

CAPITAL VILLAGE

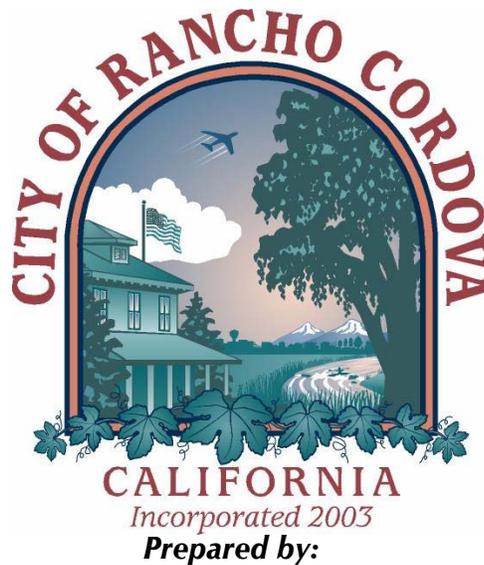
Final Supplemental Mitigated Negative Declaration



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

June 2006

FINAL SUPPLEMENTAL MITIGATED
NEGATIVE DECLARATION
FOR
CAPITAL VILLAGE
CITY OF RANCHO CORDOVA, CALIFORNIA



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JUNE 2006

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1.0 INTRODUCTION

1.0 INTRODUCTION

This document is a Final Supplemental Mitigated Negative Declaration (SMND) prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15163 for the approved Capital Village project. This Final Supplemental MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines, Section 15162.

An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the State CEQA Guidelines Section 15064, an Environmental Impact Report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. If the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371), a Mitigated Negative Declaration may be prepared instead.

The original Capital Village Initial Study/Mitigated Negative Declaration (MND) was prepared by the City of Rancho Cordova and adopted with Conditions of Approval by the City Council on March 21, 2005 (State Clearinghouse No. 2005022026). Following adoption of the MND, the commercial aspect of the Capital Village project was modified to incorporate a 167,584 square foot home improvement center into the project design. These changes constitute minor changes to the project that would result in slightly different impacts than those originally identified in the MND.

BACKGROUND AND PURPOSE OF THE SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION

When a Mitigated Negative Declaration has already been adopted for a project, State CEQA Guidelines Sections 15163(a) set forth the criteria for determining whether a supplemental MND may be prepared in support of further agency action on the project. According to State CEQA Guidelines Section 15163(a), the lead or responsible agency may choose to prepare a supplement to an MND rather than a subsequent MND if:

- (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR [MND], and
- (2) Only minor additions or changes would be necessary to make the previous EIR [MND] adequately apply to the project in the changed situation.

Pursuant to State CEQA Guidelines Section 15162 (a), a subsequent MND would be appropriate if the following conditions were met:

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

1.0 INTRODUCTION

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The original site plan for Capital Village included a 25-acre commercial center with approximately 234,890 square feet of retail space. The largest proposed retail building in that location was 60,000 square feet. Subsequent changes to the commercial center include the elimination of the 60,000 square foot anchor and the addition of a 167,584 square foot home improvement center. Additional changes were made to the remainder of the retail uses in the commercial center. Overall, an additional 60,274 square feet of commercial space was added to project. This additional square footage could result in new significant impacts as well as cause previously identified impacts to be slightly different than originally identified in the MND.

The City of Rancho Cordova has prepared this Supplemental Mitigated Negative Declaration (SMND) in accordance with the requirements of the Public Resources Code Section 33000 et seq. and State CEQA Guidelines Section 15163(a). When considering the significant changes to the project area, the City determined that only minor modification of the original document would be necessary to make the original document adequately address the impacts of the project. Therefore, the City has prepared this Supplemental Mitigated Negative Declaration. The original Mitigated Negative Declaration is included as **Appendix F**.

SUMMARY OF CHANGES TO THE ORIGINAL MND

The following modifications of the original MND are included in this Supplemental MND:

Section 2.0

Project characteristics were modified to incorporate the updated design of the commercial portion of the project.

Section 3.0

Modifications were made to the environmental discussions related to Air Quality, Land Use and Planning, Noise, Transportation and Traffic, and Mandatory Findings of Significance. These changes included:

III. Air Quality

Discussion C – Information on the updated air quality study was added as well minor changes to mitigation measures MM 3.1i to incorporate potential changes in the air quality mitigation plan and the air quality mitigation fee charged by the Sacramento Metropolitan Air Quality District.

IX. Land Use and Planning

Discussion B – Information on the potential implications of the addition of approximately 60,000 square feet of retail space was discussed. No changes to the significance of the impact were required.

XI. Noise

Existing Setting – Language was added to the existing setting to account for an updated Environmental Noise Assessment and other issues relating to truck traffic to serve the home improvement center.

Discussion A – Changes were made to mitigation measures MM 11.1 and MM 11.2 to reflect additional noise impacts from changes to the project design.

XV. Transportation and Traffic

Existing Setting – A description of the updated Traffic Impact Analysis conducted for the updated project was added to this section. Also discussed was the City's new traffic standards and their impact on the project.

Discussion A – Additional information on the updated Traffic Impact Analysis was included in this discussion. No changes to mitigation measures were included.

Discussion B - Additional information on the updated Traffic Impact Analysis was included in this discussion. Mitigation measure MM 15.2 was deleted as it is identical to MM 15.1. The remaining mitigation measures were renumbered accordingly. Mitigation measures MM 15.5 and MM 15.6 were added to address additional impacts to two intersections that would occur with the proposed changes to the project design.

XVI. Mandatory Findings of Significance

Discussion B – This is a new checklist item added to the City's standard CEQA analysis since adoption of the original MND. Included in this discussion is an analysis of the project's environmental goals and their impact on long-term environmental goals of the area.

Discussion C – Additional language was included that describes new potential cumulative impacts of the project following modification of the project layout. Impacts were not found to be more severe than originally identified.

1.0 INTRODUCTION

Section 4.0

Additional analysis of the potential cumulative impact of urban decay was described in the areas of Aesthetics and Public Services. No new cumulative impacts were identified in this section.

CHANGES TO THE SMND FOR THE FINAL SMND

During the comment period for the Supplemental Mitigated Negative Declaration, public comments and change in the project site plan required minor changes to the document. These changes were minor and did not change the analysis, impact, or significance of the original SMND. The following changes were made to the SMND for the Final SMND:

Section 2.0

Minor corrections to **Table 1** were made to correct errors in the calculation of land use acreage in the original MND. Minor changes were made to the text immediately following **Table 1** in order to more clearly describe the changes between the site plan from the original MND and the new site plan analyzed in the SMND. The project description in Section 2.3 was changed to reflect the new site plan. The addition of a 4,500 square foot retail building necessitated a change in **Table 2** and the description immediately following **Table 2**.

Changes in the site plan necessitated changes to **Figure 5**, which now shows the new site plan and square footage of each building.

Section 3.0

III. Air Quality

Discussion C – Recent regulatory changes at the Sacramento Metropolitan Air Quality District required a recalculation of the Operational Emissions Mitigation Fee. The new amount was added. Additional language was added to the discussion to more clearly delineate between the Operational Air Quality Mitigation Plan for the residential portion and the plan for the commercial portion of the project. The language of mitigation measure MM 3.1h was also updated to more clearly identify the two separate Operational Air Quality Mitigation Plans and the responsibilities of the two project proponents. Mitigation measure MM 3.1i was updated to reflect the new Operational Emissions Mitigation Fee amount. A discussion of the current status of the two mitigation measures was added immediately after the mitigation for informational purposes.

IX. Land Use and Planning

Discussion B – Text mentioning a previously approved grocery store was included in error in the SMND. This text has been removed.

XV. Transportation and Traffic

Discussion B – Mitigation measure MM 15.2 was removed. It was exactly identical to mitigation measure MM 15.1. Mitigation measures MM 15.3 through MM 15.7 were renumbered consistent with the removal of mitigation measure MM 15.2. The two new mitigation measures added by

the original SMND (now mitigation measures MM 15.5 and MM 15.6) were modified to show that the improvements identified are part of the City's Capital Improvement Plan (CIP). As the improvements are included in the CIP, fair share payment for those improvements is appropriate and the mitigation measures have been modified to show that.

Appendix A-5

A page calculating the Operational Mitigation Fee for the project was missing from the original SMND due to a printer error. The page has been reinserted and modified to show the updated fee amount.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, State CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with State CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova was the lead agency for the Capital Village project and is the lead agency for this Supplemental MND.

1.3 DOCUMENT ORGANIZATION

State CEQA Guidelines Section 15163(b) states:

- (b) The supplement to the EIR [MND] need contain only the information necessary to make the previous EIR [MND] adequate for the project as revised.

State CEQA Guidelines Section 15163(d) states:

- (d) A supplement to an EIR [MND] may be circulated by itself without recirculating the previous draft or final EIR [MND].

Pursuant to State CEQA Guidelines Section 15163(b) and 15163(d), this supplemental MND includes the following sections:

1.0 Introduction – Provides an introduction and describes the purpose and organization of this document.

2.0 Project Description – Describes changes to the project description from the original MND. Pursuant to State CEQA Guidelines Section 15163(b) and 15163(d), this section will only include those portions of the original project description that have been changed to make the previous MND apply to the new project design. Textual additions will be marked with an underline. Textual deletions will be shown with a ~~strike through~~.

3.0 Environmental Setting, Impacts, and Mitigation Measures - Describes changes to the environmental setting for those environmental subject areas that were affected by the change in the project design, evaluates or edits a range of impacts classified as "no impact," "less than significant," or "less than significant with mitigation incorporation" in response to the environmental checklist, and provides changes to or additional mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level. Changes to the environmental analysis in this section are shown in underline

1.0 INTRODUCTION

and ~~strike through~~ revision marks. Only those portions that have been modified will be included in Section 3.

4.0 Cumulative Impacts – Includes a description of the cumulative impacts of the project. Changes to the environmental analysis in this section are shown in underline and ~~strike through~~ revision marks. Only those portions that have been modified will be included in Section 4.0.

5.0 Determination - Provides the environmental determination for the project.

6.0 Report Preparation - Identifies staff and consultants responsible for preparation of this document and the original MND.

7.0 References - List of references used in preparation of the SMND and the original MND.

1.4 ASSUMPTIONS

The City of Rancho Cordova was incorporated July 1, 2003. At that time, the City adopted Sacramento County's General Plan by reference until the formal adoption of its own General Plan, which is anticipated for June 2006. The City is currently in the process of preparing a Draft General Plan/Draft Environmental Impact Report (DEIR) consistent with the state planning and zoning law and CEQA.

While the General Plan/DEIR process is underway, the City has adopted a Vision Book, Revised Draft Land Use Map Book (adopted as revised on January 17, 2006) , and Circulation Plan. The Vision Book establishes the conceptual vision of the City and reflects the compilation of ideas from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas that relate to specific sites and issues, as well as ideas that are more conceptual in nature. The Circulation Plan describes the basic roadway, bikeway, transit, and pedestrian system that will form the backbone of the City as it develops. The General Plan Land Use Map combines geographical areas of the City with generalized and specific land use designations to guide the City's future development patterns. The intent of the General Plan Land Use Map is to establish a variety of new land use designations that reflect more mixed, and in some cases, a higher density of development envisioned for the City. These mixed-use categories provide for residential, commercial, and office uses all on a single site. Per Government Code §65360(b), new development proposals and actions by the City will be examined for their consistency with these interim policies and standards. The City has subsequently publicly released a draft of the Rancho Cordova General Plan and Rancho Cordova General Plan Draft Environmental Impact Report (State Clearinghouse No. 2005022137).

To the extent the City adopts, notices, publishes or makes available to decision makers and the public new conceptual policies, standards, and proposals, these policies will be deemed to be General Plan proposals under consideration or study consistent with Government Code §65360(b). Proposed projects will be measured against those new proposals rather than inconsistent provisions in other interim City policies and the Sacramento County General Plan (in accordance with Rancho Cordova City Council Resolution No. 89-2005 adopted on July 18, 2005). The Sacramento County General Plan was adopted in 1993 and is currently undergoing an update.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

[No changes proposed. **Figure 1** and **Figure 2** show the project location and vicinity in relation to the City of Rancho Cordova. **Figure 3** shows site photos that depict the site in its undeveloped state.]

2.2 BACKGROUND

[No changes proposed]

2.3 PROJECT CHARACTERISTICS

The proposed project will include a General Plan Amendment, Rezone, Development Agreement (adopted under the original MND), and Tentative Subdivision Map. The Capital Village project is located on an approximately 117-acre site and would include 562 lots on 52 acres, 222 Town Homes on 14 acres, ~~7~~ approximately 4 acres of commercial/mixed-use with 43 live/work units, 7 acres of park uses, 2 acres of open space, and ~~25~~ approximately 27 acres of retail if approved. Development of the proposed project would result in the creation of 836 dwelling units (du) (See Table 1 and Figure 4, Site Plan). The original site plan for the proposed project is shown in Figure 4. The updated site plan for the commercial portion of the proposed project is shown in Figure 5.

Please note the original Draft MND incorrectly stated 836 units. The traffic, air, and noise analysis was based on this higher unit count. Therefore, all traffic, noise, and air quality impacts for the residential side of the proposed project are overstated by 9 units.

**TABLE 1
PROPOSED LAND USES**

Land Use	Acres	Units
Single Family Residential	52.16	562
Town homes	14.19	222
CMU (<u>Live/Work Units</u>)	6.55 <u>4.43</u>	43
Retail Center ¹	25.25 <u>27.37</u>	--
Parks	7.67	--
Open Space	1.88	--
Landscaped Corridors	4.92	--
Roads	4.35	--
Total	116.97	827

Notes: ¹See **Table 2** below for a breakdown of the retail uses within the proposed project. 2.33 acres of CMU has been modified to include retail uses, and is now included in the Retail Center acreage.

The site plan has been revised from the plan shown in the original MND for the proposed project. The new site plan (see **Figure 5**) modifies the original retail layout of a large 60,000 square foot anchor and several smaller buildings also clustered around a "main street" to a retail center with a 167,584 square foot home improvement center, two anchor retail spaces, a pharmacy, and

2.0 PROJECT DESCRIPTION

several smaller retail and office buildings. The square footage of each building is shown in **Figure 5** and in **Table 2**.

TABLE 2
COMPARISON OF RETAIL SQUARE FOOTAGE

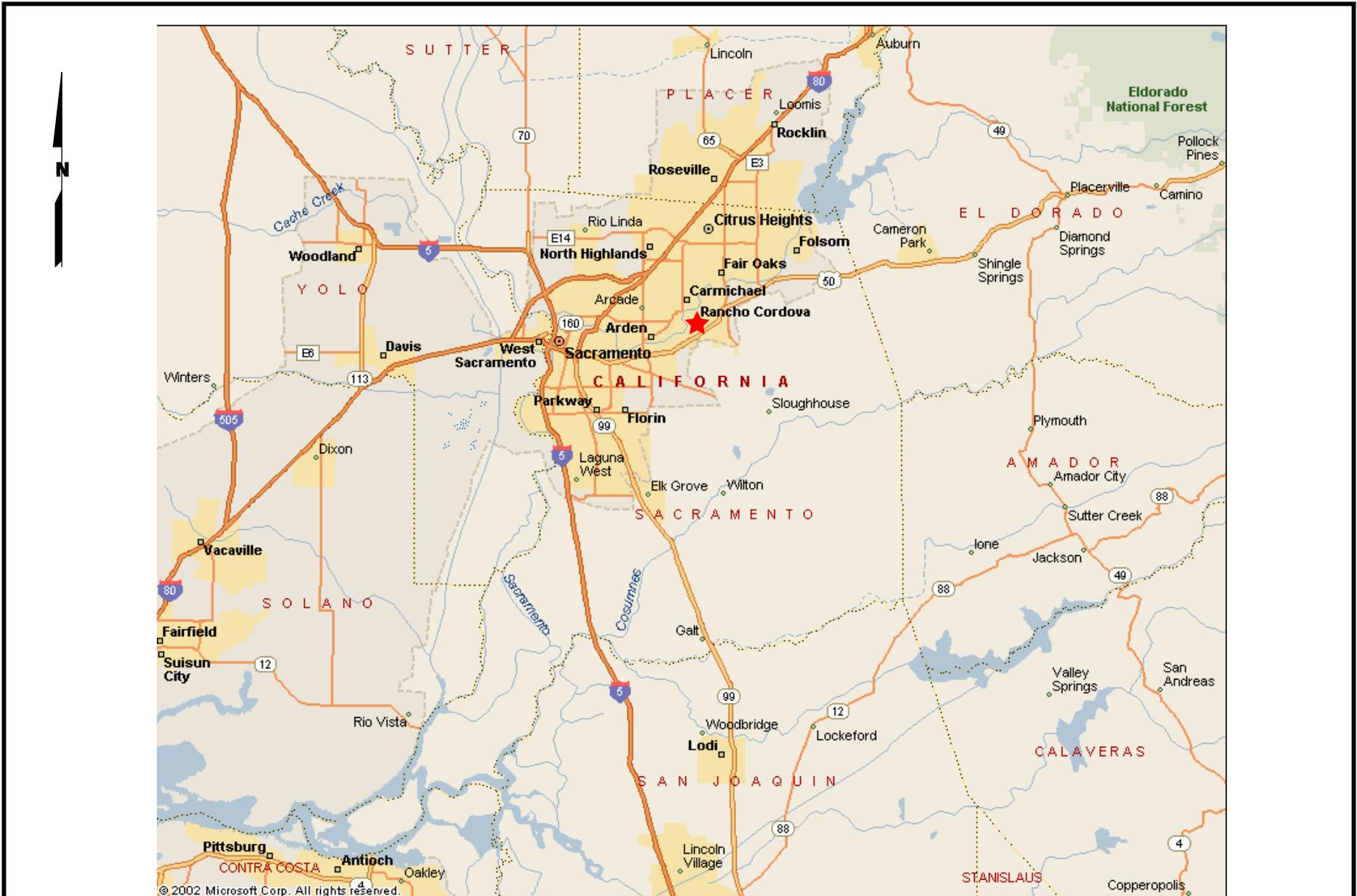
<u>Building Type</u>	<u>Original Square Footage</u>	<u>Revised Square Footage</u>	<u>Change</u>
Major Retail	60,000	43,000	-17,000
Home Improvement Center	0	138,431	138,431
Garden Center ¹	0	29,153	29,153
Restaurant	2,400	6,440	4,040
Bank	0	5,400	5,400
Pharmacy	0	15,580	15,580
Retail/Office	180,490	69,460	-111,030
Total	242,890	307,464	64,574

*Note: ¹The Garden Center is a part of the Home Improvement Center. However, as it is located outside and not within an actual building, the square footage of the garden center is not included in **Figure 5**.*

The proposed modification to the project would redefine the major retail use to include a 147,880 square foot home improvement center (including the garden center) and two major retail uses totaling 43,000 square feet. Additionally, the proposed modification would redefine the retail/office uses to include 6,440 square feet of restaurant (a Chili's), 5,400 square feet of bank (Downey Savings), 15,580 square feet of drug store, convenience store, and pharmacy, as well as 69,460 square feet of other retail and office uses. Overall, the proposed modifications would add 64,574 square feet to the original plan for the commercial area, resulting in 307,464 square feet of retail and commercial land uses within the proposed project.

2.4 REQUIRED PROJECT APPROVALS

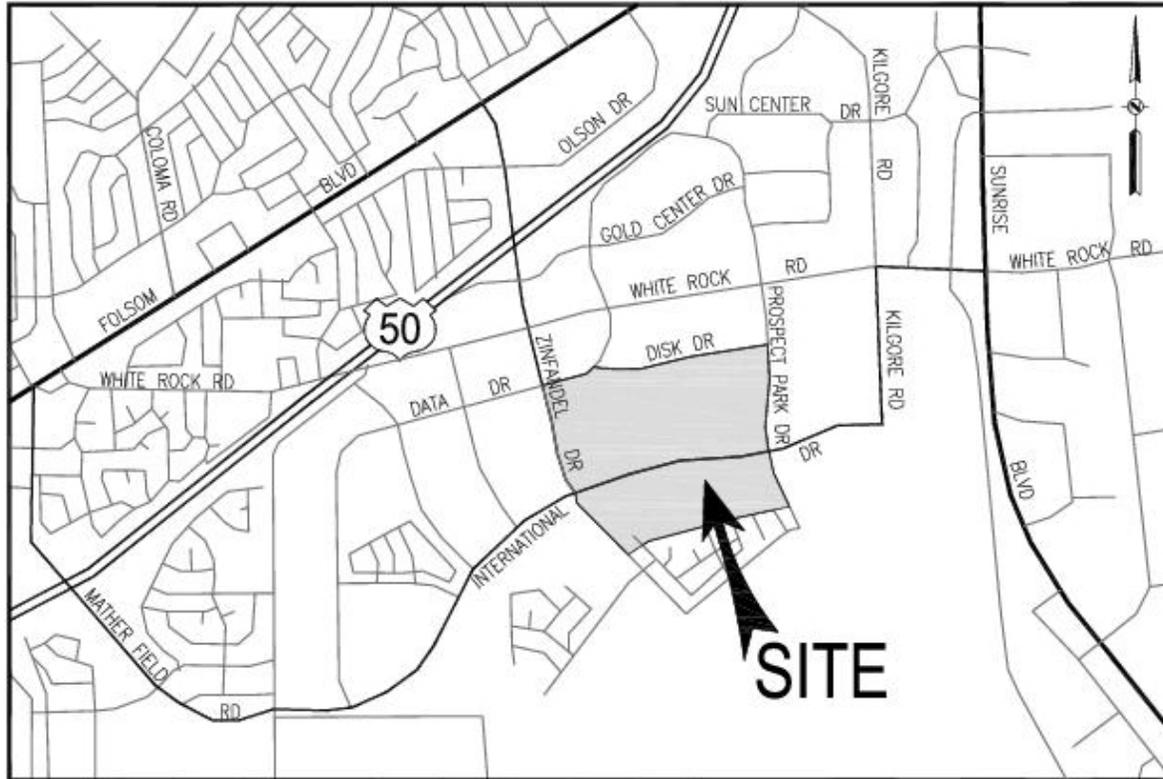
No changes proposed.



Source: Microsoft's Streets and Trips



Figure 1
Project Location



Source: MRO



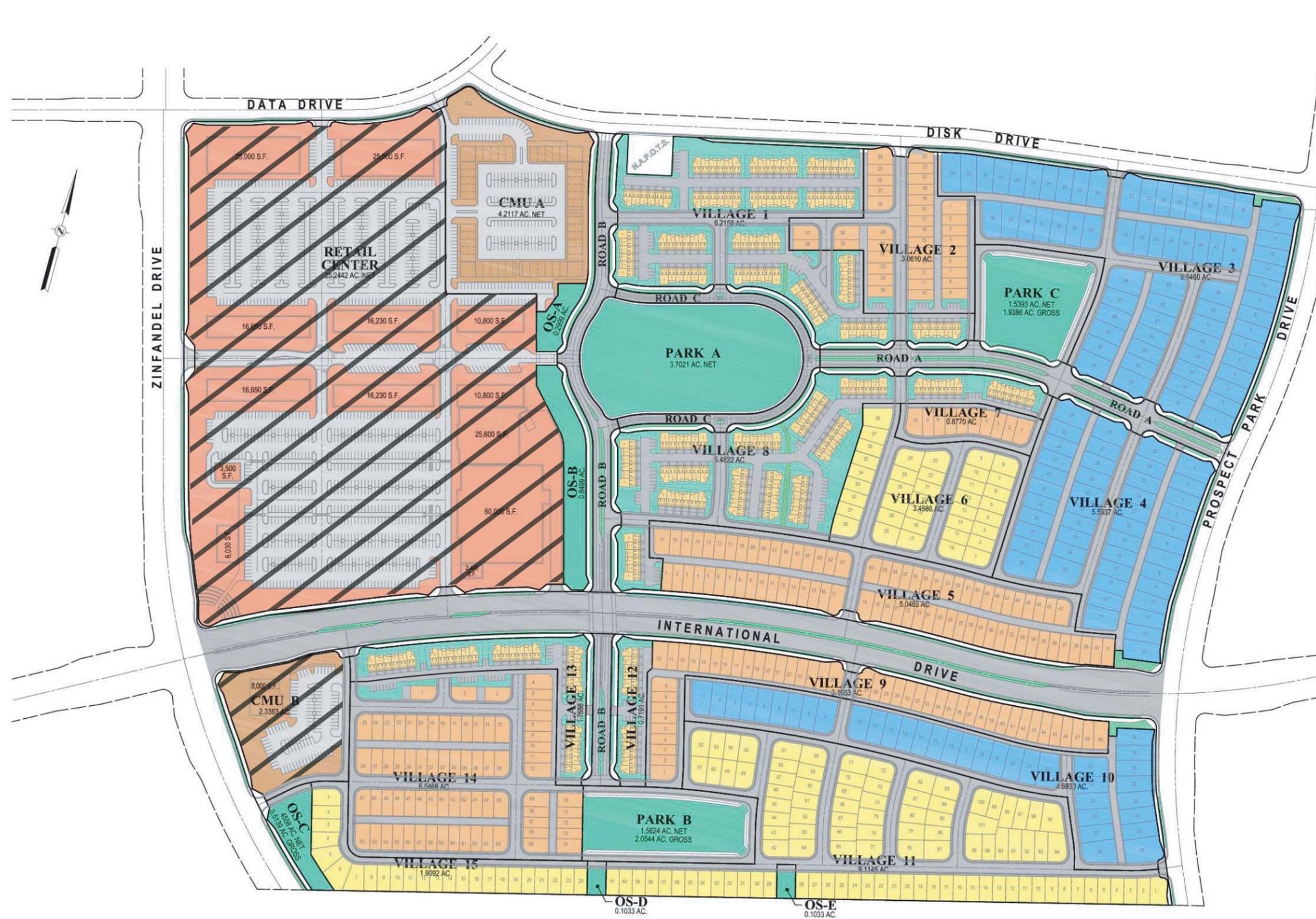
Figure 2
Project Vicinity



Source: City of Rancho Cordova



Figure 3
Site Photos



Land Use Summary

Village/Lot(s)	Use	Acreage	Town Homes	28x68	35x70	40x90	Total Units
Village 1	Town Homes	6.2158	96				96
Village 2	28' x 68' Row Lot Typ.	3.0610		38			38
Village 3	40' x 90' Alley Lot Typ.	8.6460				69	69
Village 4	40' x 90' Alley Lot Typ.	5.5937				46	46
Village 5	28' x 68' Row Lot Typ.	5.0465		77			77
Village 6	35' x 70' Std. Lot Typ.	3.4986			38		38
Village 7	28' x 68' Row Lot Typ.	0.8770		10			19
Village 8	Town Homes	5.4822	84				84
Village 9	28' x 68' Row Lot Typ.	3.1653		49			49
Village 10	40' x 90' Alley Lot Typ.	4.6930				36	36
Village 11	35' x 70' Std. Lot Typ.	9.1145			101		101
Village 12	Town Homes	0.7191	12				12
Village 13	Town Homes	1.7688	30				30
Village 14	28' x 68' Row Lot Typ.	6.5468		74			74
Village 15	35' x 70' Std. Lot Typ.	1.9092			24		24
CMU A	Live / Retail	4.2117					43
CMU B		2.3363					
Retail Center		25.2442					
Park A		3.7021					
Park B		2.0544					
Park C		1.9386					
OS-A	Open Space	0.2999					
OS-B	Open Space	0.8499					
OS-C	Open Space	0.5139					
OS-D	Open Space	0.1033					
OS-E	Open Space	0.1033					
Roads	A, B & C and Entries	4.3472					
LS Corridors		4.9181					
Total		116.9604	222	248	163	151	827 du

Color Legend

- Town Homes
- 28' x 68' Lots
- 35' x 70' Lots
- 40' x 90' Lots
- Open Space
- Parks
- LS Corridors
- Retail Center
- CMU's
- Roads

Shaded Area Shown in Figure 5

Source: Beazer





Source: Nadel Architects LLP

R:\Capital Village\Commercial Site (Lowe's)\Site Plans



City of Rancho Cordova
Planning Department

Figure 5
Commercial Site Plan

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 INTRODUCTION

No changes proposed.

INITIAL ENVIRONMENTAL STUDY

No changes are proposed for the following environmental checklists (based on checklists established in Appendix G of the State CEQA Guidelines):

- | | |
|--------------------------------------|------------------------------------|
| I. Aesthetics | VIII. Hydrology and Water Quality |
| II. Agriculture Resources | X. Mineral Resources |
| IV. Biological Resources | XII. Population and Housing |
| V. Cultural Resources | XIII. Public Services |
| VI. Geology and Soils | XIV. Recreation |
| VII. Hazards and Hazardous Materials | XVI. Utilities and Service Systems |

The above environmental discussions remain the same as those originally adopted with the Final Mitigated Negative Declaration. Changes to other checklists and their associated discussions are provided on the following pages.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) [No changes proposed]
- b) [No changes proposed]

c) *Potentially Significant Unless Mitigation Incorporated.* The SMAQMD has an existing operational threshold for ROG and NOx of 65 lbs per day. Urbemis Air Emissions modeling was conducted for the proposed project to determine operational emissions (**Appendix A-2**). It was determined that the proposed project would be well over the operational thresholds established by SMAQMD. Therefore, the project applicant submitted an Operational Air Quality Mitigation Plan to the SMAQMD to reduce operational emissions (**Appendix A-3**). The SMQMD determined that implementation of the Operational Air Quality Mitigation Plan would result in an 18% reduction in operational emissions (**Appendix A-4**). The SMAQMD determined that the project would still be over the operational thresholds, and that further mitigation was needed. The SMAQMD determined that \$137,036 of off-site mitigation was needed to reduce operational impacts to a less than significant level (Appendix A-4).

An air quality analysis concerning the changes to the commercial portion of the project was conducted by Donald Ballanti, a certified consulting meteorologist on March 7, 2006 (Appendix A-5). Ballanti's analysis was conducted using version 8.7 of the URBEMIS model and assumed the following uses for the commercial portion of the project:

- 167,584 square feet of home improvement center (including garden center)
- 87,610 square feet of other retail uses
- 11,400 square feet of office
- 20,090 square feet of restaurant
- 15,580 square feet of pharmacy

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The overall change in estimated operational emissions for the project is shown in **Table 4**, below. This table shows the emissions for the entire project, including both the residential portion and the updated commercial portion of the project.

TABLE 4
PREVIOUS AND REVISED ESTIMATES OF OPERATIONAL EMISSIONS ASSOCIATED WITH
THE CAPITAL VILLAGE PROJECT (POUNDS PER DAY)

<u>Pollutant¹</u>	<u>Original Project (2005)</u>	<u>Revised Project (2006)</u>	<u>Change (lbs/day)</u>	<u>Change (percent)</u>
ROG	<u>177.79</u>	<u>186.12</u>	<u>8.33</u>	<u>4.69%</u>
NO_x	<u>146.6</u>	<u>150.81</u>	<u>4.21</u>	<u>2.87%</u>
CO	<u>1,383.75</u>	<u>1,425.38</u>	<u>41.63</u>	<u>3.01%</u>
SO₂	<u>1.32</u>	<u>1.35</u>	<u>0.03</u>	<u>2.27%</u>
PM₁₀	<u>107.48</u>	<u>110.89</u>	<u>3.41</u>	<u>3.17%</u>

Source: Ballanti, March 2006

Note: ¹ROG = Reactive Organic Gasses, NO_x = Nitrogen Oxides, CO = Carbon Monoxide, SO₂ = Sulfur Dioxide, PM₁₀ = Particulate Matter, 10 Micron

In order to address these additional emissions, the project proponents for the commercial portion of the project submitted a new Operational Air Quality Mitigation Plan, concerning the commercial portion of the project, to meet the required 18 percent reduction in operational emissions (**Appendix A-6**). The changes in the project also required an updated operational emissions mitigation fee. The required fee is now \$153,153, as shown in **Appendix A-5**.

The following mitigation measures have been incorporated into the project in reference to the Operational Air Quality Mitigation Plan and subsequent off-site mitigation fee:

Mitigation Measures

MM 3.1h The applicant project proponent for the residential portion of the project shall adhere to all provisions in the original approved Operational Air Quality Plan for a reduction of 18 percent of operational emissions. The project proponent for the commercial portion of the project shall adhere to all provisions in a new, approved Operational Air Quality Mitigation Plan to achieve the stated 18 percent reduction in operational emissions.

Timing/Implementation: ~~Prior to site disturbance~~ issuance of building permits.

Enforcement/Monitoring: City of Rancho Cordova Planning Department and SMAQMD.

MM 3.1i The project applicant proponents for both the residential and commercial portions of the project shall pay an off site mitigation fee, ~~of \$137,036~~ currently calculated to be \$153,153, to the SMAQMD in order to reduce operational related emissions to a less than significant level. The final amount of the fee is to be negotiated between the project applicant and the SMAQMD.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Timing/Implementation: *Prior to site disturbance.*

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

The project proponent for the residential portion of the project has obtained approval for the Operational Air Quality Plan (see **Appendix A-4**). A revised Operational Air Quality Plan dated May 31, 2006 for the commercial portion of the project is included in **Appendix A-6**. Pursuant to mitigation measure MM 3.1i, the project proponent for the residential portion of the project paid a fee in the amount of \$137,036 to the SMAQMD on April 1, 2005. Therefore, mitigation measure MM 3.1i has been met for the residential portion of the project. The project proponent for the commercial portion of the project is responsible for the remaining portion of the fee, currently calculated to be \$16,117.

Implementation of mitigation measures MM 3.1h and MM 3.1i would ensure a *less than significant* impact to operational related emissions.

- d) [No changes proposed]
- e) [No changes proposed]

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX. LAND USE AND PLANNING Would the project:					
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

a) [No changes proposed]

b) *Less Than Significant Impact.* The proposed project will change the type of uses that will ultimately be developed on the site. A General Plan Amendment and Special Planning Amendment are being requested by the project applicant to amend the existing land use. The General Plan Amendment calls for a change from Light Industrial to Townhouses, RD-10, and RD-15. The commercial portion of the proposed project varies from that originally approved and adopted by the City, as described in Section 2.3 of this SMND and in **Figure 4** and **Figure 5**. The addition of approximately 65,000 square feet of retail uses will modify the character and use of the site. However, these considerations would not affect the environmental impacts of the project. Therefore, the change in the project design does not impact the significance of this impact. Development of the Capital Village project would not result in any new or significant additional land use impacts beyond those identified. Therefore, this impact is considered less than significant.

c) [No changes proposed]

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. NOISE. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Bollard and Brennan conducted an Environmental Noise Assessment for the proposed project in January 2004 (See **Appendix C-1**). The purpose of the analysis was to evaluate noise impacts of the proposed commercial uses and off-site traffic on the proposed residential uses. The analysis specifically focused on noise generated by delivery truck passages, by mechanical equipment on the roofs of the commercial uses, parking lot activities, and by traffic on International Drive, Zinfandel Drive, Disk Drive, and Prospect Park Drive. Where project-related noise levels were predicted to exceed the Sacramento County General Plan Noise Element standards, noise reduction measures were evaluated. References to the Sacramento County Noise Ordinance shall be interpreted as the City of Rancho Cordova Noise Ordinance.

A new Environmental Noise Assessment for the proposed project, including the updated plan for the commercial development within the project, was conducted by Bollard Acoustical Consultants, Inc. in December, 2005 (see **Appendix C-2**). The purpose of this updated analysis was to identify any new impacts due to operation of the home improvement center as well as to address changes in the remainder of the retail area. Where project-related noise levels were predicted to exceed City of Rancho Cordova standards (identical to County of Sacramento standards), noise reduction measures were evaluated and appropriate measures were recommended.

City Staff expressed concerns regarding noise from delivery truck traffic along "Road B" in the residential portion of the project. These truck trips would be the result of the lumber deliveries for the home improvement center and could result in higher noise impacts along that roadway, immediately adjacent to homes than originally assumed. Bollard Acoustical Consultants, Inc.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

provided an additional analysis of that truck traffic on February 10, 2006. In their letter, Bollard found that the addition of two or three deliveries along "Road B" a week, during daylight hours, would result in a negligible increase in ambient noise levels. Therefore, additional noise reduction measures were not required for these truck trips.

Discussion of Impacts

- a) Potentially Significant Unless Mitigated. The Environmental Noise Assessment determined that the proposed project may expose residential land uses to noise levels that are above Sacramento County General Plan Noise Element standards. Therefore, this impact is considered potentially significant unless mitigated.

Mitigation Measures

MM 11.1 The project applicant shall construct a ~~6-foot~~ 7-foot tall noise barrier along the rear of the primary anchor truck delivery and loading dock area within the proposed commercial use area. This barrier shall be constructed of concrete masonry materials or other materials determined appropriate by the City of Rancho Cordova. Wood shall not be used for this barrier. Loading dock usage shall be limited to daytime hours (7a.m. to 10 p.m.).

Timing/Implementation: Prior to issuance of commercial use occupancy permits.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 11.2 The project applicant/developer shall construct a 2-foot tall parapet along the east roofline of the retail buildings south of Disk Drive, adjacent to the proposed residential uses. A 6-foot tall parapet shall be constructed along the east and south rooflines of the primary anchor buildings north of International Drive, adjacent to the proposed residential uses. A 3-foot tall parapet shall be constructed along the east roof line of the CMU A building at the southeast corner of International Drive and Zinfandel Drive, adjacent to the proposed residential uses. As an alternative to these parapets, a more detailed HVAC analysis may be performed when HVAC plans become available. At that time, the building parapet heights may be re-evaluated, at the City's discretion. Regardless, all HVAC mechanical equipment shall be shielded from sight by rooftop parapets.

Timing/Implementation: Prior to issuance of commercial use occupancy permits.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 11.3 The project applicant shall install STC-rated 30 window assemblies in all second floor windows with a direct view of International Drive. Only the first row of homes adjacent to International Drive will need to have this upgrade. Air conditioning shall also be installed in all residences so that windows and doors may remain closed to achieve maximum acoustical isolation.

Timing/Implementation: Prior to issuance of occupancy permits of affected residential units.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measures 11.1 through 11.3 would reduce the project's potential noise impacts to *less than significant*.

- b) [No changes proposed]
- c) [No changes proposed]
- d) [No changes proposed]
- e) [No changes proposed]
- f) [No changes proposed]

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV. TRANSPORTATION/TRAFFIC Would the project:					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

MRO Engineers conducted a Traffic Impact Analysis for the proposed Capital Village Site dated December 30, 2004 (**See Appendix D-1**). This Traffic Impact Analysis studied traffic impacts to twenty six (26) different intersections in the project vicinity along with impacts to local freeway segments and freeway ramps. Intersection operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The study found that without proposed project related traffic, the Zinfandel Drive/U.S. Highway 50 Eastbound ramp currently operates at an unacceptable level during the a.m. peak hour.

MRO Engineers conducted a new Traffic Impact Analysis in November 2005 (see **Appendix D-2**). This new analysis was conducted in order to incorporate changes to the design of the commercial portion of the project, as described in Section 2.0 of this SMND. In addition to the large home improvement center now included in the project, the report also analyzed the addition of more restaurant space, a pharmacy, and office space. When the original Mitigated Negative Declaration was adopted by the City in March 2005, the City was utilizing the County of Sacramento's traffic standard of LOS E. The County considers any impacts below E as significant. In the time since the original MND was adopted, the City of Rancho Cordova has established its own standard of LOS D. Therefore, the updated analysis was also to ensure that no impacts from implementation of the project would result in LOD E or LOS F. The updated Traffic Impact Analysis is included as **Appendix D-2**.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Discussion of Impacts

- a) *Potentially Significant Impact Unless Mitigation Incorporated.* The Capital Village project would increase the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions. The Traffic Impact Analysis determined that the proposed project would result in approximately 20,900 daily trips. The Traffic Impact Analysis determined that with the addition of project-related traffic, freeway segments will continue to operate at acceptable levels of service (i.e., LOS E or better). However, the study found that the intersection of Zinfandel Drive/Data Drive would degrade in service from a LOS E to a LOS F with the addition of project related traffic.

The updated analysis of November 2005 concluded that the updated commercial portion of the project would result in an additional 37 AM peak hour trips and 22 PM peak hour trips, a minor increase. With or without the changes to the project proposed in this SMND, the project will result in LOS F at the intersection of Zinfandel Drive and Data Drive.

The Traffic Impact Analysis identifies needed improvements to this intersection to reduce traffic impacts to a less than significant level. The following mitigation measure addresses these needed improvements identified in the Traffic Impact Analysis:

Mitigation Measures

- MM 15.1** The project applicant shall pay its "fair share" to construct improvements including a signal at the Zinfandel Drive/Data Drive intersection. The Capital Village project applicant shall also pay its "fair share" in modifying the east and west approaches to provide a dedicated left-turn lane and shared through/right-turn lane to this intersection. The traffic signal timing shall be modified to operate the east and west approaches with "split" phasing. Percent "fair share" paid by the project applicant shall be determined by the City of Rancho Cordova's Public Works Department.

Timing/Implementation: Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.

Enforcement/Monitoring: City of Rancho Cordova Public Works Department.

Implementation of mitigation measure 15.1 would reduce existing plus project traffic impacts to a *less than significant* level.

- b) *Potentially Significant Impact Unless Mitigation Incorporated.* Under future cumulative conditions, the original Traffic Impact Analysis determined that the proposed project would impact several of the areas intersections. The updated traffic analysis provided by MRO Engineers for the redesigned commercial portion of the project identified new impacts not originally identified in the MND. Additionally, in the intervening time between the adoption of the original MND and the redesign of the commercial portion, the City has adopted new traffic standards. The City of Rancho Cordova now considers any impact that would result in a LOS E or LOS F to be a significant impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The following mitigation measures were identified to reduce cumulative traffic impacts incurred by the proposed project. These mitigation measures include those originally adopted as well as new measures to address the impacts of the new project design and updated City standards. The updated Traffic Impact Analysis suggested new improvements to two intersections in order to ensure less than significant impacts. However, through coordination with the applicant, the traffic consultant (MRO Engineers), and the City's Public Works Department, these improvements were refined and modified to account for City plans and the feasibility of the measures. The modified mitigations are included below (see MM 15.5 and MM 15.6).

Mitigation Measures

~~MM 15.2~~ — The project applicant shall pay its "fair share" in to construct improvements including a signal at the Zinfandel Drive/Data Drive intersection. ~~The Capital Village project applicant shall also pay its "fair share" in modifying the east and west approaches to provide a dedicated left turn lane and shared left through/right turn lane to this intersection. The traffic signal timing shall be modified to operate the east and west approaches with "split" phasing. Percent "fair share" paid by the project applicant shall be determined by the City of Rancho Cordova's Public Works Department.~~

~~*Timing/Implementation:* — Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.~~

~~*Enforcement/Monitoring:* — City of Rancho Cordova Public Works Department.~~

~~MM 15.3~~ 15.2 The project applicant shall construct a third westbound through lane to the intersection of Zinfandel Drive/White Rock Road.

Timing/Implementation: Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.

Enforcement/Monitoring: City of Rancho Cordova Public Works Department.

~~MM 15.4~~ 15.3 The project applicant shall construct a signal for the intersection of Data Drive/Disk Drive. Furthermore, the project applicant shall provide the following improvements to the intersection:

- Northbound Data Drive: One through lane and one right-turn lane,
- Southbound Data Drive: One left-turn land and one through lane,
- Westbound Disk Drive: One left-turn lane and one right-turn lane, and

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- Interconnect and coordinate signal with the adjacent signals of Zinfandel Drive/Data Drive and Prospect Park Drive (West)/Data Drive/White Rock Road.

Timing/Implementation: Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.

Enforcement/Monitoring: City of Rancho Cordova Public

- MM 15.4 45.5** The project applicant shall provide right-turn overlap phasing on the northbound approach (simultaneous with the protected westbound left-turn phase) for the intersection of Kilgore Road/White Rock Road.

Timing/Implementation: Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.

Enforcement/Monitoring: City of Rancho Cordova Public Works Department.

- MM 15.5** The project proponent for the commercial portion of the project shall pay their "fair share" to construct an additional northbound right turn lane at the intersection of Prospect Park Drive, Data Drive, and White Rock Road as part of the City of Rancho Cordova Circulation Improvement Plan. The amount of the "fair share" payment is to be negotiated between the project proponent of the commercial portion of the project and the Public Works department.

Timing/Implementation: Prior to issuance of building permits, or to the satisfaction of the Public Works Department.

Enforcement/Monitoring: City of Rancho Cordova Public Works Department.

- MM 15.6** The project proponent for the commercial portion of the project shall pay their "fair share" to construct an additional northbound through lane for the intersection of Zinfandel Drive and Folsom Boulevard, as part of the City of Rancho Cordova Circulation Improvement Plan. This would result in two protected left turn lanes, two through lanes, and an exclusive right turn lane for the northbound portion of the intersection. The amount of the "fair share" payment is to be negotiated between the project proponent for the commercial portion of the project and the Public Works department.

Timing/Implementation: Prior to issuance of building permits, or to the satisfaction of the Public Works Department.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Enforcement Monitoring: City of Rancho Cordova Public Works Department.

Implementation of mitigation measures 15.2 through ~~15.5~~ 15.6 would reduce cumulative traffic impacts to a *less than significant level*.

- c) [No changes proposed]
- d) [No changes proposed]
- e) [No changes proposed]
- f) [No changes proposed]
- g) [No changes proposed]

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <u>Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) [No changes proposed]
- b) The proposed project would not have an adverse effect on the environment, as found in this SMND. Mitigation measures included in this SMND would not have any adverse effect on the environment, nor would they preclude any other environmental efforts of the City or local agencies. The project was previously circulated and any public comments were addressed. Additionally, the project is part of an organized development process for the City, as outlined in the Draft General Plan and other efforts of the City of Rancho Cordova Planning Department. Therefore, the proposed project would have a *less than significant* impact.
- c) *Less Than Significant Impact with Mitigation Incorporation.* The project would not result in cumulatively considerable impacts with implementation of identified mitigation measures. Furthermore, project impacts would be reduced by adherence to basic regulatory requirements and/or conditions of approval incorporated into the project design, and/or mitigation measures. In regards to the updated commercial portion of the project site, potential cumulative impacts were identified in the areas of aesthetics and public services (see Section 4.0). According to data provided by an Urban Decay Analysis conducted by CB Richard Ellis Consulting (see **Appendix E**), no cumulatively considerable impacts are expected in either area. Therefore, the proposed project would result in a *less than significant* impact.
- d) [No changes proposed]

4.0 CUMULATIVE IMPACTS

4.1 CUMULATIVE IMPACTS

INTRODUCTION

No changes proposed.

CUMULATIVE SETTING

The cumulative setting for Capital Village project include buildout proposed under the Sunrise Douglas Community Plan and SunRidge Specific Plan, which includes the proposed Suncreek (Sunrise Douglas 2 Specific Plan), and the Anatolia I, II, III developments, the proposed Preserve at Sunridge, Sunridge Park, Lot J, Montelena, and Sunridge East. In addition, there are several other planned, proposed, and approved projects in the City of Rancho Cordova and eastern Sacramento County, which include, but are not limited to, Rio Del Oro and the Villages at Zinfandel, which contribute to cumulative development in the vicinity of the proposed project.

Additional cumulative analysis for impacts to the surround portions of the City, primarily the commercial centers along Folsom Boulevard, was conducted as a result of the changes to the commercial portion of the site.

CUMULATIVE IMPACT ANALYSIS

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. An Urban Decay Analysis was conducted by CB Richard Ellis Consulting in order to determine if the changes to the commercial aspect of the project would result in urban decay impacts, including aesthetic impacts, due to the effect a large home improvement center could have on local area building suppliers and other related industries and retailers (see **Appendix E**). The report found that, with the projected growth in the City as well as the relative lack of home improvement centers of this magnitude in the City, urban decay would not be a likely result of the project. Therefore, the project would result in *less than significant* impacts on aesthetic resources under cumulative conditions.

Agricultural Resources

[No changes proposed]

Air Quality

[No changes proposed]

Biological Resources

[No changes proposed]

Cultural Resources

[No changes proposed]

4.0 CUMULATIVE IMPACTS

Geology and Soils

[No changes proposed]

Hazards and Hazardous Materials

[No changes proposed]

Hydrology and Water Quality

[No changes proposed]

Land Use and Planning

[No changes proposed]

Mineral Resources

[No changes proposed]

Noise

[No changes proposed]

Population and Housing

[No changes proposed]

Public Services

Implementation of the proposed improvements would not result in a cumulative increase in the severity of public service impacts. The potential for the commercial portion of the project to cause urban blight was studied in an Urban Decay Analysis provided by CB Richard Ellis Consulting (see **Appendix E**). Urban blight can result in increased crime, including arson and other property crime, in an area. If crime were to increase in the cumulative area as a result of the project's impact on area businesses, additional police and fire response facilities, personnel, and equipment would be required. Additional facilities for both the Fire District and the Police Department could result in cumulative environmental impacts. However, the Urban Decay Analysis found that projected growth in the City as well as the relative lack of home improvement centers in the City, the proposed project would not contribute to urban decay. Thus, a *less than significant* impact to public services is anticipated.

Recreation

[No changes proposed]

Utilities and Service Systems

[No changes proposed]

Transportation/Circulation

[No changes proposed]

Water

[No changes proposed]

5.0 DETERMINATION

5.0 DETERMINATION

5.0 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** is required.
- I find that, although the proposed project could have a significant effect on the environment, however; there will not be a significant effect in this case because the mitigation measures described in Section 3 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** is required.
- I find that, while significant changes were made to the proposed project following adoption of the original Mitigated Negative Declaration, those changes did not require extensive changes to the original document. Therefore, a **SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION** is appropriate.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: H Anderson Date: 4/24/06
Printed Name: Hilary Anderson For: City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project proponents for the proposed Capital Village project have reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Project Proponent for Residential Portion (Beazer Homes)

Signature: [Signature] Date: 4-18-06
Printed Name: JAMES G. VAN METER, JR For: BEAZER HOMES

Project Proponent for Commercial Portion (DSL Service Company)

Signature: [Signature] Date: 4-18-06
Printed Name: DAVID CASTY For: DSL SERVICE COMPANY

6.0 REPORT PREPARATION AND CONSULTATIONS

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND REFERENCES (SUPPLEMENTAL MND)

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

6.2 PERSONS AND AGENCIES CONSULTED (SUPPLEMENTAL MND)

Jeane Borkenhagen	SMAQMD
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6.3 REPORT PREPARATION AND REFERENCES (ORIGINAL MND)

CITY OF RANCHO CORDOVA- LEAD AGENCY

Bret Sampson	Associate Planner
Brett Bollinger	Assistant Planner
Cyrus Abhar	City Engineer

6.4 PERSONS AND AGENCIES CONSULTED (ORIGINAL MND)

Jeff Atterberry	CSD-1
Melanie Spahn	CSD-1
Tammy Urquhart	Sacramento County Department of Transportation
Jeane Borkenhagen	SMAQMD
George Booth	Sacramento County Drainage and Flood Control
Rick Blackmarr	Sacramento County Department of County Engineering and Administration

7.0 REFERENCES

7.1 REFERENCES (SUPPLEMENTAL MND)

Ballanti, Donald. 2006, March. *Updated Air Quality Analysis for the Capital Village Project, City of Rancho Cordova*. Attached as Appendix A-5.

Bollard Acoustical Consultants, Inc. 2006, March. *Evaluation of off-site truck traffic noise levels associated Capital Village Project*. Attached as Appendix C-2.

CB Richard Ellis Consulting. 2006, March. *Urban Decay Analysis for Lowe's Home Improvement Warehouse, Capital Village, Rancho Cordova, California and Associated Findings*. Attached as Appendix E.

The Hoyt Company. 2006, June. *Capital Village Air Quality Plan*. Attached as Appendix A-6.

MRO Engineers. 2006, February (revised). *Revised Supplemental Traffic Analysis/Trip Generation Comparison: Capital Village Retail Center – Rancho Cordova, California*. Attached as Appendix D-2.

7.2 REFERENCES (ORIGINAL MND)

ENGEO, Inc. *Phase One Environmental Site Assessment*. June 21, 2004.

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