

# AMERICAN FAMILY ENTERTAINMENT CENTER PROJECT

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Mitigated Negative Declaration



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

**October 2012**

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MITIGATED NEGATIVE DECLARATION  
FOR  
AMERICAN FAMILY ENTERTAINMENT CENTER  
PROJECT  
CITY OF RANCHO CORDOVA, CALIFORNIA

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- Appendix B – GHG Emissions Modeling**
- Appendix C – Phase I Environmental Site Assessment**
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# 1.0 INTRODUCTION

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### 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed American Family Entertainment Center project (hereafter referred to as “the proposed project”). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- (a) *The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- (b) *The Initial Study identified potentially significant effects, but:*
  - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
  - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted into a proposed project in accordance with CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared, which includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter, this document is referred to as an MND.

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

- (a) *General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as on large project and are related either:*
  - (1) *Geographically,*
  - (2) *As logical parts in the chain of contemplated actions,*
  - (3) *In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*

## 1.0 INTRODUCTION

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

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

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

The proposed project is within the scope of activities and land uses studied in the GP-EIR. However, specific information about the proposed project was not known at the time of the preparation of the GP-EIR, and the project-specific impacts resulting from implementation of the proposed project were not fully identified in the GP-EIR. Therefore, additional analysis and mitigation of the potential environmental effects of the proposed project are required. CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. CEQA Guidelines Section 15183 states:

- (a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.*
- (b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those, which the agency determines, in an initial study or other analysis:*
- (1) Are peculiar to the project or the parcel on which the project would be located,*
  - (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
  - (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
  - (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

This Initial Study/Mitigated Negative Declaration addresses project-specific impacts that were not fully addressed in the GP-EIR. Additionally, this IS/MND summarizes the City's findings

relating to the GP-EIR and how the criteria set forth in CEQA Guidelines Section 15183 have been met.

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

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

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

In adopting the General Plan and certifying the GP-EIR as complete and adequate, the City Council adopted findings of fact and a statement of overriding considerations for those impacts that could not be mitigated to less than significant levels.

Impacts deemed in the GP-EIR to be significant and unavoidable included:

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

## 1.0 INTRODUCTION

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

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

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

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

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

This MND hereby incorporates the GP-EIR by reference. The Rancho Cordova General Plan received final approval by the City Council on June 26, 2006. The City Council certified the GP-EIR as adequate and complete on that date as well. As noted above, the GP-EIR is a program EIR, and the discussions of general issues included in the document are in some cases applicable to the proposed project.

## 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, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. CEQA Guidelines 15051(b) states:

*(b) If the project is to be carried out by a nongovernmental person or entity, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.*

*(1) The lead agency will normally be the agency with the general governmental powers, such as a city or county, rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide public serve or public utility to the project.*

As the project is to be carried out by a private development company and as the City of Rancho Cordova has general governmental powers over the proposed project, the lead agency for the proposed project is the City of Rancho Cordova.

### 1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this MND is to evaluate the potential environmental impacts of the proposed project.

This document is divided into the following sections:

- **1.0 Introduction** – Provides an introduction and describes the purpose and organization of this document.
- **2.0 Project Description** – Provides a detailed description of the proposed project.
- **3.0 Environmental Setting, Impacts, and Mitigation Measures** – Describes the environmental setting for each of the environmental subject areas (as described in Appendix G of the CEQA Guidelines), evaluates a range of impacts classified as “no impact,” “less than significant,” or “less than significant with mitigation incorporated” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.
- **4.0 Cumulative Impacts** – Provides a discussion of cumulative impacts of this project.
- **5.0 Determination** – Provides the environmental determination for the project.
- **6.0 Report Preparers** – Identifies staff and consultants responsible for preparation of this document.
- **7.0 References** – Provides a list of references used to prepare the MND.

### 1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The City of Rancho Cordova incorporated on 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. The City adopted the General Plan on June 26, 2006, and certified the Environmental Impact Report for the General Plan as adequate and complete at that time. The proposed project is subject to the policies and designations of the City of Rancho Cordova General Plan (hereafter referred to as the General Plan). For the purposes of this document, GP-EIR refers to the entirety of the General Plan EIR, GP-DEIR refers to the Draft EIR for the General Plan, and GP-FEIR refers to the Final EIR for the General Plan.

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## 2.0 PROJECT DESCRIPTION

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**2.1 PROJECT LOCATION**

The American Family Entertainment Center project site is made up of approximately 13.2 acres on a vacant parcel within a fully urbanized portion of the City of Rancho Cordova. The project site is located near the southeast corner of the intersection of Kilgore Road and Trade Center Drive (see **Figures 1 and 2**).

The project site is surrounded by vacant land, retail and office uses, a police station, and a cemetery. **Table 2-1** below shows the zoning and land use designations for the project site and the adjacent properties.

**TABLE 2-1  
LAND USE RELATIONSHIPS WITH ADJACENT PROPERTIES**

	<b>General Plan Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Office Mixed Use (Convention Overlay)	Office Professional Mixed Use	Vacant
<b>Northwest</b>	Office Mixed Use (Convention Overlay)	Office Professional Mixed Use	Vacant
<b>Northeast</b>	Sunrise Blvd. South Planning Area	Commercial Mixed Use	Retail
<b>Southeast</b>	Office Mixed Use (Convention Overlay)	Office Professional Mixed Use	Office, Cemetery
<b>Southwest</b>	Office Mixed Use	Office Industrial Mixed Use	Office, Commercial

**2.2 PROJECT CHARACTERISTICS**

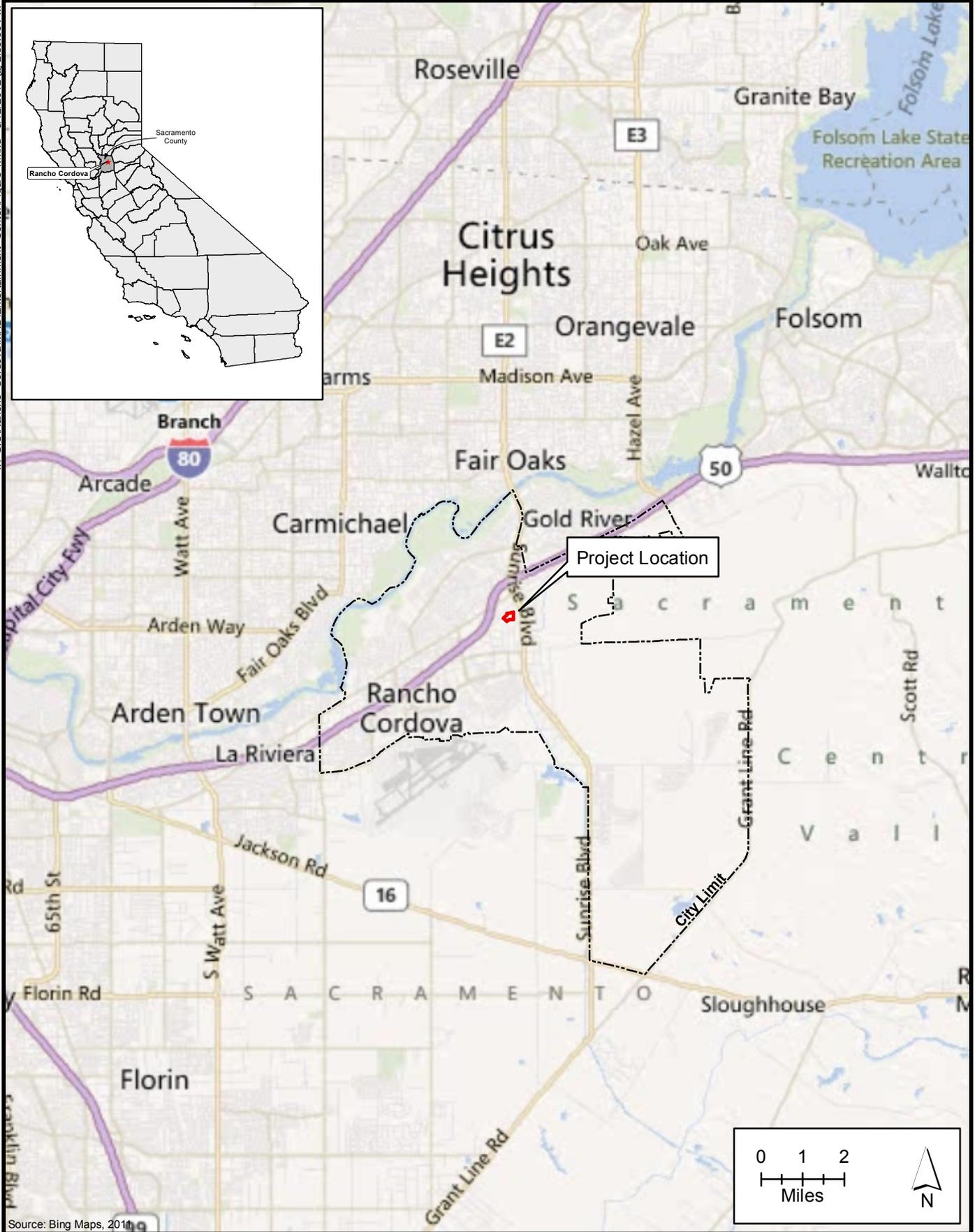
The proposed project would include the following activities (see **Figure 3**):

- Phase I consists of a new 72,682-square-foot entertainment center building on the eastern end of the 13.2-acre development site, 708 ground-level parking spaces, and landscaping, lighting, and other site improvements. The building will contain eight theaters with a total of 1,402 seats, 24 bowling lanes, a laser tag area, an elevated ropes course, amusement games, shuffleboard, billiards, a bar/lounge, event rooms, concessions, and restrooms, as well as storage areas, employee areas, and a kitchen. Phase I of the project would also include the construction and operation of a police communications tower. See **Table 2-2** below for a breakdown of these uses.
- Phase II consists of an expansion of the entertainment center building with eight additional bowling lanes and two 500-seat theaters, as well as retail buildings totaling 20,000 square feet and a new 3,600-square-foot restaurant.

## 2.0 PROJECT DESCRIPTION

**TABLE 2-2  
SQUARE FOOTAGE UTILIZATION OF PROPOSED USES**

<b>PHASE I</b>	
<b>COMPONENT</b>	<b>SQUARE FOOTAGE</b>
24 Bowling Lanes	17,800
8 Theaters (104–345 seats each)	20,222
Laser Tag, Amusement Games, Billiards, Shuffleboard, Ropes Course	10,255
<b>Subtotal – Entertainment</b>	<b>48,277</b>
Bar/Lounge, Event Rooms, Lobby, Concessions, Concourse, Restrooms	18,330
Storage, Employee Areas, Kitchen	6,075
<b>Phase I Total</b>	<b>72,682</b>
<b>PHASE II</b>	
<b>COMPONENT</b>	<b>SQUARE FOOTAGE</b>
Entertainment Center Expansion (8 Bowling Lanes and Two 500-Seat Theaters)	(Not known at this time, but would not exceed the footprint assumed for total disturbance of Phase I)
Retail Buildings	20,000
Restaurant	3,600
<b>Phase II Total</b>	<b>23,600 (plus 8 bowling lanes and two 500-seat theaters)</b>

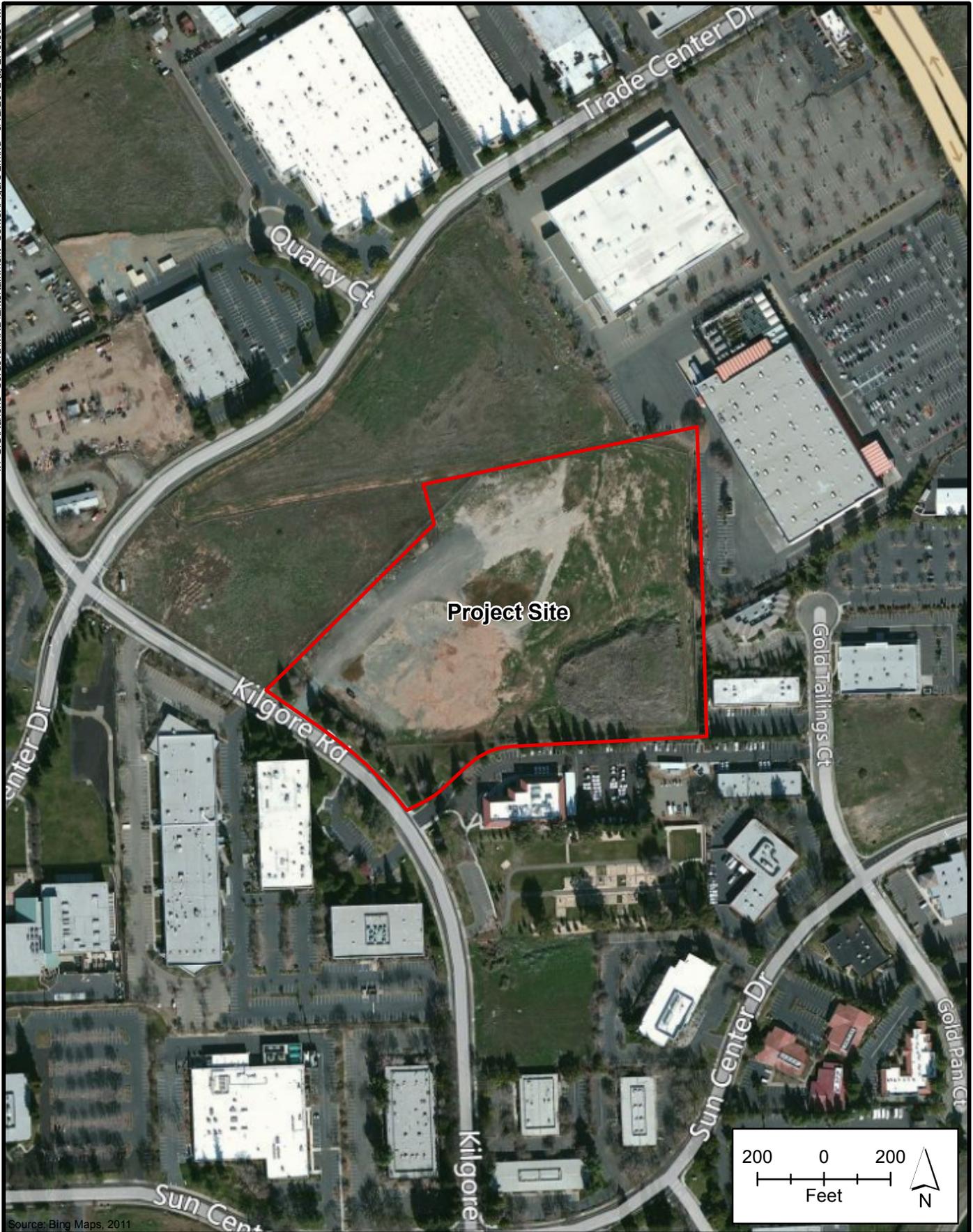


Source: Bing Maps, 2011



City of Rancho Cordova  
Planning Department

**Figure 1**  
Regional Vicinity Map

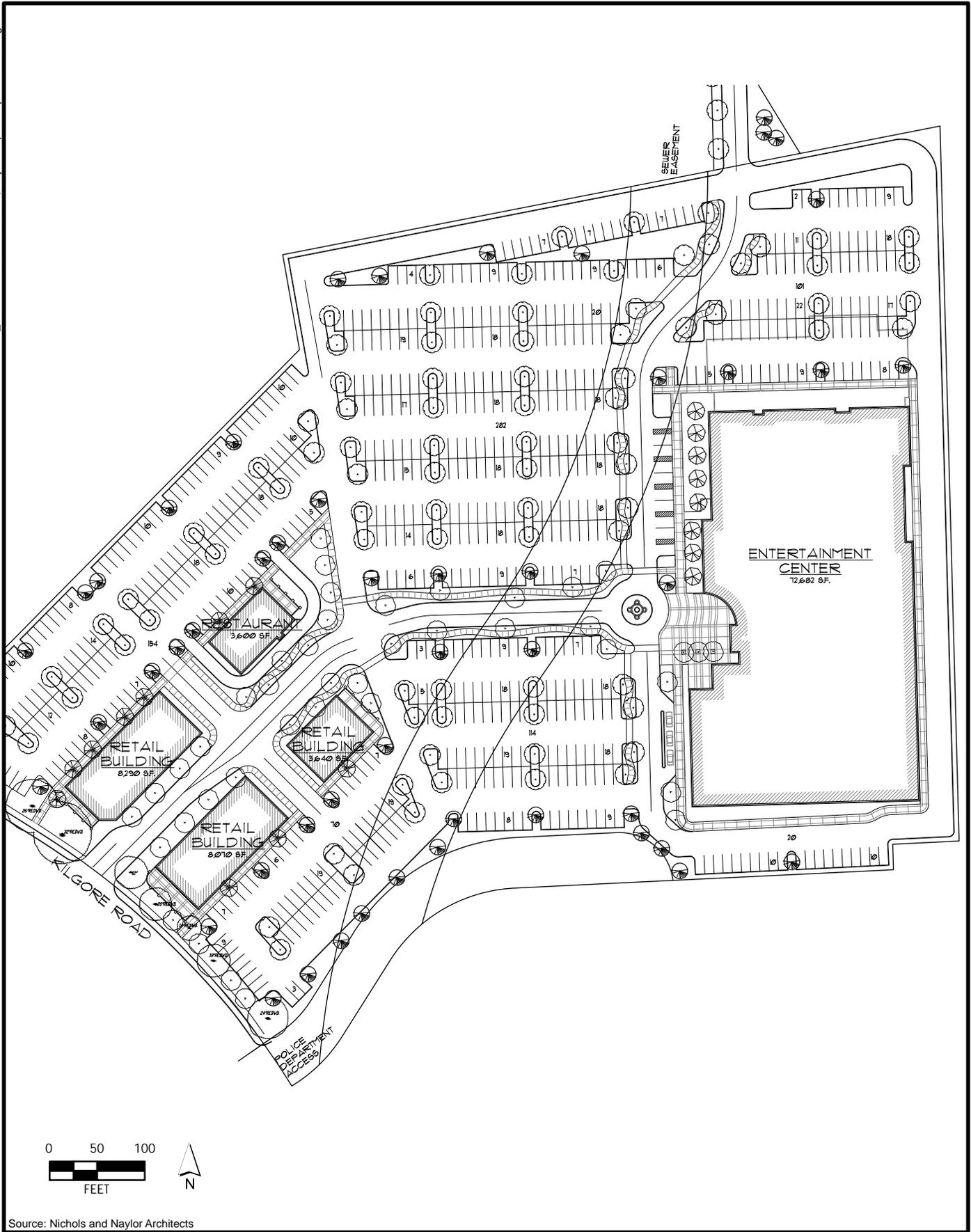


Source: Bing Maps, 2011



City of Rancho Cordova  
Planning Department

**Figure 2**  
Project Location



Source: Nichols and Naylor Architects



City of Rancho Cordova  
Planning Department

Figure 3  
Site Plan

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## 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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## 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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### 3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 17 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

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

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

- **No Impact:** No project-related impact to the environment would occur with project development.
- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Less Than Significant Impact with Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.
- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion will include reference to the previous documents.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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#### 3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** American Family Entertainment Center
2. **Lead Agency Name and Address:** City of Rancho Cordova  
2729 Prospect Park Drive  
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Bret Sampson; (916) 851-8758
4. **Project Location:** The project site consists of five parcels near the southeast corner of the intersection of Kilgore Road and Trade Center Drive (see Figure 3).
5. **Project Sponsor's Name and Address:** American Family Entertainment Centers  
William G. Kellen  
PO Box 1757  
Pinedale, WY 82941  
(801) 209-3446
6. **Current Zoning:** Office Professional Mixed Use (OPMU)
7. **General Plan and Planning Area:** City of Rancho Cordova General Plan  
Designated for Office Mixed Use with a  
Convention Overlay
8. **APN Number(s):** 072-0260-036-0000, 072-0260-037-0000,  
072-0260-038-0000, 072-0260-039-0000,  
072-0260-040-0000
9. **Description of the Project:** See Section 2.0 of this MND.
10. **Surrounding Land Uses and Setting:** See Section 2.0 of this MND.
11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)
  - 1) Sacramento Area Sewer District (SASD)
  - 2) Sacramento Metropolitan Air Quality Management District (SMAQMD)
  - 3) Sacramento Metropolitan Fire District (SMFD)
  - 4) Sacramento Municipal Utility District (SMUD)

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture Resources    | <input type="checkbox"/> Hydrology and Water Quality     | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality              | <input type="checkbox"/> Land Use and Planning           | <input checked="" type="checkbox"/> Transportation/Traffic  |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Utilities and Service Systems      |
| <input type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Noise                           | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils        | <input type="checkbox"/> Population and Housing          |   |
| <input type="checkbox"/> Greenhouse Gas Emissions |  |   |

#### PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Sections 15063 and 15183 to determine if the American Family Entertainment Center project (hereafter referred to as the “proposed project”), as proposed, may have a significant effect upon the environment. Based upon the findings within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration. The discussion below demonstrates that there are no potentially significant impacts identified that have not been fully addressed by identified mitigation measures. Therefore, an environmental impact report (EIR) is not warranted.

#### EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “*No Impact*” answers that are adequately supported by the information sources cited. A “*No Impact*” answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g., the project falls outside a fault rupture zone). A “*No Impact*” answer should be explained where it is based on project-specific factors as well as general standards.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.
- 3) A “*Less Than Significant Impact*” applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- 4) “*Potentially Significant Impact*” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “*Potentially Significant Impact*” entries when the determination is made, an EIR is required.
- 5) “*Less Than Significant Impact with Mitigation Incorporated*” applies where the incorporation of mitigation measures has reduced an effect from a “*Potentially*

### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES**

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*Significant Impact*” to a *“Less than Significant Impact.”* The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

- 6) *“Reviewed Under Previous Document”* applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. CEQA Guidelines Section 15183 states that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.
- 7) Earlier analyses may be used where, pursuant to the tiering, program environmental impact report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>I. AESTHETICS</b> Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### EXISTING SETTING

The proposed project is located on a vacant parcel that is designated Office Mixed Use (OMU) with a Convention Overlay in the City’s General Plan and zoned for Office Professional Mixed Use (OPMU). This area is surrounded by office and commercial uses, a police station, and the Kilgore Cemetery. The land directly northwest of the proposed project is vacant but designated and zoned for Office Mixed Use.

#### DISCUSSION OF IMPACTS

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

The approval of the proposed project and development of the American Family Entertainment Center and retail and restaurant buildings, along with the police communications tower and 708-space parking lot, will change the current view but will not adversely affect any scenic vistas, nor is the project site located in the vicinity of a scenic highway. The project is located within the city limits in an area zoned Office Mixed Use that has been partially developed with office and commercial uses. This project also consists of an application for Design Review by the City, which ensures physical, visual, and functional compatibility between uses and proper attention to site and architectural design; therefore no impact to scenic vistas is expected. The project would not have a substantial adverse effect on a scenic vista.

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

See a) above.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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- c) *No Impact/Reviewed Under Previous Document.* Impacts relating to the alteration of scenic resources in the city were identified in the GP-EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the city and areas east of the incorporated boundaries (GP-DEIR, pp. 4.13-8 through -10). Impacts of the General Plan to visual resources were found to be significant and unavoidable (GP-DEIR, p. 4.13-10). The project site is located within a currently urbanized area. The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

See a) above.

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

The proposed project would include additional buildings and lighting on a currently undeveloped piece of land. Project-related lighting and buildings have the potential to create a substantial amount of light and glare that would adversely affect day or nighttime views in the area. However, the City's General Plan designated the project site as Office Mixed Use with a Convention Overlay. Surrounding land uses are designated similarly. Therefore, the City's General Plan anticipated the proposed uses of the proposed project. Furthermore, all buildings and street lighting would be designed in conformance with City of Rancho Cordova Design Guidelines and Federal Aviation Administration regulations for objects and lighting affecting navigable airspace. Therefore, the proposed project would have a less than significant impact related to light and glare.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>II. AGRICULTURE RESOURCES</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

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

The project site does not contain Prime or Unique Farmland or Farmland of Statewide Importance and is currently zoned OPMU. The proposed project would not convert Prime or Unique Farmland or Farmland of Statewide Importance. There would be no impact.

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

The project site is not zoned for agricultural use and is not under Williamson Act contract, so it would not conflict with existing zoning for agricultural uses or a Williamson Act contract. The

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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surrounding zones for the property are OPMU, Office Industrial Mixed Use (OIMU), and Commercial Mixed Use (CMU). There would be no impact.

- c) *No Impact.* The proposed project is located on a site that is zoned for office and mixed uses and has previously been disturbed by adjacent uses. The project site is not considered forestland, is not zoned for forestry uses, and is not actively utilized as a forestry operation. There would be no impact.
- d) *No Impact.* See c) above. There would be no impact.
- e) *No Impact/Reviewed Under Previous Document.* The GP-EIR stated that impacts could occur to agricultural land uses as a result of urbanization of adjacent areas to operating agricultural operations (GP-DEIR, p. 4.2-20). Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP-DEIR, pp. 4.2-20 through -21). Impacts to agriculture as a result of the interface conflicts of the General Plan would be significant and unavoidable.

The proposed project is located on a site that is zoned for office and mixed uses and has previously been disturbed by adjacent uses. Surrounding uses consist primarily of commercial and office land; therefore, the project does not involve any changes in the existing environment that could result in the conversion of farmland to nonagricultural use.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>III. AIR QUALITY</b> 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 checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or state ambient air quality standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

#### EXISTING SETTING

##### REGIONAL SETTING

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

##### LOCAL SETTING

The SMAQMD is responsible for limiting the amount of emissions that can be generated throughout Sacramento County, which includes Rancho Cordova, by various stationary and mobile sources. Concentrations of certain air pollutants—ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable and fine particulate matter (PM) (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively), and lead—are used as indicators of ambient air quality conditions. Specific rules and regulations have been adopted by the SMAQMD Board of Directors that limit the emissions which can be generated by various uses and/or activities and that identify specific pollution reduction measures which must be implemented in association with various uses and activities. These rules regulate not only the emissions of the six criteria pollutants listed above, but also toxic emissions and acutely hazardous materials. Emissions sources subject to these rules are regulated through SMAQMD's permitting process. Through this permitting process, the SMAQMD also monitors the amount of stationary emissions being generated and uses this information in developing new clean air plans. The proposed project would be subject to

### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES**

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SMAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts.

#### Sensitive Receptors

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

The only known sensitive receptor in the project area is Kinney High School, located approximately 1,100 feet northwest of the project site, adjacent to US 50.

#### Attainment Status

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

### **REGULATORY FRAMEWORK**

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

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

#### FEDERAL

- US Environmental Protection Agency
- Clean Air Act

#### STATE

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

#### LOCAL

##### **Sacramento Metropolitan Air Quality Management District**

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

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

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

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

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

##### **City of Rancho Cordova General Plan**

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

According to the GP-EIR, projected buildout of the General Plan Planning Area would be consistent with the assumptions used during preparation of the SMAQMD's Regional Ozone Attainment Plan (GP-FEIR, pp. 4.0-5 through -6). However, because no feasible methods currently exist to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP-FEIR, p. 4.0-6).

#### **DISCUSSION OF IMPACTS**

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The Sacramento area is currently out of compliance with federal requirements for 8-hour and 1-hour ozone air quality standards. The region is in compliance with all other emissions standards. The SMAQMD released the final *Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-of-Progress Plan (Ozone Plan)* in February 2006. According to the GP-EIR, projected buildout of the General Plan Planning Area would be consistent with the assumptions used during preparation of the Ozone Plan (GP-FEIR, pp. 4.0-5 through -6). However, because there currently exist no feasible methods to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP-FEIR, p. 4.0-6).

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The proposed project is consistent with the City's General Plan Land Use Map, which designates the project area as Office Mixed Use with a Convention Overlay.

In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, the SMAQMD has provided a *Guide to Air Quality Assessment in Sacramento*. This guide includes information on significance and mitigation for common air emissions issues. Additionally, the SMAQMD will review all development projects, including the proposed project, to ensure compliance with local, state, and federal plans. The SMAQMD sets an operational screening level of 114,000 square feet for regional shopping centers (the closest designation available to what is proposed in the project's entertainment center and retail buildings), 38,000 square feet for high-turnover restaurants, and 53,000 square feet for quality restaurants. The proposed project calls for a 78,000-square-foot entertainment center, 20,000 square feet of retail uses, and a 3,600-square-foot restaurant. These uses fall below the operational screening level. Therefore, the proposed project would not interfere with the Metropolitan Air Quality Attainment Plan and impacts would be less than significant.

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

Sacramento County is a known area of nonattainment for state and federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Construction of the project would result in temporary generation of emissions of reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), and PM<sub>10</sub>. Construction-related emissions would be produced from mobile and stationary construction equipment exhaust and soil erosion. Short-term construction-related and long-term operational air quality impacts are disclosed and assessed in accordance with methodologies recommended by CARB and the SMAQMD and in comparison to the recommended SMAQMD construction significance threshold of 85 pounds per day of NO<sub>x</sub> and operational significance threshold of 65 pounds per day of NO<sub>x</sub> and ROG.

The SMAQMD has no established daily thresholds for PM<sub>10</sub> during construction activities due to the temporary generation of this emission. While construction impacts are temporary and will cease once construction is completed, they nevertheless will have an effect on particulate matter emissions while such activities occur. The following practices are considered feasible for controlling fugitive dust from a construction site and therefore will be implemented. Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

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- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel-powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Based on a CalEEMod air emissions estimating model run performed for the proposed project (included as **Appendix A** of this document), buildout of the project would result in a total of 32.95 pounds per day (lb/day) of ROG, 51.78 lb/day of NO<sub>x</sub>, and 36.29 lb/day of PM<sub>10</sub>. Therefore, no mitigation would be required to ensure that the proposed project would have less than significant operational air quality impacts since project emissions resulting from long-term operations will not exceed the SMAQMD significance criteria of 65 pounds per day of either ROG, PM<sub>10</sub>, or NO<sub>x</sub>. Standard language on all site plans regarding covering of exposed surfaces, cleaning paved streets, and truck freeboard requirements would ensure that this impact is less than significant.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified that increases in ozone precursors (NO<sub>x</sub> and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP-DEIR, pp. 4.6-17 through -26). See discussions a) and b) above for more information on the GP-EIR findings related to ozone precursors.

See b) above for project-specific discussion. Due to the region's nonattainment status for ozone and PM<sub>10</sub>, if project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO<sub>x</sub>) or PM<sub>10</sub> exceed the long-term SMAQMD thresholds, then the project's cumulative impacts will be considered significant as determined by the SMAQMD. In addition, if the project will result in a change in land use and corresponding increases in vehicle miles traveled (VMT) may result in an increase in VMT that is unaccounted for in regional emissions inventories contained in regional air quality control plans such as the Sacramento Area Regional Ozone Attainment Plan and/or the Sacramento Area Regional PM<sub>10</sub> Attainment Plan. Substantial increases in VMT that are not accounted for in the emissions inventory may result in a cumulative contribution to the region's existing air quality nonattainment status.

As discussed in b) above, predicted long-term operational emissions attributable to the proposed project will not exceed SMAQMD significance thresholds. Furthermore, the proposed project is consistent with the General Plan Circulation Element and was fully analyzed in the

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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GP-DEIR concerning cumulative air quality impacts; therefore, the proposed project will not result in a change in land use that could result in a potential increase in VMT previously not accounted for in the air quality control plans listed above. Therefore, this impact is considered less than significant.

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

See a) and b) above for project-specific discussion. All project-related operations will be conducted within an enclosed building; therefore, the proposed project will not emit significant pollutants that would affect sensitive receptors. The project site is approximately 1,100 feet southeast of Kinney High School, which is a sensitive receptor.

The primary mobile-source criteria pollutant of local concern is carbon monoxide (CO). Sacramento County is currently designated attainment for both state and national CO ambient air quality standards, and the county typically experiences low background CO concentrations.

Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or “hotspots,” are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. Modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

The SMAQMD provides a project-level screening procedure to determine whether detailed CO hotspot modeling is required for a proposed development project (SMAQMD 2011). This preliminary screening methodology provides lead agencies with a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the thresholds of significance. According to the SMAQMD, the proposed project would result in a less than significant impact to air quality for local CO if:

- Traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F ; or
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

As demonstrated in subsection XVI below, the proposed project would not result in deterioration of intersection level of service to LOS E or F or contribute additional traffic to an intersection that already operates at LOS E or F with implementation of mitigation measures **MM 3.16a** and **3.16b**. Therefore, compliance with City policies and action items described in the GP-EIR would

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ensure that impacts to sensitive receptors in conjunction with exposure to substantial pollutant concentrations are less than significant.

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

The proposed project would not result in the installation of any equipment or processes that would be considered odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. The nearest sensitive land use, Kinney High School, is located over 1,000 feet northwest of the project site. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, sensitive receptors will not be exposed to significant odorous emissions as a result of the project. Therefore, the proposed project would result in less than significant odor impacts.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>IV. BIOLOGICAL RESOURCES</b> Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### EXISTING SETTING

The project area is almost entirely urbanized, containing retail and office uses. While the project site itself is vacant and is adjacent to more vacant land to the north, it is otherwise surrounded by urban uses, including commercial and retail uses, a police station, and a cemetery. The project site consists of disturbed annual grassland. The majority of the project area has been heavily degraded by human activity for many years.

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential direct and indirect impacts to special-status species (those species identified in the checklist above) as a result of the implementation of the General Plan (GP-DEIR, pp. 4.10-34 through -48). While City policies and action items would mitigate much of the impact of the General Plan, widespread development of undeveloped portions of the General Plan Planning Area and construction of the Circulation Plan would result in a net loss of biological resources. Therefore, the General Plan was found

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to result in significant and unavoidable impacts to special-status species (GP-DEIR, pp. 4.10-43 and 4.10-48).

The project area is almost entirely urbanized, containing retail and office uses. While the project site itself is vacant and is adjacent to more vacant land to the north, it is otherwise surrounded by urban uses, including commercial and retail uses and a cemetery. The project site consists of disturbed annual grassland. Due to the small size of the project site, and the urbanized character of both the project site and surrounding land uses, the site does not contain potentially suitable habitat for special-status species of state and/or federal importance. Furthermore, implementation of City policies and action items associated with biological resources would reduce project-specific impacts to special-status species to less than significant.

- b) *Less Than Significant Impact/Reviewed Under Previous Document.* See a) above for information on identified impacts of the General Plan on special-status species. The GP-EIR combined discussion of special-status species impacts to include impacts to habitat as well as to individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP-DEIR, pp. 4.10-34 through -48).

See a) and c) for project-specific discussion. The project site is urbanized and mostly surrounded by existing development and does not contain riparian habitat or other sensitive natural communities. This is a less than significant impact.

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

No seasonal wetlands exist on the project site, which is urbanized and mostly surrounded by existing development. Furthermore, it is of a flat and weedy in nature, and contains no depressions that result in seasonal wetlands. Therefore, implementation of the proposed project would result in a less than significant impact to seasonal wetlands.

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

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movement throughout the area (GP-DEIR, p. 4.10-56). While City policies and action items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP-DEIR, p. 4.10-61).

See a) above for project-specific discussion. The project site is urbanized and mostly surrounded by existing development and is not connected to riparian or stream corridors, so it does not represent a migratory corridor. The proposed project would require paving over a vacant disturbed lot; however, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, and would not negatively affect wildlife migration. Therefore, this is a less than significant impact.

- e) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to trees from implementation of the General Plan (GP-DEIR, pp. 4.10-61 and 4.10-62). Development of greenfield areas of the city and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP-DEIR, p. 4.10-61). Landmark and oak trees, as well as large wooded areas and urban trees, would be adequately protected by City policies and action items. However, some loss of native trees would occur, and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP-DEIR, p. 4.10-62).

There are no native or landmark trees on the project site; therefore, there is no impact.

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

Currently, there is not an adopted habitat conservation plan (HCP) for the City of Rancho Cordova or Sacramento County; therefore, the project will not conflict with such plans, and the impact would be less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>V. CULTURAL RESOURCES</b> Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

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

If cultural resources are discovered during construction, the project applicant would be required to implement any mitigation necessary for the protection of such resources. In addition, pursuant to Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California 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.

Furthermore, implementation of the following General Plan policy would reduce the project's potential cultural, historic, paleontologic, and archeological resource impacts to less than significant:

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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Adherence to General Plan policies and state requirements will ensure a less than significant impact.

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

The project site is flat and has been previously disturbed; there are no unique geological features on the project site. Thus, implementation of these state and local regulations and policies would reduce any potential impacts to paleontological resources to less than significant.

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

While the project site is located 300 feet north of the Kilgore Cemetery, there are no known cemeteries on the project site itself. The proposed project is not expected to result in any new cultural resource impacts; however, implementation of the state and local regulations and policies described in the General Plan [see a) above] would reduce any potential impacts to human remains to less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>VI. GEOLOGY AND SOILS</b> Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

a)

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

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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and construction requirements defined in the CBC; therefore, this impact is considered less than significant.

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

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

See i) above. The project site would not be subject to seismic-related ground failure or liquefaction.

iv) *Less Than Significant Impact.* The project site is characterized by flat terrain and gently sloping topography; as such, the site would not result in hazards related to landslides.

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

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

c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR stated that impacts relating to soil stability as a result of implementation of the General Plan would be minor (GP-DEIR, p. 4.8-23). Primary concerns with soil stability in the city are associated with shrink/swell potential—the potential of soils to expand during wet seasons and shrink during dry seasons. Impacts due to soil stability would be mitigated by consistency with the UBC and the CBC (GP-DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

Soil units mapped on site include Urban Land-Natomas complex, which consists of 0 to 2 percent slopes and pits; the Pits map unit, which consists of sand, gravel and clay pits, and

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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rock quarries with complex slopes; and Xerothents, dredge tailings-urban land complex map unit, which is in areas of leveled dredge tailings having high gravel and cobbles derived from mixed rock sources. The soil groups present on the project site have relatively low percentages of clay and are well drained and non-hydric, which indicate a low shrink-swell potential. In addition, the project would be subject to standard construction requirements defined in the CBC, so this impact is considered less than significant.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* See c) above.
- e) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential soils impacts of the General Plan related to the use of alternative wastewater handling systems such as septic systems resulting from development of residential lots of 2 acres or more (GP-DEIR, pp. 4.8-24 through -26). The portions of the Rancho Cordova Planning Area that could contain such lots exist outside the city boundaries in the outlying Planning Areas. For residential development with lots less than 2 acres in size, City policy requires the use of the public sewer system (GP-DEIR, p. 4.8-26).

The project would connect to the existing wastewater disposal system. Septic tanks and alternative wastewater disposal systems would not be installed on the project site. Therefore, implementation of the proposed project would not result in impacts to soils associated with the use of such wastewater treatment systems. There is no impact.

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

#### EXISTING SETTING

Since the early 1990s, scientific consensus holds that the world’s population is releasing greenhouse gases (GHG) faster than the earth’s natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), creates a blanket around the earth that allows light to pass through but traps heat at the surface preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth’s climate system.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Sacramento County (the SMAQMD has not yet established significance thresholds for GHG emissions from project operations). Instead, the SMAQMD recommends that lead agencies identify thresholds of significance applicable to the proposed project. SMAQMD guidance (SMAQMD 2011) further states that when adopting thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other lead agencies, or adopt its own thresholds, provided the decision is supported by substantial evidence.

Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects be disclosed and mitigated to the extent feasible whenever the lead agency determines that a project contributes to a significant cumulative climate change impact. In June 2008, the Office of Planning and Research (OPR) issued a Technical Advisory titled “CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review.” The recommended approach for GHG analysis included in the Governor’s OPR June 2008 Technical Advisory (TA) is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on global climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below significance.

This GHG analysis identifies and quantifies the GHG emissions of the proposed project. Moreover, it assesses the project’s potential to result in a cumulatively considerable GHG

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

impact by determining its consistency with strategies identified in the Assembly Bill (AB) 32 Scoping Plan for reducing GHG emissions. The AB 32 Scoping Plan contains the main strategies California is implementing to achieve reduction of 169 MMT of CO<sub>2</sub>e, or approximately 30 percent from the state's projected 2020 emissions level of 596 MMT of CO<sub>2</sub>e under a business-as-usual scenario. The AB 32 Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory.

#### DISCUSSION OF IMPACTS

- a) *Less Than Cumulatively Considerable Contribution to a Significant Impact.* GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as electricity usage for lighting. Projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e), which weight each gas by its Global Warming Potential (GWP). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

As shown in **Table VII-1**, the long-term operations of the proposed project would produce 6,124 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e) annually, primarily from motor vehicles that travel to and from the site.

**Table VII-1  
Operational Greenhouse Gas Emissions – Metric Tons per Year (Unmitigated)**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Construction Amortized over 30 Years	16	0.00	0.00	16
Area	0.00	0.00	0.00	0
Energy	715	0.03	0.01	720
Mobile	4,973	0.24	0.00	4,978
Solid Waste	135	8	0.00	302
Water	67	1.43	0.04	108
<b>Total</b>	<b>5,906</b>	<b>9.7</b>	<b>0.05</b>	<b>6,124</b>

Source: CalEEMod version 2011.1.1. See **Appendix B** for emission model outputs.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#### AB 32 Compliance

As stated above, for the purposes of evaluating the proposed project’s GHG impacts, the project can be considered to have a cumulatively considerable impact if it would be in conflict with the AB 32 goals for reducing GHG emissions. In August 2011, CARB approved the AB 32 Scoping Plan outlining the state’s strategy to achieve the 2020 GHG emissions limit. This scoping plan, developed by CARB in coordination with the Climate Action Team, proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California’s energy sources, save energy, create new jobs, and enhance public health. The scoping plan contains a list of 39 recommended actions contained in its Appendices C and E. This list is also shown in **Table VII-2**

**TABLE VII-2  
RECOMMENDED ACTIONS OF CLIMATE CHANGE SCOPING PLAN**

Measure Number	Measure Description
Transportation	
T-1	Pavley I and II – Light-Duty Vehicle Greenhouse Gas Standards
T-2	Low Carbon Fuel Standard (Discrete Early Action)
T-3	Regional Transportation-Related Greenhouse Gas Targets
T-4	Vehicle Efficiency Measures
T-5	Ship Electrification at Ports (Discrete Early Action)
T-6	Goods Movement Efficiency Measures <ul style="list-style-type: none"> <li>• Ship Electrification at Ports</li> <li>• System-Wide Efficiency Improvements</li> </ul>
T-7	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)
T-8	Medium- and Heavy-Duty Vehicle Hybridization
T-9	High-Speed Rail
Electricity and Natural Gas	
E-1	Energy Efficiency (32,000 GWh of Reduced Demand) <ul style="list-style-type: none"> <li>• Increased Utility Energy Efficiency Programs</li> <li>• More Stringent Building &amp; Appliance Standards</li> </ul> Additional Efficiency and Conservation Programs
E-2	Increase Combined Heat and Power Use by 30,000 GWh (Net reductions include avoided transmission line loss)
E-3	Renewables Portfolio Standard (33% by 2020)
E-4	Million Solar Roofs (including California Solar Initiative, New Solar Homes Partnership and solar programs of publicly owned utilities) <ul style="list-style-type: none"> <li>• Target of 3000 MW Total Installation by 2020</li> </ul>
CR-1	Energy Efficiency (800 Million Therms Reduced Consumptions) <ul style="list-style-type: none"> <li>• Utility Energy Efficiency Programs</li> </ul>

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Measure Number	Measure Description
	<ul style="list-style-type: none"> <li>• Building and Appliance Standards</li> <li>• Additional Efficiency and Conservation Programs</li> </ul>
CR-2	Solar Water Heating (AB 1470 goal)
Green Buildings	
GB-1	Green Buildings
Water	
W-1	Water Use Efficiency
W-2	Water Recycling
W-3	Water System Energy Efficiency
W-4	Reuse Urban Runoff
W-5	Increase Renewable Energy Production
W-6	Public Goods Charge (Water)
Industry	
I-1	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources
I-2	Oil and Gas Extraction GHG Emission Reduction
I-3	GHG Leak Reduction from Oil and Gas Transmission
I-4	Refinery Flare Recovery Process Improvements
I-5	Removal of Methane Exemption from Existing Refinery Regulations
Recycling and Waste Management	
RW-1	Landfill Methane Control (Discrete Early Action)
RW-2	Additional Reductions in Landfill Methane <ul style="list-style-type: none"> <li>• Increase the Efficiency of Landfill Methane Capture</li> </ul>
RW-3	High Recycling/Zero Waste <ul style="list-style-type: none"> <li>• Commercial Recycling</li> <li>• Increase Production and Markets for Compost</li> <li>• Anaerobic Digestion</li> <li>• Extended Producer Responsibility</li> <li>• Environmentally Preferable Purchasing</li> </ul>
Forests	
F-1	Sustainable Forest Target
High Global Warming Potential (GWP) Gases	
H-1	Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Services (Discrete Early Action)
H-2	SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)
H-3	Reduction of Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Measure Number	Measure Description
H-4	Limit High GWP Use in Consumer Products Discrete Early Action (Adopted June 2008)
H-5	High GWP Reductions from Mobile Sources <ul style="list-style-type: none"> <li>• Low GWP Refrigerants for New Motor Vehicle Air Conditioning Systems</li> <li>• Air Conditioner Refrigerant Leak Test During Vehicle Smog Check</li> <li>• Refrigerant Recovery from Decommissioned Refrigerated Shipping Containers</li> <li>• Enforcement of Federal Ban on Refrigerant Release during Servicing or Dismantling of Motor Vehicle Air Conditioning Systems</li> </ul>
H-6	High GWP Reductions from Stationary Sources <ul style="list-style-type: none"> <li>• High GWP Stationary Equipment Refrigerant Management Program:               <ul style="list-style-type: none"> <li>- Refrigerant Tracking/Reporting/Repair Deposit Program</li> <li>- Specifications for Commercial and Industrial Refrigeration Systems</li> </ul> </li> <li>• Foam Recovery and Destruction Program</li> <li>• SF Leak Reduction and Recycling in Electrical Applications</li> <li>• Alternative Suppressants in Fire Protection Systems</li> <li>• Residential Refrigeration Early Retirement Program</li> </ul>
H-7	Mitigation Fee on High GWP Gases
Agriculture	
A-1	Methane Capture at Large Dairies

The strategies included in the AB 32 Scoping Plan that apply to the project are contained in **Table VII-3**, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets. The strategies listed in **Table VII-3** are either required design features or requirements under local or state ordinances. With implementation of these strategies, as well as additional GHG emissions reduction strategies recommended by SMAQMD, discussed below, the project’s contribution to cumulative GHG emissions would be reduced.

**TABLE VII-3  
AB 32 COMPLIANCE**

Strategy	Project Compliance
<b>Energy Efficiency Measures</b>	
<p><b>Energy Efficiency</b></p> <p>Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).</p> <p><b>Renewable Portfolio Standard</b></p> <p>Achieve a 33 percent renewable energy mix statewide.</p> <p><b>Green Building Strategy</b></p> <p>Expand the use of green building practices to reduce the</p>	<p><b>Compliant</b></p> <p>The proposed project will comply with the updated Title 24 standards, including the new 2010 California Building Code (CBC), for building construction. These standards require new buildings to reduce water consumption by 20 percent, which results in less energy consumption for pumping water, which results in less energy consumption for pumping water.</p>

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Strategy	Project Compliance
carbon footprint of California's new and existing inventory of buildings.	
<b>Water Conservation and Efficiency Measures</b>	
<p><b>Water Use Efficiency</b></p> <p>Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.</p>	<p><b>Compliant</b></p> <p>As previously describes, the project would comply with Title 24 standards which require new buildings to reduce water consumption by 20 percent. In addition, the project incorporates the measures identified below to increase water use efficiency.</p>
<b>Transportation and Motor Vehicle Measures</b>	
<p><b>Vehicle Climate Change Standards</b></p> <p>AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by CARB in September 2004.</p> <p><b>Light-Duty Vehicle Efficiency Measures</b></p> <p>Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.</p> <p><b>Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures</b></p> <p>Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles.</p> <p><b>Low Carbon Fuel Standard</b></p> <p>CARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.</p>	<p><b>Compliant</b></p> <p>The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used within the project site would comply with any vehicle and fuel standards that CARB adopts.</p>
<p><b>Regional Transportation-Related Greenhouse Gas Targets</b></p> <p>Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.</p>	<p><b>Compliant</b></p> <p>Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans adopted by Rancho Cordova.</p>
<b>Forests</b>	
<p><b>Urban Forestry</b></p> <p>A statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p><b>Compliant</b></p> <p>The landscape plan associated with the proposed project would result in a net increase in the number of trees on site.</p>

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Strategy	Project Compliance
<b>Recycling and Waste Management</b>	
<p><b>High Recycling/Zero Waste</b></p> <p>Achieve 50 percent statewide Recycling Goal: Achieving the state's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy-intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2 percent additional reduction is needed.</p>	<p><b>Compliant</b></p> <p>AB 939 mandated local jurisdictions to meet solid waste diversion goals of 25 percent by 1995 and 50 percent by 2000. CalRecycle determines this diversion by looking at the base-year solid waste generation (waste normally disposed of into landfills) to determine the amount of solid waste diverted. To help in the increase of diversion rates, each jurisdiction creates an Integrated Waste Management Plan that looked at recycling programs, purchasing of recycled products and waste minimization. The proposed project is located in Rancho Cordova which is required to maintain compliance with AB 939.</p>

### Project Specific GHG Reduction Measures

To the extent feasible the following measures shall be incorporated into the design and construction of the project (including specific building projects):

#### SMAQMD's Recommended Construction GHG Reduction Measures:

- Improve fuel efficiency from construction equipment:
  - a. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5 minute limit is required by the state airborne toxics control measure [Title 13, sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
  - b. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
  - c. Train equipment operators in proper use of equipment.
  - d. Use the proper size of equipment for the job.
  - e. Use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power.
- Use an ARB approved low carbon fuel for construction equipment. (*NOx emissions from the use of low carbon fuel must be reviewed and increases mitigated.*)
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).

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- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products utilized should be certified through a sustainable forestry program.
- Minimize the amount of concrete for paved surfaces or utilize a low carbon concrete option.
- Produce concrete on-site if determined to be less emissive than transporting ready mix.
- Use SmartWay certified trucks for deliveries and equipment transport.
- Develop a plan to efficiently use water for adequate dust control.

#### SMAQMD's Recommended Land Use Emission Reduction Measures:

- Provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.
- Provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.
- Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Install Energy Star labeled roof materials.
- Provide onsite renewable energy system(s).
- Project Exceeds title 24 requirements by 20%.

#### Additional GHG Reduction Measures:

- Install efficient lighting and lighting control systems. Use daylight as an integral part of the lighting systems in buildings.
- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets, urinals, and faucets.
- The project shall ensure that low-water-use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor and in conformance with Chapter 22.180 of the Rancho Cordova Municipal Code.
- The project shall provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas.

In summary, the proposed project would be consistent with the goals of California's AB 32 Scoping Plan and incorporates all feasible and applicable GHG emissions reduction measures recommended by SMAQMD. By incorporating energy efficiency and GHG emission reducing project features into project design, construction, and operation, the proposed project would result in significantly lower GHG emissions compared to "business as usual." The project has many energy efficiency features, as identified, which in turn reduce GHG emissions. Since the project is consistent with relevant AB 32 Scoping Plan strategies, and implements all other

### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES**

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feasible and applicable state and SMAQMD recommended emissions reduction strategies, its contribution to the impact of climate change is considered less than significant.

- b) *Less Than Significant Impact.* As identified above, the proposed project would not conflict with the AB 32 Scoping Plan, which was adopted with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32. The proposed project would not be considered to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b> Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### EXISTING SETTING

A Phase I Environmental Site Assessment (ESA) was conducted for the proposed project by Kleinfelder, Inc. (**Appendix C**). The assessment did not reveal evidence of recognized environmental conditions (RECs) with the exception of the following: Aerojet and Purity Oil Sales/Delta Gunite facilities are responsible for a contaminated groundwater plume that has affected a large portion of Rancho Cordova, including the area around the project site, according to the Environmental Data Resources, Inc. (EDR) Radius Map report. The Aerojet facility is a Superfund site on the National Priority List (NPL). Purity Oil Sales/Delta Gunite is being investigated in association with the Aerojet groundwater contamination plume. US Geological Survey/Public Water-Supply wells in the vicinity of the site have reported detections of the chlorinated solvents tetrachloroethylene (PCE), trichloroethylene (TCE), and nitrates. The reported concentrations are less than the maximum contaminant levels established by the US Environmental Protection Agency. Furthermore, the ESA states that the proposed project would

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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not impact the groundwater table, which lies between 48 and 76 feet below ground surface, and would not encounter contamination even if it is present.

The ESA also noted the presence of open containers containing unknown crystallized and liquid substances on the project site that are likely to result in a release to soil on site. The ESA recommended further assessment of these materials.

The ESA also noted that a large soil mound (approximately 100-foot radius and 20 feet high) and multiple smaller soil piles are located on the southeastern section of the project site. The origin of this material and the fill material beneath was not revealed during Kleinfelder's assessment. The Limited Phase II Soil Assessment conducted by Kleinfelder in 2004 of the fill material in this area revealed no evidence of total petroleum hydrocarbons (TPH) purgeable as gasoline, TPH extractable as motor oil, or TPH extractable as diesel. Volatile organic compounds were not detected above laboratory reporting limits. With the exception of arsenic, metals were not detected at concentrations that would warrant further study. Arsenic concentrations were elevated; however, arsenic is a naturally occurring element in the Sacramento area, and the concentrations detected are within typical background levels. Therefore, Kleinfelder did not include a recommendation for additional environmental assessment, removal of the soil piles for disposal, or remediation of the fill material.

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP-DEIR, pp. 4.4-23 and 4.4-24). Impacts concerned transportation of hazardous materials on the roadway network within the city and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the city. Adherence to General Plan policies and to federal, state, and local regulations regarding hazardous material was found to reduce potential impacts of the General Plan to a less than significant level (GP-DEIR, pp. 4.4-24 and 4.4-28).

The project would include the construction of an entertainment center and retail and restaurant buildings, along with the police communications tower and 708-space parking lot. The project would not require the routine transportation, use, or disposal of hazardous materials that could create a significant hazard to the public. Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, etc.). Any use of hazardous materials would be in compliance with all applicable federal, state, and local standards associated with the handling of hazardous materials. As such, the project would not create a hazard to the public or the environment; therefore, the impact is considered less than significant.

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

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The proposed project would not create a significant hazard to the public or the environment. However, construction activities associated with the project would include refueling and minor maintenance of construction equipment on location, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (CalOSHA) requirements, thereby minimizing the extent of any spill. Impacts would be less than significant.

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

See a) above for project-specific discussion. While Kinney High School is located approximately 1,100 feet northwest of the project site, compliance with the General Plan policies and applicable federal, state, and local regulations described above would ensure that potential impacts to surrounding schools are less than significant.

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

The project site is not located on a hazardous materials site. However, as stated above, the ESA prepared for the proposed project found that Aerojet and Purity Oil Sales/Delta Gunite facilities are responsible for a contaminated groundwater plume that has affected a large portion of Rancho Cordova, including the area around the project site. Twelve other active hazardous materials sites are in the vicinity of the project site, but were not anticipated to adversely affect the project site according to the ESA. It is unlikely that construction of the project would create a significant hazard to the public or the environment as a result of this potential contamination. In the unlikely event that a contaminated area is encountered during construction of the project, it is required by law that activities in the area be stopped until the hazard is contained. Therefore, the potential to create a significant hazard to the public or the environment due to the site being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 is considered less than significant.

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP-FEIR, p. 4.0-29).

The project site is not located within the CLUP area of the Mather Airport and is not within 2 miles of the facility. Implementation of the project would not adversely affect operations of this facility, and the project is not anticipated to result in safety-related hazards or adverse impacts. As such, the project would have a less than significant impact.

- f) *No Impact.* The proposed project is not located within 2 miles of any private airstrip. The nearest private airstrip to the project area is the Rancho Murieta Airport, located more than 10 miles to the southeast of the project area. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the project area would be under the control of the Mather Airport's control tower, not the control tower of a private airport. Therefore, the proposed project would have no impact associated with hazards near private airstrips.
- g) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP-DEIR, p. 4.4-29). The GP-DEIR found that implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency access to residences as well as evacuation routes and resulting in a net positive effect on implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP-DEIR, p. 4.4-29).

The proposed project would not conflict with the Sacramento County Multi-Hazard Disaster Plan, the Sacramento County Area Plan, or any other adopted emergency response or evacuation plan; therefore, the impact is considered less than significant.

- h) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP-DEIR, p. 4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP-DEIR, p. 4.12-10).

The project site is in an area designated as Office Mixed Use; the area is not contiguous to a designated high fire area associated with any designated wildland area. Development of the proposed project would not expose people or structures to an increased risk of wildland fires. Therefore, there is no impact.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>IX. HYDROLOGY AND WATER QUALITY</b> Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### EXISTING SETTING

According to the ESA performed for the proposed project, groundwater is anticipated at approximately 70 feet below ground surface based on regional topography and the Sacramento Department of Public Works maps of groundwater in Sacramento County. The ESA describes depth to water at between 48 and 76 feet below ground surface at the Kilgore Cemetery property (two parcels south of the site). While the anticipated direction of groundwater is to the west, general groundwater conditions may be influenced by the proximity of the site to the American River and pumping from nearby public and monitoring wells.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential surface water and groundwater quality impacts that would occur as a result of implementation of the General Plan (GP-DEIR, pp. 4.9-34 through -40). Both impacts of the General Plan were found to be less than significant with implementation of City policies and action items as well as with compliance to the City's National Pollutant Discharge Elimination System (NPDES) Permit conditions.

Activities associated with the proposed project have the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to runoff from new impervious surfaces. Unless runoff is controlled, the project could generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. Compliance with a stormwater pollution prevention plan (SWPPP), best management practices (BMPs), and applicable local ordinances and state requirements would ensure that the proposed project would have a less than significant impact.

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

Project excavation during construction will not reach the groundwater table. Sufficient water supply to service the proposed project will be provided by Golden State Water Company. The project falls within an office mixed use area with existing structures of similar uses for which water supply was previously assumed. The proposed project will not require substantial water supply beyond approved uses. As such, significant additional groundwater supplies will not be needed for this project. While the project would increase impervious surfaces, it would not contribute significantly to groundwater recharge in the vicinity beyond what was assumed in the GP-EIR. Therefore, the proposed project would result in less than significant impacts to groundwater levels

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

Grading of approximately 13.2 acres of undeveloped land to accommodate office mixed use development would substantially alter the existing drainage pattern of the site. Construction of the project would increase drainage rates that could result in flooding and erosion. However, excavation and grading would be conducted pursuant to the Land Grading and Erosion Control Ordinance and the project's required stormwater pollution prevention plan (SWPPP) to ensure that drainage through and near the project areas follows historic drainage patterns, and historic water volumes and velocity do not change from existing conditions. Furthermore, prior to grading, the project's drainage facilities are subject to approval by the Rancho Cordova Planning Department and the Sacramento County Department of Water Resources. Compliance with this required review and all applicable City policies and action items referenced above will ensure that this impact is less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

See c) above for project-specific discussion. Compliance with the required review of drainage facilities by the Rancho Cordova Planning Department and the Sacramento County Department of Water Resources and with all applicable City policies and action items referenced above will ensure that this impact is less than significant.

- e) *Less Than Significant Impact/Reviewed Under Previous Document.* See c) above.
- f) *Less Than Significant Impact.* See a) above.
- g) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR discussed impacts related to flooding, which included consideration of housing within a 100-year flood hazard area (GP-DEIR, pp. 4.9-41 through -43). City policies and action items would prevent either an increase in the 100-year floodplain as the result of the construction of any structures or the placement of housing within the 100-year floodplain. Therefore, impacts from the General Plan were found to be less than significant (GP-DEIR, p. 4.9-43).

The proposed project does not include any residential structures. Additionally, the project's ESA states that the project site is located outside of the 100-year floodplain. This is a less than significant impact.

- h) *Less Than Significant Impact/Reviewed Under Previous Document.* See g) above.
- i) *Less Than Significant Impact/Reviewed Under Previous Document.* See d) and g) above for information on the GP-EIR's findings regarding flooding impacts. Failure of either the Cordova Meadows Levee or the Sunriver Levee could potentially result in the inundation of the project area. Complete failure of Folsom Dam would also result in the project area being inundated.

Implementation of the proposed project would result in more people within the inundation area for these events than currently exists. The GP-EIR however, concluded that such an event has an extremely low probability of occurring and is not considered to be reasonably foreseeable. This impact is less than significant.

- j) *No Impact.* The project site is not located near the Pacific Ocean, nor is it near a large water body that would be capable of creating seiches or tsunamis. The project site is characterized by generally flat terrain, as is the surrounding area. Therefore, there would also be no mudflows on or near the project site.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>X. LAND USE AND PLANNING</b> Would the project:					
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR described possible impacts related to the division of existing communities (GP-DEIR, pp. 4.1-38 through -40). The GP-EIR states that development and redevelopment described in the General Plan was specifically designed so that barriers between communities would be prevented. Additionally, City policies and action items were included in the General Plan to further prevent division of communities. The GP-EIR found that impacts of the General Plan to existing communities would be less than significant (GP-DEIR, pp. 4.1-39 and 4.1-40).

The proposed project site is located in an area that is zoned OPMU, which allows the types of land uses associated with the project. Furthermore, the project site is currently surrounded by commercial and office uses; therefore, the project would not physically divide an existing community. For these reasons, this impact is considered less than significant.

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

The project site is zoned for office mixed use and is surrounded by land zoned OPMU, OIMU, and CMU. The commercial and restaurant uses under the proposed project are consistent with those allowed under the City's General Plan designation for Office Mixed Use and would be consistent with buildout of the City's General Plan. Additionally, these land uses were analyzed in the City's GP-EIR. Therefore, this impact is considered less than significant.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR addressed potential impacts related to conflicts between the General Plan and any

### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES**

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adopted habitat conservation plan or natural community conservation plan (GP-DEIR, pp. 4.10-62 and 4.10-63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared by Sacramento County and the US Fish and Wildlife Service (respectively), no such plans have been adopted (GP-DEIR, p. 4.10-63). Because of this, the General Plan would have no impact on adopted plans (GP-DEIR, p. 4.10-63).

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XI. MINERAL RESOURCES</b> Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts resulting from the loss of availability of mineral resources in the General Plan Planning Area (GP-DEIR, pp. 4.8-26 through -27). Only those areas already identified as either MRZ-2 or as containing existing mining operations were expected to be impacted by development of the General Plan Planning Area (GP-DEIR, p. 4.8-26). Even with adoption of City policies and action items regarding mineral resources and mining, the General Plan would still have a significant and unavoidable impact (GP-DEIR, p. 4.8-27).

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

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XII. NOISE</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of 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 checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, exposure of 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"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR addressed increases in noise levels as a result of buildout of the General Plan (GP-DEIR, pp. 4.7-20 through -30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise-generating land uses (GP-DEIR, pp. 4.7-22, 4.7-27, and 4.7-30). Policies and actions items included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

Noises created by the proposed entertainment center, retail, and restaurants would not be substantially different from noises already existing in the area (office and commercial uses). Most activities would be conducted indoors, which would buffer most noise created on-site from surrounding uses. The majority of the noise associated with the proposed project would therefore be related to traffic. The nearest sensitive receptor to the project site, Kinney High School, is located over 1,000 feet from the proposed project site. The nearest residential units are located west of Kinney High School on the west side of US 50. As stated in Subsection XVI below under Impact a, the increased vehicle trips associated with the proposed project are less than significant after mitigation. In turn, traffic-associated noise would not substantially increase. Therefore, the impact is considered less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

See a) above for project-specific discussion. Vibration associated with the proposed project would occur primarily during construction activities, which would be temporary in nature. As these vibrations would not travel far from the site, and there are no sensitive receptors in the immediate vicinity of the site, this impact would be less than significant.

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

See a) above for project-specific discussion.

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

The project is not located within the Comprehensive Land Use Plan Area of the Mather Airport, nor is it within 2 miles of the airport. No adverse or excessive noise impacts are anticipated at the proposed site from operation of this facility. Therefore, this impact is considered less than significant.

- f) *No Impact.* The nearest private airport to the project area is the Rancho Murrieta Airport, over 10 miles away to the southeast. Pursuant to Federal Aviation Regulations, aircraft flying over the project area are under the control of the Mather Airport and Sacramento Approach Control. Therefore, the proposed project is not located within the vicinity of a private airport, and no impact would occur.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XIII. POPULATION AND HOUSING</b> Would the project:					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* In the GP-EIR, the General Plan was found to result in substantial increases in the number of dwellings, residents, and employees in the General Plan Planning Area (GP-DEIR, pp. 4.3-10 through -14). These increases were higher than those previously anticipated by the Sacramento Area Council of Governments (SACOG). Substantial population growth is expected, and significant and unavoidable impacts of the General Plan were identified (GP-DEIR, p. 4.3-14).

The proposed project consists of an entertainment center, retail buildings, a restaurant, and a police communications tower. There is no residential component to the project. The proposed project will serve existing populations and would not result in a substantial population increase. Furthermore, the proposed project is consistent with the General Plan and would not induce substantial, additional growth. Therefore, the impact is considered less than significant.

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

The project site is vacant and therefore no housing exists on it. The nearest housing to the project site is over 1,500 feet away on the opposite side of US 50. Therefore, implementation of the proposed project would not displace this housing, and no impact would occur.

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XIV. PUBLIC SERVICES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### EXISTING SETTING

The proposed project is located within the following public service districts:

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

#### DISCUSSION OF IMPACTS

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

The proposed project would increase emergency-related calls for the SMFD and RCPD beyond current conditions. The RCPD has a station directly south of the project site. As the project's uses would be within those allowed under the project site's Office Mixed Use land use designation, the project as proposed would not result in a substantial increase in the need for additional fire or police protection facilities beyond what was proposed in the General Plan, nor would it significantly increase demand on existing fire or police protection facilities. Furthermore, consistency with City policies and action items would ensure that the project's impacts to the environment from construction and provision of additional infrastructure and facilities are less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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- b) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts related to the need for additional police protection infrastructure and facilities (GP-DEIR, pp. 4.12-16 through -20). Just as with fire protection, the substantial growth predicted in the GP-EIR would require additional fire protection infrastructure and facilities (GP-DEIR, pp. 4.12-16 and 4.12-17). Consistency with City policies and action items would result in less than significant impacts resulting from implementation of the General Plan (GP-DEIR, p. 4.12-17).

See a) above for project-specific discussion.

- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to all four school districts servicing the General Plan Planning Area as a result of substantial growth expected during the life of the General Plan (GP-DEIR, pp. 4.12-77 through -80). While additional schools would be required as growth in the General Plan Planning Area continues, consistency with City policies and action items, as well as required CEQA and California Board of Education review of future school sites, would result in less than significant impacts resulting from implementation of the General Plan (GP-DEIR, p. 4.12-80).

Because there is no residential component to the proposed project, no impacts are expected related to provision of school facilities.

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

The proposed project does not include a residential component, and the project includes entertainment/recreation facilities. Therefore, it is not expected that the use of any existing recreational facilities would be increased as a result of the project, and this impact is considered less than significant.

- e) *Less Than Significant Impact.* See a) above.

### 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
<b>XV. RECREATION</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* See d) in subsection XIV, Public Services, above for information on the GP-EIR's conclusions as to impacts related to parks and recreation.

The proposed project does not include a residential component, and the project includes entertainment/recreation facilities. Therefore, it is not expected that the use of any recreational facilities would be increased as a result of the project such that substantial physical deterioration of the facility would occur or be accelerated. This impact is considered less than significant.

- b) *No Impact/Reviewed Under Previous Document.* See a) above. The project does not include public recreational facilities and would not require the construction or expansion of additional public recreational facilities. No impacts are expected.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XVI. TRANSPORTATION/TRAFFIC</b> Would the project:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### EXISTING SETTING

Based on an analysis of the trip generation and trip distribution of the proposed project, plus consultation with City staff, the following intersections and roadway segments were selected for the project's traffic impact analysis performed by DKS Associates (**Appendix D**):

#### Study Intersections

1. Sunrise Boulevard and Zinfandel Drive
2. Sunrise Boulevard and US 50 Westbound Ramps
3. Sunrise Boulevard and US 50 Eastbound Ramps
4. Sunrise Boulevard and Folsom Boulevard
5. Sunrise Boulevard and Trade Center Drive
6. Sunrise Boulevard and Sun Center Drive
7. Sunrise Boulevard and White Rock Road
8. Kilgore Road and Folsom Boulevard
9. Kilgore Road and Trade Center Drive

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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10. Kilgore Road and Sun Center Drive
11. Kilgore Road and White Rock Road
12. Zinfandel Drive and US 50 Westbound Ramps
13. Zinfandel Drive and US 50 Eastbound Ramps/Gold Center Drive
14. Zinfandel Drive and White Rock Road

#### Roadway Segments

- Sunrise Boulevard: Zinfandel Drive to US 50 Westbound Ramps
- Sunrise Boulevard: US 50 Eastbound Ramps to Folsom Boulevard
- Sunrise Boulevard: Folsom Boulevard to Trade Center Drive
- Sunrise Boulevard: Trade Center Drive to Sun Center Drive
- Sunrise Boulevard: Sun Center Drive to White Rock Road
- Sunrise Boulevard: White Rock Road to International Drive
- Kilgore Road: Folsom Boulevard to Trade Center Drive
- Kilgore Road: Trade Center Drive to Sun Center Drive
- Kilgore Road: Sun Center Drive to White Rock Road
- Zinfandel Drive: Folsom Boulevard to White Rock Road
- White Rock Road: Zinfandel Drive to Prospect Park Drive
- White Rock Road: Prospect Park Drive to Kilgore Road
- White Rock Road: Kilgore Road to Sunrise Boulevard
- Folsom Boulevard: Zinfandel Drive to Olsen Drive
- Folsom Boulevard: Olsen Drive to Kilgore Road
- Folsom Boulevard: to Kilgore Road to Sunrise Boulevard
- Trade Center Drive: Kilgore Road to Sunrise Boulevard
- Sun Center Drive: Kilgore Road to Sunrise Boulevard

The following describes key transportation facilities within the study area:

**US Highway 50** (US 50) is an east–west freeway that originates in West Sacramento, traverses El Dorado County, and continues across the country. US 50 has four lanes in each direction from west of Bradshaw Road to Sunrise Boulevard. From Sunrise Boulevard to Hazel Avenue, it has three lanes in each direction plus a high-occupancy vehicle (HOV) lane. East of Hazel Avenue, US 50 has two lanes in each direction plus an HOV lane.

**Sunrise Boulevard** is a north–south arterial roadway that originates at Grant Line Road on the south and terminates on the north in Roseville. It has two lanes between Grant Line Road and Kiefer Boulevard, five lanes from Kiefer Boulevard to Douglas Road, six lanes between Douglas Road and Fitzgerald Road, five lanes from Fitzgerald Road to White Rock Road, and six lanes north of White Rock Road. The US 50/Sunrise Boulevard interchange, which will provide regional access to the site, is a partial cloverleaf (L-9) configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants. The project site is bounded on the west by Sunrise Boulevard.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

**White Rock Road** is an east–west arterial roadway that originates on the west at International Drive and extends east into El Dorado County. It is a two-lane roadway between International Drive and Zinfandel Drive. Between Zinfandel Drive and Sunrise Boulevard, it is a six-lane arterial roadway except for a short five-lane segment east of Kilgore Road. White Rock Road returns to a two-lane roadway east of Sunrise Boulevard.

**Zinfandel Drive** originates on the north at Sunrise Boulevard, terminating on the south at Douglas Road. Zinfandel Road is six lanes from the US 50 westbound ramps to about Baroque Drive, four lanes from Baroque Drive to the city limits, and two lanes from the city limits to Douglas Road. The US 50/Zinfandel Drive interchange is a partial cloverleaf (L-9) configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

**Folsom Boulevard** is a four-lane arterial roadway that extends from Alhambra Boulevard in Sacramento to Greenback Lane in Folsom.

**Kilgore Road** runs from Folsom Boulevard on the north to Baroque Drive on the south. It has two lanes north of White Rock Road and four lanes south of White Rock Road.

**Trade Center Drive** is a two-lane roadway that runs from Sun Center Drive on the west to Mercantile Drive on the east.

**Sun Center Drive** is a two-lane roadway that runs from Prospect Park Drive on the west to Sunrise Boulevard on the east.

#### EXISTING TRAFFIC CONDITIONS

**Table 3.16-1** indicates the delay and corresponding level of service (LOS) for each of the study intersections during both the AM and PM peak hours. Of the 14 study intersections, four currently operate at unacceptable conditions during the PM peak hour.

**Table 3.16-1  
Intersection Control Delay and Level of Service – Existing Conditions**

Intersection	Traffic Control	PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>
1. Kilgore Road and Folsom Boulevard	Signal	23.0	C
2. Sunrise Boulevard and Folsom Boulevard	Signal	30.5	C
3. Kilgore Road and Trade Center Drive	Signal	29.6	C
4. Sunrise Boulevard and Trade Center Drive	Signal	26.4	C
5. Kilgore Road and Sun Center Drive	4-way Stop	15.6	C
6. Sunrise Boulevard and Sun Center Drive	Signal	24.6	C
7. Kilgore Road and White Rock Road	Signal	29.2	C
8. Sunrise Boulevard and White Rock Road	Signal	33.4	C

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Intersection	Traffic Control	PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>
9. Sunrise Boulevard and Zinfandel Drive	Signal		F <sup>3</sup>
10. Sunrise Boulevard and US 50 Westbound Ramps	Signal	15.3	B
11. Sunrise Boulevard and US 50 Eastbound Ramps	Signal		E <sup>4</sup>
12. Zinfandel Drive/US 50 Westbound Ramps	Signal	<b>64.5</b>	<b>E</b>
13. Zinfandel Drive/US 50 Eastbound Ramps	Signal	<b>58.7</b>	<b>E</b>
14. Zinfandel Drive/White Rock Road	Signal	32.1	C
15. Kilgore and Project Main Entrance – All Approaches	Unsignalized		
– Westbound Approach	Stop sign		

Source: DKS Associates 2012

1 Average intersection control delay in seconds per vehicle.

2 Level of service based on Highway Capacity Manual (Transportation Research Board 2000).

3 Delay fluctuates significantly from day to day, but observations indicate that this intersection often operates at LOS F conditions during the PM peak hour.

4 Delay fluctuates significantly from day to day, and engineers actively over-ride signal timing to prevent queues on the eastbound off-ramp from backing up onto the US 50 mainline. Observations indicate that this intersection often operates at LOS E conditions during the PM peak hour.

**BOLD** text indicates that the intersection operates unacceptably based on the significance criteria.

**Table 3.16-2** summarizes the number of lanes, average daily traffic (ADT), volume-to-capacity (v/c) ratio, and calculated LOS for study roadway segments.

**Table 3.16-2**  
**Roadway Level of Service – Existing Conditions**

Roadway Segment	Lanes	ADT <sup>1</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>
Sunrise Boulevard: Zinfandel Drive to US 50 WB Ramps	6	75,900	1.41	F
Sunrise Boulevard: US 50 EB Ramps to Folsom Boulevard	6	61,400	1.14	F
Sunrise Boulevard: Folsom Boulevard to Trade Center Drive	6	52,300	0.97	E
Sunrise Boulevard: Trade Center Drive to Sun Center Drive	6	41,700	0.77	C
Sunrise Boulevard: Sun Center Drive to White Rock Road	6	31,100	0.58	A
Sunrise Boulevard: White Rock Road to International Drive	6	31,300	0.58	A
Kilgore Road: Folsom Boulevard to Trade Center Drive	2	5,100	0.28	A
Kilgore Road: Trade Center Drive to Sun Center Drive	2	6,100	0.34	A
Kilgore Road: Sun Center Drive to White Rock Road	2	6,100	0.34	A
Zinfandel Drive: Folsom Boulevard to US 50	4	8,300	0.46	A
Zinfandel Drive: US 50 to White Rock Road	6	23,700	0.66	B
White Rock Road: Zinfandel Drive to Prospect Park Drive	6	42,300	0.78	C
White Rock Road: Prospect Park Drive to Kilgore Road	6	17,100	0.32	A

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Roadway Segment	Lanes	ADT <sup>1</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>
White Rock Road: Kilgore Road to Sunrise Boulevard	6	18,700	0.35	A
Folsom Boulevard: Zinfandel Drive to Kilgore Road	4	20,300	0.38	A
Folsom Boulevard: to Kilgore Road to Sunrise Boulevard	4	15,900	0.44	A
Trade Center Drive: Kilgore Road to Sunrise Boulevard	2	12,900	0.36	A
Sun Center Drive: Kilgore Road to Sunrise Boulevard	2	5,000	0.28	A

Source: DKS Associates 2012

1 Average daily traffic

2 Volume-to-capacity ratio (County of Sacramento Traffic Analysis Guidelines 2004)

3 LOS based on Highway Capacity Manual (Transportation Research Board 2000)

**BOLD** indicates unacceptable operations based on the criterion of the governing jurisdiction

**Table 3.16-3** summarizes existing PM peak-hour freeway operations based on the density (in passenger cars per mile per lane) and corresponding PM peak-hour LOS for the study mainline segments of US 50.

**Table 3.16-3**  
**Freeway Mainline Level of Service – PM Peak Hour Existing Conditions**

Freeway Mainline Segment	Volume	Density <sup>1</sup>	LOS <sup>2</sup>
<b>Eastbound US 50</b>			
Mather Field Road to Zinfandel Boulevard	7,190	27	D
Zinfandel Boulevard to Sunrise Boulevard	7,060	33	D
Sunrise Boulevard to Hazel Avenue	6,180	37	D
<b>Westbound US 50</b>			
Hazel Avenue to Sunrise Boulevard	5,040	28	D
Sunrise Boulevard to Zinfandel Boulevard	4,860	21	C
Zinfandel Boulevard to Mather Field Road	6,370	25	E

Source: DKS Associates analysis for EIS on Mather Specific Plan, 2010 (based on Freeway Performance Measurement System data from April and May 2008)

1 Density is reported in passenger cars per mile per lane (pcpmpl).

2 LOS = Level of service and is based on the Highway Capacity Manual (Transportation Research Board 2000).

## REGULATORY FRAMEWORK

### CITY OF RANCHO CORDOVA

With respect to facilities located within the jurisdiction of Rancho Cordova, as outlined in the Rancho Cordova General Plan, the following thresholds were used during the transportation analysis to determine the significance of project impacts:

- Roadway System: An impact is considered significant on intersections and roadways if the project causes the facility to change from LOS D or better to LOS E or F. For facilities that are, or will be (in the cumulative condition), operating at unacceptable levels of service without the project, an impact is considered significant if the project:

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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1. Increases the delay at study intersections by more than 5 seconds; or
  2. Increases the volume-to-capacity (V/C) ratio by more than 0.05 on a roadway.
- Transit System: An impact is considered significant if implementation of the project will disrupt or interfere with existing or planned transit operations or transit facilities or result in demands to transit facilities greater than there is adequate capacity to accommodate.
  - Bicycle/Pedestrian System: An impact is considered significant if implementation of the project will result in any of the following:
    1. Eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use;
    2. Interfere with the implementation of a planned bikeway as shown in the City's Bicycle Master Plan or the Bikeway and Trails Map in the City's Circulation/Element Plan, or be in conflict with the Pedestrian Master Plan;
    3. Result in unsafe conditions for bicyclists or pedestrians, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle.

#### CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

According to the *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002), if a freeway facility currently operates at an unacceptable level of service (e.g., LOS F), then the existing LOS should be maintained. A project impact is said to occur if the addition of project trips exacerbates existing LOS F conditions and leads to a perceptible increase in density on freeway mainline segments or ramp junctions, or a perceptible increase in service volumes in a weaving area. In addition, a project impact is said to occur when the addition of project trips causes a queue on the off-ramp approach to a ramp terminal intersection to extend beyond its storage area and onto the freeway mainline.

The proposed project would cause a significant impact on the freeway mainline or ramps if it:

1. Causes a facility operating at an acceptable level to deteriorate to an unacceptable level; or
2. Produces an additional 10 trips or more to a facility that either currently or will (under cumulative conditions) operate at LOS F.

#### DISCUSSION OF IMPACTS

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

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

According to the traffic study performed for the proposed project by DKS, the project would generate about 631 total trips at its driveways during the “peak” Friday, with about 55 percent (344 trips) inbound and 45 percent (287 trips) outbound. The entertainment center facility would generate most of its traffic on Friday, Saturday, and Sunday. Since background traffic volumes on weekends for the roadways near the project site are substantially less than weekday peak commute periods, a traffic impact analysis of weekend conditions was not warranted. **Table 3.16-4** shows the estimated total traffic generation used in the impact analysis.

**Table 3.16-4  
Proposed Project’s Total Traffic Generation on 30<sup>th</sup> Highest Day**

Use	PM Peak Hour			Daily
	In	Out	Total	
Ultimate AFEC facility	250	189	439	3,376
Retail/Restaurant	118	122	240	2,670
<b>Total (project driveways)</b>	<b>368</b>	<b>311</b>	<b>679</b>	<b>6,046</b>
<b>Total External<sup>1</sup></b>	<b>344</b>	<b>287</b>	<b>631</b>	<b>5,512</b>

Source: DKS Associates 2012

<sup>1</sup> Assumes 20 percent of retail/restaurant traffic is “pass-by” trips.

The traffic impact study found that the proposed project would not cause any intersections to change from LOS D or better to LOS E or F under existing plus project conditions. For those intersections that currently operate at unacceptable levels of service, the proposed project would not increase the delay at study intersections by more than 5 seconds. Thus, the proposed project would not cause any significant level of service impacts under existing plus project conditions. However, the proposed project would cause a significant impact under cumulative conditions at one intersection: Kilgore Road and Sun Center Drive. The average delay at this four-way stop-controlled intersection would increase from 35.2 seconds (LOS E) to 102.7 seconds (LOS F). For other study intersections, the proposed project would not cause operations to change from LOS D or better to LOS E or F, and for those intersections that would operate at unacceptable levels of service under Cumulative No Project conditions, the proposed project would not increase the average delay by more than 5 seconds.

The sign warrant analysis conducted as part of the traffic impact study indicated that the intersection of Kilgore Road and Sun Center Drive currently does not meet signal warrants, but installation of a signal will be warranted when the traffic generated by the proposed project is added to the roadway system under existing conditions. The analysis also indicated that under cumulative conditions, a traffic signal will be warranted at the project site itself if the driveway has only two lanes—one outbound and one inbound. A signal would not be warranted if the project driveway has three lanes—two outbound and one inbound.

During the PM peak-hour existing conditions, the proposed project would increase traffic on area US 50 roadway segments by 0.2 percent to 0.5 percent, and those study freeway segments would operate at LOS C or D during the PM peak hour. Traffic on study segments would be increased by 0.1 percent to 0.4 percent under cumulative conditions, and those study freeway segments would operate at LOS D or E during the PM peak hour. The analysis of intersection at the US 50 off-ramps at the Sunrise Boulevard and Zinfandel interchanges indicates that the proposed project would not cause backups on to the US 50 mainline under cumulative conditions.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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The proposed project would not cause any roadway segment to change from LOS D or better to LOS E or F under both existing and cumulative conditions. For those roadway segments that currently operate at unacceptable levels of service, the proposed project would not increase the volume-to-capacity ratio on study segments by more than 0.5. Thus, the proposed project would not cause any significant level of service impacts under existing or cumulative conditions.

To decrease the impact at the intersection of Kilgore Road and Sun Center Drive to a less than significant level, the following traffic measures shall be implemented:

#### Mitigation Measures

**MM 3.16a** Prior to occupancy of Phase I of the project, a traffic signal shall be installed at the intersection of Kilgore Road and Sun Center Drive.

*Timing/Implementation:* Plan approval prior to issuance of first building permit and completion prior to occupancy of Phase I

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

**MM 3.16.1b** Final design for site access control shall be approved by the Public Works Department to assure proper operation of Kilgore Road along the project site frontage. The following design features shall be implemented:

- Left turns in and out of the project shall be allowed at only one “main” project driveway and the other driveway shall be restricted to right-turns in and out. A two-way left turn lane shall not be used.
- A channelized left-turn lane for the “main” project driveway shall be created with pavement striping, while signage and striping at the second driveway shall prohibit left-turns out of that driveway. A raised median to control turn movements shall be constructed to lessen anticipated violations with left turns made from the second driveway.
- The main project driveway shall have three lanes: two outbound and one inbound, or, if only one outbound lane is provided, a traffic signal shall be placed at the main project driveway prior to construction of Phase II. The intersection of Kilgore Road and the main project driveway shall be designed so that signalization could be implemented in the future.
- The location of the main project driveway and channelization/striping to control left turns from the project driveways shall be designed to minimize impacts to other driveways, both on the west side of Kilgore Road, opposite the project, and on adjacent property on the east side of Kilgore Road, including the neighboring police station.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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- The internal circulation within the project's parking lot will need to be carefully designed so that traffic can readily flow to/from the main driveway.

*Timing/Implementation:* Plan approval prior to issuance of first building permit and completion Prior to project construction

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

Implementation of these mitigation measures would reduce this impact to as less than significant level through installation of a traffic signal and implementation of design improvements.

- b) *Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.
- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR analyzed safety and hazards impacts related to the provision of land uses within the Mather Airport Comprehensive Land Use Plan (CLUP) and their impact on safety related to air traffic in and out of the airport (GP-DEIR, pp. 4.4-28 and 4.4-29). The General Plan established the Mather Planning Area corresponding to the Master Plan boundaries of the Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP-DEIR, p. 4.4-28). Consistency with City policies and action items, as well as with the requirements of the Mather CLUP, would ensure less than significant impacts from implementation of the General Plan (GP-DEIR, p. 4.4-29).

The proposed project does not involve any aviation-related uses and is not located within 2 miles of the Mather Airport. The project site is not located within the airport safety zones or within the approach and departure paths for aircraft using the airport. No impacts are anticipated.

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

The project does not contain any design features that would construct or modify roads that would potentially increase hazards. Therefore, the impact is considered less than significant.

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

### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES**

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additional routes were to be added by the General Plan, impacts were found to be less than significant (GP-DEIR, p. 4.5-48).

There is an existing system of roads servicing the project area, by way of Kilgore Road and Trade Center Drive, which provide adequate emergency access to the project site; therefore, the impact is considered less than significant.

- f) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed potential impacts to transit, pedestrian, and bicycle provisions within the city (GP-DEIR, pp. 4.5-49 through -53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP-DEIR, pp. 4.5-49 and 4.5-50).

The construction of the proposed project in an area zoned for and surrounded by commercial and office uses would not conflict with any alternative transportation policies, plans, or programs. Implementation of the project will not disrupt or interfere with existing or planned transit operations or transit facilities or result in demands to transit facilities greater than there is adequate capacity to accommodate. All roadway improvements along the project frontage will be designed in accordance with City of Rancho Cordova standards ensuring that the planned Kilgore bike route in the City's Bikeway Master Plan can be implemented. The traffic impact study performed for the proposed project determined that site design should provide adequate access to the site for bicyclists and pedestrians. Therefore, the impact is considered less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b> Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts relating to the capacity of the Sacramento Regional County Sanitation District (SRCS) treatment facilities to treat wastewater flows from the General Plan Planning Area (GP-DEIR, pp. 4.12-45 through -51). Current capacity at the Sacramento Regional Wastewater Treatment Plant (SRWTP) is adequate to meet projected growth by 2020; however, growth beyond that point will require expansion of existing capacity, which could result in environmental impacts (GP-DEIR, p. 4.12-47). Because of this, the GP-EIR identified the impact of the General Plan as significant and unavoidable (GP-DEIR, p. 4.12-51).

The proposed project is located within the boundaries of the Sacramento Area Sewer District (SASD) (formerly known as CSD-1). As the project's uses would be within those allowed under the project site's Office Mixed Use land use designation, the project as proposed would not result in a substantial increase in the need for wastewater facilities beyond what was proposed in the General Plan. Due to the proposed land uses and the relatively small size of the project site, development of this project will not exceed wastewater treatment requirements of the SASD or the Sacramento Regional Water Quality Control Board. Furthermore, the SRWTP would have adequate capacity to serve the proposed project. This impact is therefore considered less than significant.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

The proposed project would not require the construction of septic system facilities or additional water supply lines. All impacts associated with the construction of project-related wastewater facilities have already been addressed in this document as a part of on-site development. A sewer line bisects the project site running north–south. The Golden State Water Company would furnish water to the project and would convey water to the project through the 10-inch main and hydrants, both currently existing on-site. As the project’s uses would be within those allowed under the project site’s Office Mixed Use land use designation, the project as proposed would not result in a substantial increase in the need for water or wastewater facilities beyond what was proposed in the General Plan. No additional impacts are anticipated associated with the construction of the water lines or wastewater system facilities; therefore, this impact is considered less than significant.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The project would connect into existing storm drainage infrastructure. Due to the proposed land uses and the relatively small size of the project site, the project would not require the construction of any stormwater drainage facilities or retention/detention basins. Therefore, this impact is considered less than significant.
- d) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the city and the General Plan Planning Area (GP-DEIR, pp. 4.9-43 through -57). According to the analysis in the GP-EIR, adequate supplies of water exist through buildout of the current incorporated boundaries of the city (GP-DEIR, p. 4.9-45). However, new sources of water will be required to serve buildout conditions for those portions of the General Plan Planning Area that lie outside current city boundaries. Significant environmental effects may occur from the acquisition of these additional sources. Therefore, significant and unavoidable impacts of the General Plan are expected (GP-DEIR, p. 4.9-57).

The Golden State Water Company would furnish water to the project site. The proposed project would not use substantially more water than what was considered for the project site in the GP-EIR. Capacity exists to serve the additional customers and employees proposed as part of the project. No new water entitlements are needed; therefore, this impact is considered less than significant.

- e) *Less Than Significant Impact/Reviewed Under Previous Document.* See discussions a) and b) above.
- f) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts related to the capacity of local landfills and those landfills to which solid waste from the city and the General Plan Planning Area are shipped

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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(GP-DEIR, pp. 4.12-60 through -63). Current capacity exists at all landfills that serve the General Plan Planning Area, and expansion in capacity is not expected to be required (GP-DEIR, p. 4.12-61). Consistency with City policies and action items, as well as with federal, state, and local laws and ordinances, would ensure less than significant impacts as a result of implementation of the General Plan (GP-DEIR, p. 4.12-63).

The project will be served by Kiefer Landfill, which recently expanded to allow capacity to serve the projected growth in Sacramento County through 2035. The proposed project would not produce substantially more solid waste than what was considered for the project site in the GP-EIR. Therefore, this impact is considered less than significant.

- g) *Less Than Significant Impact.* The proposed project would be served by an existing waste handling service, provided by Allied Waste for other residential land uses in the city. Allied Waste operates consistent with federal, state, and local statutes and regulations. All landfills that would serve the proposed project also conform to all applicable statutes and regulations. Therefore, the proposed project would result in less than significant impacts.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* As demonstrated in subsections I through XVII, the proposed project does not have the potential to result in significant impacts related to degradation of the quality of the environment. Therefore, the project would have a less than significant impact.
- b) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed project would be required to adhere to all Rancho Cordova General Plan policies, ensuring that the long-term environmental goals of the City are adhered to. Therefore, the project would have a less than significant impact.
- c) *Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document.* Section 4.0 of this MND addresses the proposed project's contribution to cumulative impacts in the cumulative setting. With the traffic mitigation measures proposed in Subsection XVI, this project would not make a cumulatively considerable contribution to a substantial cumulative impact; therefore, this impact is less than significant with mitigation incorporated.
- d) *Less Than Significant Impact/Reviewed Under Previous Document.* The project is located in a commercial area and will be adding like uses to a vacant parcel. As demonstrated in Subsections I through XVII, the proposed project does not have the potential to result in significant impacts that will cause substantial adverse effects on human beings. Therefore, this impact is considered less than significant.

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## 4.0 CUMULATIVE IMPACTS

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### 4.1 INTRODUCTION

This section addresses the proposed project's potential to contribute to cumulative impacts in the region. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." A project's incremental effects are considered significant if they are "cumulatively considerable" (CEQA Guidelines Sections 15065[a][3] and 15130[a]). "Cumulatively considerable" means the incremental effects of the project are considerable when viewed in connection with the effects of past, current, and future projects (see also CEQA Guidelines Appendix G, Section XVII).

### 4.2 CUMULATIVE SETTING

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

### 4.3 PREVIOUS CUMULATIVE ANALYSIS WITHIN THE CUMULATIVE SETTING

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

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

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

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

## **4.0 CUMULATIVE IMPACTS**

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### **4.4 CUMULATIVE IMPACT ANALYSIS**

The proposed project is a subsequent project within the scope of activities and land uses studied in the GP-EIR. Pursuant to CEQA Guidelines Section 15183(b), the cumulative impacts analysis in this MND is limited to potential cumulative impacts that were not addressed in the General Plan EIR. Accordingly, Section 3.0 of this MND addresses any cumulative impacts that were not fully addressed in the General Plan EIR, including traffic, air quality, and greenhouse gases. The proposed project is consistent with the General Plan in use, design, and density. Cumulative impacts identified in the GP-EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. While the proposed project would not increase dwelling units or residents, it would likely increase employees, and the project would more than likely contribute to cumulative impacts identified in the GP-EIR. The proposed project's incremental contribution to the cumulative impacts listed in Subsection 4.3, above, would be potentially cumulatively considerable. However, consistency with City policies, action items, ordinances, and other requirements, as well as implementation of the greenhouse gas and traffic mitigation measures identified in Section 3.0 of this MND, would reduce the proposed project's incremental contribution to the above cumulative impacts to a less than cumulatively considerable level.

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## 5.0 DETERMINATION

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5.0 DETERMINATION

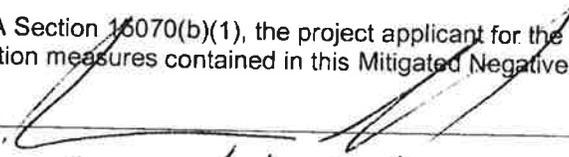
On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that, although the proposed projects could have a significant effect on the environment, a **MITIGATED NEGATIVE DECLARATION** is appropriate (i) because all significant and unavoidable effects of the proposed project have been previously examined in a Master EIR prepared pursuant to CEQA Guidelines Section 15176, and (ii) because, with respect to any potentially new or additional significant environmental effects associated with the proposed project that have not been previously examined in the Master EIR, revisions to the proposed project have been made by or agreed to by the City that clearly reduce such new or additional significant environmental effects to less-than-significant levels. In addition, I find that a **MITIGATED NEGATIVE DECLARATION** is also appropriate because the proposed project would not cause any significant environmental effects (i) that are "peculiar to the project or the parcel," (ii) that were not analyzed as significant effects previously, or (iii) that, due to substantial new information not known at the time the EIR was certified, are more severe than discussed in the prior EIR. (See CEQA Guidelines Section 15183, subd. (c).)
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature:   
 Printed Name: Bret Sampson

Date: 10/12/2012  
 For: City of Rancho Cordova

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

Signature:  Date: 10-11-2012  
 Printed name: Steve Lepastchi For American Family Entertainment

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## 6.0 REPORT PREPARERS

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CITY OF RANCHO CORDOVA – LEAD AGENCY

Paul Junker	Planning Director
Bret Sampson	Environmental Coordinator
Josh Kinkade	Environmental Planner

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## 7.0 REFERENCES

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## 7.0 REFERENCES

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