reduce automobile dependence and improve air quality.	SU
The project will also produce ROG, NO_X, and PM_{10} emissions during construction and grading activities that are short term in the sense that they occur during construction only and would cease after buildout. These emissions include those from operation of construction equipment and fugitive dust associated with land clearing and grading activities. Due to the level and duration of construction activities anticipated for	SU	**AI-2.** Individual construction projects within the Mather Field Specific Plan area shall implement the following dust control measures: • All exposed soil and onsite construction roads shall be watered as needed to control fugitive dust. • All stockpiled soils shall be enclosed, covered, or watered as	SU

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
buildout development of Mather Field, construction-related emissions of ROG, NO_X, and PM_{10} could exceed the SMAQMD's recommended significance threshold levels for some or all of the duration of construction.		needed to control fugitive dust. • All inactive portions of the construction site shall either be watered, reseeded, or otherwise stabilized using methods such as AQMD-approved soil binders or jute netting as needed to control fugitive dust.	
Noise			
Noise resulting from traffic along major roadways and from airport operations is not expected to significantly impact the proposed Specific Plan land uses, with one exception. Future traffic noise levels could significantly impact the single family housing area depending upon the ultimate realignment of existing Mather Boulevard (i.e., the Douglas Road segment between Eagles Nest Road and Kiefer Boulevard).	PS	**NS-l.** Future plans for the realignment of Mather Boulevard (i.e., Douglas Road) around the single family housing area shall either: (a) incorporate a minimum 132-foot setback (measured from the roadway centerline) from the residential yard areas; or (b) provide a noise barrier which achieves a noise level of 65 dB L_{dn}/CNEL or lower within the residential yard areas.	LTS
Hydrology			
The existing drainage facilities within the developed portions of the property are insufficient to prevent localized flooding. In order to meet basic health and safety requirements, most of the existing local drainage systems will require parallel or replacement facilities. Development of the Specific Plan land uses will result in additional impervious surfaces and increased runoff which will exacerbate existing localized flooding conditions on the project site. A detailed drainage study is needed to identify the drainage facility upgrades and improvements that will be necessary to accommodate the project's increased runoff and provide site development with an adequate degree of flood protection.	S	**HY-l.** Prior to the approval of tentative maps, the issuance of building permits for new development or the approval of improvement plans, the Sacramento County Public Works Agency shall prepare a drainage master plan for the entire Mather Field Specific Plan area. The master plan shall identify the approximate size and location of new drainage facilities and upgrades to existing drainage facilities necessary to serve proposed Specific Plan development. Drainage facilities could include, but would not be limited to: (a) The expansion or modification of existing storm drain facilities; (b) Establishment of subregional or regional detention basins; and/or (c) The preservation of natural drainage areas. Individual development proposals within the Specific Plan area shall be required to implement all drainage improvements identified by the	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		detailed drainage master plan as being necessary to accommodate the increased runoff of the development proposal and to provide an adequate level of flood protection to the development proposal, to the satisfaction of the Water Resources Division. Individual development proposals within the Specific Plan area may modify the proposed facilities shown in the master plan so long as the intent of the master plan is upheld, and subject to the approval of the Water Resources Division.	
Morrison Creek drains through Mather Field, although the 100-year floodplain has not yet been delineated within the project site. Delineation of the 100-year floodplain is necessary to precisely determine which portions of the site are subject to flood risk. The project could allow development within the 100-year floodplain, exposing people and property to risk associated with inundation from a 100-year flood.	S	**HY-2.** Prior to the approval of tentative maps, the issuance of building permits for new development or the approval of improvement plans, the Sacramento County Public Works Agency shall delineate the existing and ultimate 100-year floodplains for the entire Mather Field Specific Plan area. No development shall occur within the delineated ultimate 100-year floodplain, unless it is consistent with the requirements and provisions of the Sacramento County Floodplain Management Ordinance. The existing 100-year floodplain delineation for the entire Mather Field Specific Plan area will be submitted to FEMA for approval of a revision to the Flood Insurance Rate Map for Sacramento County.	LTS
A dam has been constructed across Morrison Creek near the northeast comer of the property, forming the 64± acre Mather Lake. Due to its federal status, Mather Dam has been exempt from the State of California's dam safety regulations. The structural integrity of Mather Dam is presently unknown. The extent of downstream flood inundation which would occur in the event of a dam failure is also presently unknown. Development of the Specific Plan land uses, including reuse of the existing single family housing area, could expose people and property to risk associated with inundation in the	S	**HY-3.** Sacramento County shall ensure that the extent of the area of impact from a failure of Mather Dam is determined. Prior to the approval of tentative maps, building permits, improvement plans or occupancy of any use within the determined area of impact from a dam failure, Sacramento County shall ensure that Mather Dam has been inspected for structural integrity and brought into compliance with all state dam safety regulations.	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
event of a failure of Mather Dam.			
Development of the Specific Plan land uses could adversely impact surface water quality if not carefully managed, by increasing the sediment and urban pollutant load of stormwater runoff discharged to Morrison Creek.	PS	**HY-4.** Comply with the County Land Grading and Erosion Control Ordinance.	LTS
		HY-5. Prior to the approval of improvement plans or the issuance of building permits for individual development proposals within the Specific Plan area, the final design of all proposed stormwater quality source and treatment control measures for the development proposal shall be approved by the County Water Resources Division, consistent with Volume 5 of the Draft City/County Drainage Manual.	LTS
Biological Resources			
Development of the Specific Plan land uses could have significantly adverse impacts upon biological resources, including the loss of wetlands and special-status species habitat known to occur in the Plan area. The full extent of such impacts cannot be adequately determined until an accurate wetland delineation and additional sensitive-status species surveys are conducted for the project site. However, the Specific Plan proposes zoning entitlements which would allow the development of urban land uses in areas known to contain extensive wetlands and special status species habitat. The Specific Plan would also allow surface mining of aggregate resources in areas known to contain extensive wetlands and special-status species habitat, subject to additional environmental review. Future development of Specific Plan land uses could result in the removal of existing	S	**BR-l.** Sacramento County shall ensure that an accurate wetland delineation is prepared for the entire Specific Plan area and submitted to the Corps of Engineers for review and approval.	LTS
		BR-2. Sacramento County shall ensure that additional surveys are conducted which accurately describe the full extent of special-status species habitat/occurrences within the entire Specific Plan area.	LTS
		BR-3. Sacramento County shall ensure that a comprehensive mitigation plan for biological resources is prepared in consultation with the USFWS and DFG for the entire Specific Plan area. The mitigation plan shall demonstrate how Specific Plan impacts upon wetlands will be avoided or mitigated to a level which achieves no net loss in wetland habitat, and how Specific Plan impacts upon special-status species will be avoided, minimized, or compensated	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
trees, which could also result in significant impacts on biological resources.		to a level of insignificance. Individual developments within the Specific Plan area shall be required to implement the mitigation strategies described in the mitigation plan to avoid or reduce impacts upon wetlands and special-status species to a less-than-significant level.	
		BR-4. Prior to preparation of the comprehensive mitigation plan for biological resources, individual development proposals within the Specific Plan area (i.e., tentative maps, improvement plans, building permits) shall not be approved unless such proposals submit the following information: a) A wetland delineation of the proposed development area prepared by a qualified biologist, or written verification from a qualified biologist that the development area does not contain wetlands.	LTS
		b A special-status species survey of the proposed development area prepared by a qualified biologist, or written verification from a qualified biologist that the development area does not contain special-status species occurrences/habitat. c A mitigation plan which describes the measures that will be implemented to avoid or reduce any project development impacts upon wetlands and special-status species habitat to a less-than-significant level.	
		BR-5. Individual development projects within the Specific Plan shall obtain all necessary U.S. Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary Streambed Alteration Agreements from the California Department of Fish and Game pursuant to Sections 1601-1603 of the California Fish and Game Code.	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		BR-6. Existing on-site trees shall be protected and preserved to the maximum extent feasible. Consistent with General Plan policies, the removal of any oak or other native tree (excluding cottonwoods) necessary to accommodate future development of Specific Plan land uses shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the Specific Plan area.	LTS
		BR-7. No tree shall be removed during the raptor breeding season (March 15 through August 31) unless a qualified biologist has surveyed the tree during the breeding season and found no evidence of raptor nesting activity. If the survey identifies an active raptor nest, the tree and nest shall be avoided while the nest is occupied with adults and/or young. Avoidance shall include establishment of a 300-foot diameter non-disturbance buffer zone around the nest site.	LTS
Geology and Mineral Resources			
Specific Plan development will continue to use existing residential, commercial, industrial, and public structures on the project site which may not meet current Uniform Building Code (UBC) seismic safety standards. Because existing County practices will ensure that existing buildings are evaluated for seismic safety as they are occupied by Specific Plan land uses, potential seismic safety impacts are not considered significant.	LTS	None required	LTS
An estimated 40 million tons of high quality aggregate resources, representing a 5- to 8-year supply for the Sacramento region, exist within the Specific Plan area south of the airport runways and west of the single family housing	LTS	None required	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
area. The proposed Specific Plan land use designations and policies would neither require nor preclude mining of these resources. Therefore, the project would not necessarily result in potential environmental and economic impacts which may be associated with the loss of availability of these resources for mining. Future mining activities could be allowed on the project site which may result in potentially significant land use compatibility, aesthetic, noise, air quality and biological resource impacts. However, any future aggregate mining proposal within the project site would be subject to further environmental review to address such issues. Therefore, project impacts associated with aggregate resources are considered less than significant at this time.			
Cultural Resources			
Cultural resource surveys of Mather Field have not identified any onsite prehistoric resources and there are no on-site historic resources considered eligible for listing on the National Register of Historic Places. However, there is always the possibility that undetected/buried prehistoric resources exist which could be impacted by project development. Furthermore, the use of Mather Field as an Air Force Base was important to the local history of the Sacramento area, and buildout of Specific Plan land uses will change the character of the property from one of historic military uses to one of a mix of civilian land uses.	PS	**CR-l.** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Department of Environmental Review and Assessment shall be immediately notified at 440-7914. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the find with appropriate specialists as needed. The project applicant shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American,	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	
		CR-2. Sacramento County shall ensure that a narrative description of the project site's historic use as a military base and a representative sampling of on-site buildings are recorded for future historic reference. The choice of on-site buildings to be recorded shall be coordinated with the Sacramento Archives and Museum Collection Center, and shall be determined prior to the demolition or modification of any on-site structures. The historic information shall be recorded with the North Central Information Center of the California Historical Resources Information System and the Sacramento Archives and Museum Collection Center.	LTS
Hazardous Substances			
Portions of the project site have been contaminated with hazardous substances and wastes. Responsibility for remediation of the site lies with the Air Force, with enforcement authority vested in the federal Environmental Protection Agency (EPA) and the Cal-EPA, Department of Toxic Substance Control (DTSC). Although a significant amount of remediation has occurred to date, substantial remediation work remains to be completed. The Comprehensive; Environmental Response Compensation and Liability Act (CERCLA), will not permit the transfer of title or conveyance by deed of any contaminated portions of the site until remedial systems are in place and demonstrated to be operating properly. The proposed Specific Plan project could result in the following significant impacts associated with hazardous substances:	S	**TX-l.** If the potential for previously unidentified contamination is suspected at proposed development sites, or if unidentified contamination is encountered as an unforeseen condition, sampling shall be conducted by qualified personnel, in accordance with all applicable regulations to determine the constituent levels and the extent of the contamination. If contamination is identified, remediation and disposal procedures shall be undertaken by qualified personnel in accordance with all applicable regulations, and in coordination with all applicable regulatory agencies. If remediation is deemed infeasible, construction shall be conducted by trained personnel utilizing proper personal protective equipment and practices and procedures to mitigate any health hazards.	LTS
		TX-2. If asbestos fibers are suspected or identified in soils, buried	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
1. Specific Plan development could involve construction activities that could expose construction workers to previously unidentified contaminated soil. 2. Specific Plan development could involve construction activities which could require the demolition and/or renovation of existing structures, possibly containing asbestos material, PCB's and lead based paint, thereby exposing construction workers and the public to associated hazards.		asbestos-cement pipe, or existing building materials at proposed development sites, then additional sampling shall be performed prior to any construction activities to identify asbestos-containing materials that may be contained in building materials or obscured behind walls, above ceilings, and beneath floors. Any necessary asbestos abatement procedures or demolition activities affecting asbestos containing material shall be performed by a licensed asbestos abatement contractor with properly trained personnel in accordance with all federal, state and local regulations.	
3. Specific Plan development could occur incrementally, so that early stages of development could be completed prior to complete remediation of the entire site, thereby potentially exposing inhabitants and users to hazardous substances. 4. Specific Plan development could interfere with cleanup efforts of existing contaminated sites.		**TX-3**. If lead concentrations above levels at which abatement is recommended are suspected or identified in existing soil or structures at proposed development sites, additional testing shall be performed as necessary to identify lead concentrations. Any necessary lead abatement procedures shall be performed with properly trained personnel in accordance with all applicable federal, state and local regulations.	LTS
		TX-4. Unacceptable exposures to active remediation sites, areas of encapsulation or remaining contamination, and unremediated portions of Mather Field shall be prevented by one or more of the following measures as determined appropriate by regulatory agencies. a. Buffer zones as determined appropriate by regulatory agencies between areas that are completely remediated and ready for development and those that are not completely remediated. b. Cleanup of accessible portions of the site to interim levels that are determined by the lead agencies to be adequately protective for short-term human exposure. c. Interim cover of accessible portions of the site in order to bury	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		or otherwise encapsulate hazardous materials and to prevent human exposure. d. Limitations on access to active remediation sites, areas of encapsulated or remaining contamination, and unremediated areas of the site, that are not otherwise covered by means of fencing, posting of signs, and site security. e. Dust control for active cleanup sites and unremediated bare ground. f. Perimeter air monitoring for active remediation sites and during construction. g. Awareness of the potential for encountering contaminated materials as an unforeseen condition during construction, and implementation of a response plan to mitigate exposures.	
		TX-5. For property to be leased, transferred, or conveyed to the County by the Air Force, the County of Sacramento shall require that future development at Mather Field comply with any limitations or restrictions pertaining to hazardous substance remediation identified in any lease, transfer, or conveyance agreement. These agreements are currently under negotiation with the EPA, the California EPA, the U.S. Air Force, and the County.	LTS
		TX-6. Individual site plans for each development within Mather Field shall be coordinated with locations of groundwater extraction wells, air stripping towers, and other groundwater treatment facilities.	LTS
		TX-7. The County shall coordinate with the U.S. Air Force, the U.S. EPA, the California EPA, and other involved agencies as appropriate to assure that the proposed development at Mather Field does not interfere with any adjacent, and/or on-site	LTS

Table 3.0-2
Summary of Significant Impacts and Mitigation Measures for Alternative 2 Incorporated by Reference from the Mather Field Specific Plan Final Subsequent EIR

Impacts	Significance Before Mitigation [1]	Mitigation Measures	Significance After Mitigation [1]
		remediation activities, or unduly delay either project development or area remediation.	
		TX-8. All contractors shall coordinate with the County, the U.S. Air Force, the U.S. EPA, the California EPA, and other involved agencies; as appropriate, to assure that construction activities do not interfere with any adjacent and/or on-site remediation activities or unduly delay either project development or site remediation.	LTS
		TX-9. The County shall cooperate with. the U.S. Air Force and the U.S. EPA and California EPA to ensure that EPA remediation priorities for Mather Field are maintained.	LTS

NI = No impact B = Beneficial LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable

Source: DERA 1997

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.1 Aesthetics				
3.1-1: Potential Substantial Adverse Effect on a Scenic Vista.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.1-2: Potential to Substantially Degrade the Existing Visual Character or Quality of the Site and Its Surroundings.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	.No mitigation is required.	Direct LTS Indirect NI
3.1-3: Potential New Source of Light or Glare That Would Adversely Affect Daytime or Nighttime Views in the Area	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.2 Air Quality				
3.2-1: Generation of Temporary, Short-Term Construction-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ That Exceed Thresholds.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Direct NI	No mitigation is required.	Direct LTS Indirect NI
3.2-2: Generation of Long-Term Operational (Regional) Emissions of ROG and NO_X That Exceed SMAQMD Thresholds.	NA	Direct NI Indirect, too speculative	No mitigation is required.	Direct NI Indirect, too speculative

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PA-c, PA-3, Alt. 1	LTS direct Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.2-3: Generation of Long-Term, Operational, and Local Mobile-Source Emissions of CO that Exceed SMAQMD Thresholds.	NA	Direct NI Indirect, too speculative	No mitigation is required.	Direct NI Indirect, too speculative
	PA-c, PA-3	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
	Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.2-4: Exposure of Sensitive Receptors to Temporary, Short- and Long-Term Emissions of Toxic Air Contaminates.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.2-5: Exposure of Sensitive Receptors to Odorous Emissions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.3 Biological Resources				
3.3-1: Potential Loss or Disturbance of Valley Elderberry Longhorn Beetle and Its Habitat	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect PS	3.3-1: Avoid Direct and Indirect Impacts on Elderberry Shrubs, or Initiate Section 7 Consultation with USFWS to Obtain an Incidental Take Permit and Implement	Direct and indirect LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Permit Conditions.	
3.3-2: Perform Tree Surveys and Avoid or Replace Native Oak Trees on the Nimbus Site	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect PS	3.3-2: Perform Tree Surveys and Avoid or Replace Native Oak Trees on the Nimbus Site.	Direct and indirect LTS
3.3-3: Potential Impacts on Waters of the United States, Including Wetlands, and Waters of the State.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect S	3.3-3: Consult with USACE and Compensate for Impacts on Waters of the United States and Waters of the State as Determined by USACE and the Central Valley RWQCB.	Direct and indirect LTS
3.3-4: Potential Impacts on Raptors and Migratory Birds.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct and indirect PS	3.3-4: Avoid Impacts on Raptors and Migratory Bird Species.	Direct and indirect LTS
3.3-5: Potential Loss or Disturbance of Bat Species.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect LTS	No mitigation is required.	Direct and indirect LTS
3.3-6: Potential Loss of or Disturbance to Special-Status Plants.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect PS	3.3-6: Conduct Special-Status Plant Surveys and Implement Avoidance and Mitigation Measures or	Direct and indirect LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Compensatory Mitigation.	
3.3-7: Potential Conflict with Local Policies or Ordinances for Protecting Biological Resources.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect PS	3.3-7: Avoid or Reduce Conflicts with Local Policies or Ordnances for Protecting Biological Resources.	Direct and indirect LTS
3.3-8: Substantial Interference with the Movement of Native Resident or Migratory Wildlife Species or with Established Native Resident or Migratory Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect LTS	No mitigation is required.	Direct and indirect LTS
3.3-9: Potential Introduction and Spread of Invasive Weeds.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect PS	3.3-9: Prevent the Introduction and Spread of Invasive Weeds during and after Construction.	Direct and indirect LTS
3.4 Climate Change and Greenhouse Gas Emissions				
3.4-1: Generation of Construction-Related and Operational Greenhouse Gas Emissions That Have a Cumulative Effect on the Environment.	NA	Direct or indirect NI	No mitigation is required.	No direct Indirect LTS
	PA-c, PA-3, Alt. 1, Alt.2	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.4-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted to Reduce Greenhouse Gas Emissions.	NA	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
	PA-c, PA-3,	Direct LTS	No mitigation is required.	Direct LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Alt. 1, Alt. 2	Indirect NI		Indirect NI
3.4-3: Effects of Global Climate Change on Project Facilities and Operations.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1, Alt.2	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.5 Cultural Resources				
3.5-1: Potential Damage to or Destruction of Known Cultural Resources.	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.5-2: Potential Damage to or Destruction of Buried Archaeological Sites and Human Remains.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.5-2a: Protect Archaeological Remains by Stopping Work If Archaeological Materials Are Discovered During Ground-Disturbing Activities. 3.5-2b: Protect Human Remains by Stopping Work If Human Remains Are Discovered during Construction.	Direct LTS
3.6 Earth and Paleontological Resources				
3.6-1: Possible Risks to People and Structures Caused by Strong Seismic Ground Shaking.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.6-2: Possible Seismically Induced Risks to People and Structures Caused by Liquefaction.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.6-3: Temporary and Short-term Construction-Related Erosion.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect	3.6-3: Prepare and Implement a Grading and Erosion Control Plan.	Direct LTS Indirect NI
3.6-4: Potential Geologic Hazards Related to Construction in Unstable Soils.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.6-5: Potential Damage to Structures and Infrastructure from Construction in Expansive Soils.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1 (Option A)	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.6-6: Potential Loss of Mineral Resources.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1 (Option B)	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.6-7: Possible Damage or Destruction of Previously Unknown Unique Paleontological Resources during Construction-Related Activities.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.6-7: Conduct Construction Personnel Education, Stop Work if Paleontological Resources Are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.	Direct LTS Indirect NI
3.7 Hazards and Hazardous Materials				
3.7-1: Potentially Significant Hazard Associated with Routine Transport, Use, or Disposal of Hazardous Materials or Accident Conditions Involving the Release of Hazardous Materials into the Environment.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct and indirect PS	3.7-1: Implement Hazardous Materials Control and Response Measures.	Direct and indirect LTS
3.7-2: Potential Risk of Significant Hazard to the Public or the Environment Resulting from Location on a Site Included on a Hazardous Materials Sites List.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct S Indirect NI	3.7-2: Reduce Potential Hazardous Materials Exposure Risks during Construction and Operation. (PA-a – e)	Direct LTS Indirect NI
	Alt. 1	Direct S Indirect NI	3.7-2: Reduce Potential Hazardous Materials Exposure Risks during Construction and Operation. (A1-a – d)	Direct LTS Indirect NI
3.7-3: Potential Risk of Significant Hazard to the Public or the Environment Associated with Location of a Site within 2 Miles of an Airport.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.8 Hydrology and Water Quality				
3.8-1: Potential Temporary, Short-Term Drainage and Water Quality Effects Related to Construction	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.8-2: Deplete Groundwater Supplies or Interfere with Groundwater Recharge Such That a Net Deficit in Aquifer Volume or a Substantial Lowering of the Local Groundwater Table Would Occur	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.8-3: Potential Long-Term Increase in On- and Off-Site Flooding or Exceedance of Capacity of the Stormwater Drainage System from Increased Stormwater Runoff, Requiring the Construction or Expansion of Stormwater Drainage Facilities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.8-3: Prepare, Submit, and Implement a Final Drainage Plan	Direct LTS Indirect NI
3.8-4:.Potential Long-Term Degradation of Water Quality Caused by an Increase in Stormwater Runoff	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.8-4: Design and Install BMPs and Develop and Implement a Stormwater Management Plan	Direct LTS Indirect NI
3.8-5: Placement of Buildings or Structures within a Designated 100- or 200-Year Flood Hazard Area	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.8-6: Potential Exposure of People or Structures to a	NA	Direct or	No mitigation is required.	Direct or

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Significant Risk of Flooding as a Result of the Failure of a Levee or Dam		indirect NI		indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.9 Land Use and Planning, Agriculture, and Forestland Resources				
3.9-1: Conflict with the Mather Airport Comprehensive Land Use Plan	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.9-2: Loss of Forestland	NA, Alt. 1	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	Direct and indirect LTS	No mitigation is required.	Direct and indirect LTS
3.10 Noise				
3.10-1: Increased Temporary Short-Term Noise Levels during Construction.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.10-1: Implement Measures to Reduce Temporary Short-Term Noise Levels from Construction Activities.	Direct LTS Indirect NI
3.10-2: Increased Noise Levels Related to Project Operations from Stationary Sources.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3,	Direct S	3.10-2a: Locate Emergency Generators More Than 400	Direct LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Alt. 1	Indirect NI	Feet from Sensitive Receptors or Enclose Emergency Generator Equipment. 3.10-2b: Enclose HVAC Equipment.	Indirect NI
3.10-3: An Increase in Long-Term Noise Levels Related to Project Traffic Operations.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.10-4: Exposure of Sensitive Receptors to Temporary and Short-Term Groundborne Noise and Vibration Levels Caused by Construction Activities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11 Public Services and Utilities				
3.11-1: Possible Temporary Reduction in Emergency Response Services during Construction	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.11-1: Prepare and Implement a Construction Traffic Control Plan.	Direct LTS Indirect NI
3.11-2: Increased Demand for Fire Protection Facilities and Services	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-2: Incorporate California Fire Code and SMFD Fire Prevention Standards into Project Design and Submit Project Design to the SMFD for Review and Approval	Direct LTS Indirect NI

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.11-3: Increased Demand for Fire Flow	NA	Direct or indirect NI	No mitigation is required.	No direct or indirect
	PA-c, PA-3, Alt. 1	Direct S Indirect NI	3.11-3: Implement Mitigation Measure 3.11-2, "Incorporate California Fire Code and SMFD Fire Prevention Standards into Project Design and Submit Project Design to the SMFD for Review and Approval."	Direct LTS Indirect NI
3.11-4: Increased Demand for Police Protection Services	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-5: Increased Demand for Water from Golden State Water Company	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-5: Submit Written Certification from GSWC Verifying Water Supply Availability	Direct LTS Indirect NI
3.11-6: Increased Demand for SASD Wastewater Collection and Conveyance Facilities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct PS Indirect NI	3.11-6: Prepare Sewer Study Showing Adequacy of On-Site and Off-Site SASD Wastewater Collection and Conveyance Facilities to Serve the Project.	Direct LTS Indirect NI
3.11-7: Increased Demand for SRWTP Wastewater Treatment Plant Facilities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.11-8: Temporary, Short-Term Generation of Solid Waste during Project Construction	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-9: Increased Long-Term Generation of Solid Waste	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-10: Increased Demand for Electricity and Infrastructure	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-11: Increased Demand for Natural Gas and Infrastructure	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-12: Increased Demand for Communications Service and Infrastructure	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.11-13: Increased Energy Demand and Consumption	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3,	Direct LTS	No mitigation is required.	Direct LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Alt. 1	Indirect NI		Indirect NI
3.12 Recreation				
3.12-1: Substantially Deteriorate the Quality of Existing Recreational Opportunities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.12-2: Increased Use of Recreational Resources, Resulting in Substantial Physical Deterioration of Facilities	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.13 Socioeconomics				
3.13-1: Permanent Increase in Population	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	Direct LTS Indirect NI	No mitigation is required.	Direct LTS Indirect NI
3.13 Traffic				
3.13-1: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	S	3.13-1a: Improve Intersection of Hazel Avenue/Gold Country Boulevard (Nimbus Site—Intersection #2). 3.13-1b: Improve U.S. 50 West of Hazel Avenue Off-Ramp (Nimbus Site—Roadway Segments #2 and #4) and East of Hazel Avenue Off-Ramp (Nimbus Site—	SU

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Roadway Segment #3) under Existing plus Project Conditions.	
	Alt. 1	S	3.13-1c: Improve Kilgore Road/Crawford Drive Intersection (Kilgore Site—Intersection #1) to a right-turn exit only under Existing plus Project Conditions. 3.13-1d: Improve Kilgore Road/White Rock Road Intersection (Kilgore Site—Intersection #2) under Existing plus Project Conditions. 3.13-1e: Improve Sunrise Boulevard/White Rock Road Intersection (Kilgore Site—Intersection #3) under Existing plus Project Conditions. 3.13-1f: Participate in improvements on U.S. 50, West of Sunrise Boulevard Off-Ramp (Kilgore Site—Roadway Segments #2 and #4) and East of Sunrise Boulevard Off-Ramp (Kilgore Site—Roadway Segments #3 and #5) under Existing plus Project Conditions.	SU
3.13-2: Increases in Peak-Hour Transit Trips under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS
3.13-3: Increases in Peak-Hour Pedestrian Trips under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.13-4: Increases in Peak-Hour Bicycle Trips under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS
3.13-5: Increases in Peak-Hour and Daily Traffic Volumes, Resulting in Increased Parking Demand under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS
3.13-6: Increases to Peak-Hour and Daily Traffic Volumes, Affecting Site Access and Circulation under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS
3.13-7: Increases to Construction Activities under Existing plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3, Alt. 1	LTS	No mitigation is required.	LTS
3.13-8: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service under Cumulative 2035 plus Project Conditions.	NA	Direct or indirect NI	No mitigation is required.	Direct or indirect NI
	PA-c, PA-3	S	3.13-8a: Improve Project Access/Gold Country Boulevard Intersection (Nimbus Site—Intersection #1). 3.13-8b: Improve Hazel Avenue/Gold Country Boulevard Intersection (Nimbus Site—Intersection #2). 3.13-8c: Improvements on U.S. 50, West of Hazel Off-Ramp (Nimbus Site—Roadway Segments #2 and #4)	SU

Table 3.0-3
Summary of Impacts and Mitigation Measures for No-Action, Proposed Action, and Alternative 1

Impacts	Alternatives	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			and East of Hazel Off-Ramp (Nimbus Site—Roadway Segment #3 and #5) under Cumulative 2035 plus Project Conditions.	
	Alt. 1	S	3.13-8d: Improve the Kilgore Road/Crawford Drive Intersection (Kilgore Drive—Intersection #1) under Cumulative 2035 plus Project. 3.13-8e: Improve the Kilgore Road/White Rock Road Intersection (Kilgore Site—Intersection #2) under Cumulative 2035 plus Project Conditions. 3.13-8f: Improve the Sunrise Boulevard/White Rock Road Intersection (Kilgore Site—Intersection #3) under Cumulative 2035 plus Project Conditions. 3.13-8g: Improve Sunrise Boulevard/U.S. 50 Eastbound Ramps Intersection (Kilgore Drive—Intersection #4) under Cumulative 2035 plus Project Conditions. 3.13-8h: Improvements on U.S. 50, West of Sunrise Boulevard Off-Ramp (Kilgore Site—Roadway Segments #2 and #4) and East of Sunrise Boulevard Off-Ramp (Kilgore Site—Roadway Segment #3 and #5) under Cumulative 2035 plus Project Conditions.	SU

N-A = No-Action Alternative, PA-c = Proposed Action (campus), PA-3 = Proposed Action (3-story), Alt. 1 = Alternative 1

NI = No impactB = Beneficial LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable