



**SACRAMENTO  
LOCAL AGENCY FORMATION COMMISSION (LAFCO)  
CITY OF RANCHO CORDOVA  
SPHERE OF INFLUENCE – ANNEXATION/PREZONE**

**PROJECT NO. LAFC 09-07**

**ADDENDUM TO THE CERTIFIED NEGATIVE DECLARATION  
PREPARED BY THE LEAD AGENCY –  
CITY OF RANCHO CORDOVA**

**OCTOBER 20, 2009**

**INTRODUCTION**

This document is prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code 21000 *et seq.*) as an Addendum to the Initial Study / Negative Declaration (IS/ND) for the Sphere of Influence Annexation and Rezoning, certified by City of Rancho Cordova, as lead agency, on July 2, 2007. The IS/ND evaluated the impacts of the proposed annexation and rezoning of the City of Rancho Cordova Sphere of Influence. No modifications of the project have occurred since the adoption of the IS/ND, however, state legislation, such as AB 32 and SB 97 were passed that require CEQA documents to evaluate the extent to which a project may increase greenhouse gas (GHG) emissions or contribute to global climate change when compared to existing conditions. As a Responsible Agency for the project, the Sacramento Local Agency Formation Commission (LAFCo) is preparing this Addendum as the appropriate CEQA document to address the project's contribution to GHG emissions.

The Sacramento LAFCo decided the preparation of an Addendum is the appropriate document because the inclusion of minor additional technical information, such as a summary of project-specific GHG emissions, does not constitute the conditions identified in the State CEQA Guidelines<sup>1</sup> §15162 that would require preparation of a subsequent environmental document. As such, the Addendum demonstrates that the environmental analysis and impacts identified in the SOI – Annexation and Rezoning IS/ND remain unchanged and the addition of the GHG analysis, described herein, supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the IS/ND.

**REGULATORY BACKGROUND**

CEQA Guidelines (§15164(a) and §15162) allow a responsible agency to prepare an Addendum to a previously certified Negative Declaration if all of the following conditions are met:

1. Changes to the project do not require major revisions to the previous Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Criterion 1);

<sup>1</sup> Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act.

2. Changes with respect to the circumstances under which the project is undertaken do not require major revisions of the previous Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Criterion 2); and
3. No new information of substantial importance is available which shows: (a) new significant effects; (b) significant effects substantially more severe than previously discussed; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the Negative Declaration would reduce significant effects on the environment (Criterion 3).

The Addendum does not need to be circulated for public review (CEQA Guidelines §15164[c]); however, an Addendum is to be considered along with the previously certified Negative Declaration by the decision-making body prior to making a decision on the project (CEQA Guidelines §15164[d]).

## PROJECT DESCRIPTION

As assessed by the IS/ND, the proposed project addressed the potential environmental effects associated with the transfer of land use authority for the 748-acre annexation area from the existing land use regulations of Sacramento County to the City of Rancho Cordova authority, and the adoption of rezoning designations consistent with the Rancho Cordova General Plan land use designations within the City's existing Sphere of Influence (SOI). The project does not include physical improvements or construction activities, and future actions and development within the annexation area would be subject to additional environmental review on a project-by-project basis. The project IS/ND included a 30-day public review period from February 23, 2007 to March 26, 2007. Based on the environmental evaluation, no adverse effects due to the transfer of land use authority for the annexation area were identified.

However, since the adoption of the IS/ND, legislation such as AB 32 (Global Warming Solutions Act of 2006) has passed that has placed new focus on how the CEQA review process addresses the effects of GHG emissions and global climate change from proposed projects. While AB 32 does not amend CEQA in such a way that requires additional analysis to account for the environmental impacts of GHG emissions, it does acknowledge that such emissions cause significant adverse impacts. It was Senate Bill 97, enacted in 2007, that amended the CEQA statute to establish that GHG emissions and its effects are appropriate subjects for CEQA analysis.

Because SB 97 was adopted around the same time the IS/ND was adopted in July 2007, the IS/ND did not include an assessment of the project's impact on global climate change and greenhouse gas emissions that may occur as a result of land use intensification within the annexation area compared to existing conditions. Nor did the City of Rancho Cordova General Plan EIR discuss a GHG threshold of significance, cumulative effects, nor the extent to which the project complies with regulations, such as AB 32, adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions. Therefore, LAFCo is amending the previously certified IS/ND via this Addendum as set forth below to add the GHG inventory and analysis to the Negative Declaration. LAFCo is unable to approve the annexation without consideration of an environmental document prepared in compliance with CEQA.

The annexation area's contribution to GHG emissions was recently accounted for in a regional GHG emissions inventory for Sacramento County titled *Greenhouse Gas Emissions Inventory for Incorporated and Unincorporated Sacramento County* (DERA 2009). Therefore, it is possible to provide a GHG inventory for the



annexation area by taking the land use assumptions used for each Planning Area and collecting the related GHG emissions data from the Sacramento GHG inventory and transferring it to the City of Rancho Cordova inventory. As currently proposed, the annexation area would include territory within two Planning Areas that was analyzed for build-out potential in the City’s General Plan EIR. The two Planning Areas include both incorporated and unincorporated lands: the Sunrise Boulevard South Planning Area and the Folsom Boulevard Planning Area.

*Sunrise Boulevard South Planning Area*

The Sunrise Boulevard South Planning Area includes approximately 916 acres located to the south of Folsom Boulevard and north of White Rock Road and Douglas Road. Only a portion of the annexation area falls within this Planning Area. The proposed annexation area begins along Sunrise Boulevard to the north and extends to White Rock Road to the south. Land adjacent to this Planning Area was previously incorporated into the City of Rancho Cordova. Prezoning designations include: Office Industrial Mixed Use (OIMU), Light Industrial Business Park (LIBP), Commercial Mixed Use (CMU), Office Professional Mixed Use (OPMU), and Recreation (O).

*Folsom Boulevard Planning Area*

The Folsom Boulevard Planning Area includes 1,629 acres located south of Highway 50 along Folsom Boulevard between Hazel Avenue and Sunrise Boulevard. The annexation area includes a portion of the land uses within this Planning Area along Folsom Boulevard between Sunrise Boulevard to the west extending to Hazel Avenue to the east. The land uses within the annexation area will serve as high-intensity development; including a series of transit-oriented and regional town centers located near light rail stations and freeway interchanges. Land to the south and west of the annexation area was previously incorporated into the City of Rancho Cordova. Land to the north and east is within Sacramento County. Prezoning designations include: Commercial Mixed Use (CMU), Office Industrial Mixed Use (OIMU), Recreation (O), and the Aerojet Special Planning Area (SPA). Table 1 provides a description of each planning area and associated land uses.

<b>Table 1 Annexation Area Buildout Condition Summary</b>				
Planning Area	Population Estimate	Employment Estimate	Dwelling Units	Size (acres)
Sunrise Boulevard South Planning Area	0	14,436	0	916
Folsom Boulevard Planning Area	22,936	26,704	10,476	1,629
Annexation Area	NA	NA	0	748

*Source: City of Rancho Cordova, 2009.*

The Sacramento LAFCo and the City of Rancho Cordova provided a breakdown of the land use acreage within the 748-acre annexation area. Figure 1 shows the City of Rancho Cordova’s prezoning designations.



Figure 2-5  
City of Rancho Cordova  
Prezoning Designations



Figure 1. City of Rancho Cordova Rezoning Designations



## ENVIRONMENTAL EVALUATION

Following is LAFCo's assessment of the SOI Annexation and Rezoning IS/ND pursuant to §§15162 and 15164 of the CEQA Guidelines.

### GREENHOUSE GAS & GLOBAL CLIMATE CHANGE

#### *Regulatory Setting*

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006 (See Stats. 2006, ch. 488, enacting Health & Safety Code, §§38500–38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions, and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs the Ca. Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

As required under AB 32, CARB approved the 1990 greenhouse gas emissions inventory on December 6, 2007, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 million metric tons carbon dioxide equivalent (MMT CO<sub>2</sub>E). The inventory revealed that in 1990, transportation, with 35 percent of the state's total emissions, was the largest single sector, followed by industrial emissions (24 percent); imported electricity (14 percent); in-state electricity generation (11 percent); residential use (7 percent); agriculture (5 percent); and commercial uses (3 percent).

Senate Bill 97 (Chapter 185, 2007) requires the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." OPR is required to "prepare, develop, and transmit" the guidelines to the Natural Resources Agency on or before July 1, 2009. The Natural Resources Agency must certify and adopt the guidelines on or before January 1, 2010.

On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. These proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, as required by Senate Bill 97.

The following includes those portions of the proposed amendments that could be relevant to the proposed project:



15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

15064.7. Thresholds of Significance.

(a) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

(b) Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence.

(c) When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

15150. Incorporation by Reference.

(e) Examples of materials that may be incorporated by reference include but are not limited to:

(1) A description of the environmental setting from another EIR.

(2) A description of the air pollution problems prepared by an air pollution control agency concerning a process involved in the project.

(3) A description of the city or county general plan that applies to the location of the project.



(4) A description of the effects of greenhouse gas emissions on the environment.

15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

(a) Lead agencies may analyze and mitigate the effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

(b) Greenhouse Gas Reduction Plans. Public agencies may choose to analyze and mitigate greenhouse gas emissions in a greenhouse gas reduction plan or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A greenhouse gas emissions reduction plan may:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) Use with Later Activities. A greenhouse gas reduction plan, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the greenhouse gas reduction plan, an EIR must be prepared for the project.

(c) Special Situations. Consistent with Public Resources Code sections 21155.2 and 21159.28, certain residential and mixed use projects, and transit priority projects, as defined in section 21155, that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in an applicable sustainable communities strategy or alternative planning strategy accepted by the California Air Resources Board need not analyze global warming impacts resulting from cars and light duty trucks. A lead agency should consider whether such projects may result in greenhouse gas emissions resulting from other sources, however, consistent with these Guidelines.

15364.5. Greenhouse Gas

"Greenhouse gas" or "greenhouse gases" includes but is not limited to: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride.



### Regional Setting

The Sacramento County Department of Environmental Review and Assessment recently prepared a *Greenhouse Gas Emissions Inventory for Incorporated and Unincorporated Sacramento County* (DERA 2009). The summary of greenhouse gas (GHG) emissions for the unincorporated area, and the City of Rancho Cordova area is presented in Table 2.

Table 2 Sacramento Greenhouse Gas Emissions for Unincorporated Sacramento County and Rancho Cordova area				
Sector	Unincorporated Sacramento County CO <sub>2</sub> e (metric tons)	Unincorporated Sacramento County Percent	Rancho Cordova CO <sub>2</sub> e (metric tons)	Rancho Cordova Percent
Residential	1,033,142	15.8	94,324	16.9
Commercial and Industrial	770,025	11.7	135,190	24.2
Industrial Specific	2,104	0.0	0	0.0
On-Road Transportation	3,610,937	55.1	251,690	45.1
Off-Road Transportation	236,466	3.6	23,762	4.3
Waste	201,350	3.1	19,435	3.5
Wastewater Treatment	54,391	0.8	5,466	1.0
Agriculture	197,132	3.0	1,268	0.2
High Global Warming Potential GHGs	228,768	3.5	22,987	4.1
Water-related	22,156	0.3	3,821	0.7
Sacramento Airport	200,404	3.1	NA	0.0
<b>Total</b>	<b>6,556,875</b>	<b>100.0</b>	<b>557,943</b>	<b>100.0</b>

Source: DERA 2009

### Proposed Annexation Estimated GHG Emissions

The GHG emissions for the proposed Rancho Cordova Annexation project were estimated using best available information. Given that there is no detailed description of the amount of allowable square feet by

land use being included in the annexation proposal to the Sacramento Local Agency Formation Commission (LAFCo) or in the IS/ND prepared by the City of Rancho Cordova, a high and low estimated range of land use intensity was developed for this Addendum. The estimated acres for each of the land uses within the 748-acre project area were developed using Assessor Parcel Number (APN) data and the proposed annexation map provided in the IS/ND (Lockhart 2009 and City of Rancho Cordova 2007). The acreage data was further disaggregated into square footage by land use. Electricity and natural gas usage estimates relied on national electricity and natural gas consumption data by square feet as provided by regional specific data (EIA 2003). Emission factors for electricity and natural gas from the *Greenhouse Gas Emissions Inventory for Incorporated and Unincorporated Sacramento County* (DERA 2009) were applied to electricity and natural gas usage estimates. Vehicle-related GHG emissions were estimated by entering project annexation land use data into the URBEMIS 2007 model.

Using best available information provided above, the annexation related GHG estimates would be between 200,000 and 250,000 metric tons. Based on these emission estimates, the proposed annexation would result in the reallocation of existing land uses from the existing unincorporated Sacramento County to the existing incorporated jurisdiction of the City of Rancho Cordova. The GHG emissions estimates for unincorporated Sacramento County and Rancho Cordova are provided above in Table 2 and result in emissions of 6,556,875 and 557,943 metric tons, respectively under existing conditions (DERA 2009).

Based on the transfer of land use jurisdiction to the City of Rancho Cordova, the proposed annexation could remove between 3 and 3.8 percent of GHG emissions from unincorporated Sacramento County's GHG emissions inventory, which would be added to the City of Rancho Cordova's inventory. The proposed annexation would result in an addition of 36 to 45 percent to the City's GHG emissions inventory. Although the increase in Rancho Cordova's GHG emissions estimates would be substantial, there would be no net increase in the overall GHG emissions within the region given that the proposed project is the relocation of a boundary line between the City of Rancho Cordova and unincorporated areas of Sacramento County.

A project's contribution to GHG emissions would be considered significant if the project would impede the emissions reduction targets developed by the state pursuant to AB 32, and therefore make a cumulatively considerable GHG emission net increase and fail to fully apply all feasible GHG reduction strategies. "Cumulatively considerable" means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects" (CEQA Guidelines §15065(a)(3)).

The reallocation of GHG emission levels from unincorporated Sacramento County to the City of Rancho Cordova were found to be nominal because there was no net increase in the regional GHG inventory given that the proposed action involves moving a boundary line between two jurisdictions and the proposed project would not impede emissions reduction targets developed by the state pursuant to AB 32. Because the reallocation of emissions from unincorporated Sacramento County to the City of Rancho Cordova would not impede the emissions reduction targets developed by the state pursuant to AB 32, the proposed project would not result in a cumulatively considerable net increase of greenhouse gas emissions. Thus, the potential greenhouse gas effects from operations of transfer of 748-acres for the City of Rancho Cordova Annexation project would be less than significant, and no mitigation measure would be necessary.

## SUMMARY OF FINDINGS

**Changes to the Proposed Project (Criterion 1)** – There have been no significant changes to the proposed project as it was evaluated in the IS/ND adopted on July 2, 2007. In preparing this Addendum, all the



potential impacts identified in the CEQA Environmental Checklist Form were taken into consideration and the proposed project is consistent with the project identified in the IS/ND. As such, no significant impacts not previously identified in the Negative Declaration would result. Therefore, the proposed requirements of the CEQA Guidelines (§15164(a) and §15162) Criterion 1 set forth above are met.

**Changes in Project Circumstances (Criterion 2)** – Except for additional regulations that require the evaluation of GHG emissions and the extent to which a project complies with new requirements compared to the regulatory environment existing at the time of preparation of the 2007 IS/ND, no applicable regulations governing environmental conditions or uses within the project area have been modified since the certification of the document by the City. Because the GHG discussion was a minor addition, as set forth above, its addition did not result in any new significant environmental effects, nor would any changes result in an increase in the severity of previously identified effects. Therefore, the requirements of Criterion 2 set forth above are met.

**New Significant Information (Criterion 3)** – No information has been submitted to LAFCo by any party regarding the environmental effects of the proposed SOI Annexation and Rezoning project that would result in the identification of: (a) new significant effects; (b) significant effects substantially more severe than previously discussed; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible; or (d) mitigation measures or alternatives that are considerably different from those analyzed in the Negative Declaration that would reduce significant effects on the environment. The addition of the GHG discussion does not result in new significant effects. Thus, the requirements of Criterion 3 set forth above are met.

**Conclusion** – As set forth above, none of the conditions set forth in CEQA Guidelines §15162 (set forth as Criteria 1 – 3 above) exist that would require preparation of a subsequent or supplemental IS/ND. Therefore, preparation of an Addendum to the IS/ND certified by the City of Rancho Cordova is sufficient to permit LAFCo to consider the City's SOI Annexation and Prezone project as modified to include a GHG emission inventory and evaluation of the project's compliance with related regulations, and to meet the requirements of CEQA consistent with §15164 of the CEQA Guidelines. LAFCo will consider the results of this Addendum, together with the project IS/ND and City of Rancho Cordova General Plan EIR, prior to taking action on the proposed SOI Annexation and Rezoning.

#### Related Documents

This Addendum was written as an addition to the IS/ND adopted July 2, 2007. A copy of this document is available for review at the following website:

<http://www.cityofranhocordova.org/Index.aspx?page=189>

## REFERENCES

Rancho Cordova, City of. 2007. SOI Annexation and Rezoning Initial Study/Negative Declaration. Adopted July 2, 2007. Prepared by City of Rancho Cordova, February 2007.

Sacramento County Department of Environmental Review (DERA). 2009. Greenhouse Gas Emissions Inventory for Incorporated and Unincorporated Sacramento County. Prepared by ICF Jones and Stokes. June 2009.

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U.S. Department of Energy, Energy Information Administration (EIA). 2003. Natural Gas and Electricity Consumption by Census Regions, Tables C15 and C25. Available at: [www.eis.doe.gov/emeu/cbecs/cbecs2003](http://www.eis.doe.gov/emeu/cbecs/cbecs2003)

## PERSONAL COMMUNICATIONS

Lockhart, Donald J. (AICP) Assistant Executive Officer, Sacramento Local Agency Formation Commission (LAFCo). 2009. "Land Uses by APN for City of Rancho Cordova Annexation Area." Email to Juliana Proseri, Planning Partners. October 12, 2009.



CITY OF RANCHO CORDOVA

RESOLUTION NO. 80-2007

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
RANCHO CORDOVA ADOPTING A NEGATIVE DECLARATION FOR  
THE ANNEXATION OF THE SPHERE OF INFLUENCE

**WHEREAS**, the City of Rancho Cordova as Lead Agency propose to annex the Sphere of Influence (hereafter "Project"); and

**WHEREAS**, the Project would annex, to the City of Rancho Cordova, territory of approximately 748 acres located in eastern Sacramento County on the north-northeast side of the City of Rancho Cordova; and

**WHEREAS**, based on an Initial Study showing the Project would have no significant or potentially significant environmental impacts, a draft Negative Declaration, attached as **Exhibit A** and incorporated herein by reference, was prepared and circulated for public review; and

**WHEREAS**, no comments were received on the draft Negative Declaration; and

**WHEREAS**, the City Council will review the draft Negative Declaration and consider the Project at its meeting of July 2, 2007; and

**WHEREAS**, the location and custodian of the documents or other material which constitute the record of proceedings for the Project is the 2729 Prospect Park Drive, Rancho Cordova, CA 95670, Attn: Ted Gaebler, City Manager.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Rancho Cordova does hereby adopt the attached Negative Declaration based on the following findings:

1. The Negative Declaration reflects the City's independent judgment and analysis on the potential environmental effects of the proposed annexation and was presented to the City Council prior to their consideration of the Project.
2. On the basis of the whole record before the Council, including the Initial Study, there is no substantial evidence that the Project will have a significant effect on the environment.

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova on the day of July 2, 2007 by the following vote:

**AYES:** Cooley, McGarvey, Skoglund, Budge and Sander

**NOES:** None

**ABSENT:** None

**ABSTAIN:** None



David M. Sander, Mayor

**ATTEST:**



Anna Olea-Moger, CMC, City Clerk





### 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Negative Declaration (IS/ND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed annexation and rezoning of the City of Rancho Cordova Sphere of Influence (the proposed project).

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 a 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 that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
- b) *The Initial Study identifies potentially significant effects, but:*
  - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are 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 project as revised may have a significant effect on the environment.*

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration is prepared. This document does not include such revisions in the form of mitigation measures. Therefore, this document is an Initial Study/Negative Declaration. Hereafter this document is referred to as an IS/ND.

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 State 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 was intended to evaluate 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. State CEQA Guidelines Section 15168(c) establishes the requirement that the Lead Agency (the City) determine if subsequent projects require additional environmental analysis. According to State CEQA Guidelines Section 15168(c), additional review is required:

- (1) *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.*

In addition to the rules governing the preparation and use of Program EIRs, other provisions of CEQA govern site-specific review of the proposed project. Public Resources Code Section 21083.3 limits CEQA review of certain projects consistent with an approved general plan, community plan, or zoning action for which an EIR was prepared to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The proposed project is a qualified project pursuant to Section 21083.3(a-b), which states:

- (a) *If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an Environmental Impact Report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report.*
- (b) *If a development project is consistent with the general plan of a local agency and an Environmental Impact Report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior Environmental Impact Report, or which substantial new information shows will be more significant than described in the prior Environmental Impact Report.*

The proposed project includes the rezoning and annexation of land within the City's Sphere of Influence (SOI). The development densities that would be allowed by the rezoning were considered during preparation of the General Plan EIR. If approved, the annexation and rezoning would allow for development densities consistent with the development densities analyzed in the General Plan EIR. This Initial Study addresses the potential for the proposed project to result in any project-specific impacts that were not addressed in the General Plan EIR. State CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. State 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/Negative Declaration addresses project-specific impacts that were not fully addressed in the GP-EIR. Additionally, this IS/ND summarizes the findings of the City relating to the GP- EIR and how the criteria set forth in Guidelines Section 15183 have been met.

The GP-EIR analyzed the environmental effects of the General Plan and 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 new Land Use Map for the City 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



## 1.0 INTRODUCTION

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project lies within portions of the Folsom Boulevard Planning Area and the Sunrise Boulevard South Planning Area.

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:

- 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 U.S.
- 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.

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 State 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 IS/ND.

This IS/ND 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 AND RESPONSIBLE AGENCIES

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. State CEQA Guidelines 15051(b) states:

*(a) 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.*

The City of Rancho Cordova is the Lead Agency for this project.

All other agencies with jurisdiction over the project would be responsible agencies. As set forth in CEQA Guidelines Section 15381:

*"Responsible Agency" means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval over the project.*

Except as set forth in CEQA Guidelines Section 15050 and 15096 and subject to the requirements set forth in these two sections of the CEQA Guidelines, a responsible agency is required to use the environmental document prepared by the lead agency in its consideration of a project.



## 1.0 INTRODUCTION

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For this project, the Sacramento Local Agency Formation Commission (LAFCo) would be a responsible agency.

### 1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this Initial Study/Negative Declaration 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 State CEQA Guidelines), evaluates a range of impacts classified as “no impact,” “less than significant,” or “potentially significant” 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 Preparation and Consultations** – Identifies staff and consultants responsible for preparation of this document.
- 7.0 References** – Provides a list of references used to prepare the IS/ND.

### 1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The City of Rancho Cordova was incorporated July 1, 2003. At that time, the City adopted Sacramento County’s General Plan by reference until the formal adoption of its own General Plan. On June 26, 2006 the City adopted its first General Plan and certified the Environmental Impact Report for the General Plan at that time (State Clearinghouse Number 2005022137). 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). Earlier draft versions of the General Plan are no longer valid and were not considered when determining the proposed project’s consistency with City Policies.

For the purposes of this document, GP-EIR refers to the entirety of the General Plan EIR, GP FEIR refers to the Final EIR for the General Plan, and GP DEIR refers to the Draft EIR for the General Plan.



### 2.1 PROJECT BACKGROUND

The City of Rancho Cordova (City) incorporated in July of 2003. This triggered the requirement to adopt a complete General Plan. The City of Rancho Cordova General Plan process began in May 2004. On March 13, 2006, the City released the public draft General Plan and Draft Environmental Impact Report (EIR) for a 63-day review period. The General Plan and the General Plan EIR were adopted by the City Council in June 2006. The proposed annexation area was established by LAFCo as part of the City's Sphere of Influence (SOI) at the time of incorporation of the City of Rancho Cordova.

### 2.2 PROJECT LOCATION AND EXISTING CONDITIONS

The annexation area consists of approximately 748 acres of land equal to the City's existing Sphere of Influence. The annexation area is located adjacent to the northeastern portion of the City of Rancho Cordova, in eastern Sacramento County (County). The annexation area is shown in **Figure 2-1**.

The annexation area is bounded by Sunrise Boulevard to the west, Highway 50 to the north, Hazel Avenue to the east, and portions of Sanders Drive, Gold Valley Drive and White Rock Road to the south, as well as portions of the Folsom South Canal to the south and east. The annexation area is mostly urbanized. A limited supply of vacant land is located in the annexation area along the south side of Folsom Boulevard. Retail commercial and light industrial represent the majority of existing uses, with retail establishments fronting along Folsom and Sunrise Boulevards. Most industrial establishments are found along the internal road network within the southern and western aspects of the annexation area. The existing land uses within the annexation area are shown in **Figure 2-2**.

### 2.3 PROJECT DESCRIPTION

Annexation of the area to the City of Rancho Cordova would transfer land use authority for the area to the City, replacing existing land use regulation by Sacramento County and the County's planning and zoning designations. As shown in **Figure 2-3**, the Sacramento County General Plan designates the majority of the annexation area as Intensive Industrial. The current Sacramento County zoning designations for the annexation area are shown in **Figure 2-4**.

As shown in **Figure 2-6**, the annexation area is located within two Planning Areas that were analyzed for buildout potential in the General Plan EIR.

According to the General Plan, the **Sunrise Boulevard South Planning Area** includes the many commercial and industrial uses south of Highway 50 along the Sunrise corridor, stretching as far south as Douglas Road. The existing uses include a cluster of auto dismantling and recycling west of Sunrise at the south end of the Planning Area and home improvement and building materials uses east of Sunrise. This area will serve as a gateway to the new residential communities in the southeast portion of the City. Target uses for this area include industrial, office mixed-use, and commercial mixed-use. Limited industrial uses will continue to be a viable and appropriate use in some portions of the Planning Area. Office mixed-use is primarily business and professional office development that may include commercial and/or residential use. Similarly, commercial mixed-use is primarily retail and service commercial development that may include office and/or residential use. The Land Plan for this area is shown in Figure LU-31 of the General Plan. Land use designations within the annexation area include Light Industrial, Office Mixed Use, and Commercial Mixed Use designations, which establish a vision



## 2.0 PROJECT DESCRIPTION

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for transition to lighter industrial uses and conversion of some areas to other uses. The northern portion of the Planning Area, which is within the annexation area, is also designated as Convention Overlay with a vision for a future convention center and related and supportive uses. The City will develop programs/policies to support the natural evolution of this area to ensure the continued economic vitality of this area. Non-conforming provisions for existing uses in this area will allow for the continuation of industrial uses and conditional expansion of industrial uses where mitigation measures ensure compatibility with the evolving nature of this area.

The City encourages continued clustering of building materials and home improvement industries in the northwest portion of the Planning Area. Additionally, the City supports the creation of a district and/or development of a trade center or trade mart for these businesses to showcase their wares.

At full buildout, the entire Sunrise Boulevard South Planning Area, which encompasses 995 acres and portions of the annexation area, would employ up to 14,436 people.

According to the General Plan, the **Folsom Boulevard Planning Area** will serve as the high-intensity development center of the City. Target land uses for this area include a series of Transit-Oriented and Regional Town Centers strategically located at light rail stations and freeway interchanges. These designations, along with other commercial nodes along Folsom Boulevard will serve as catalysts for redevelopment of this corridor. Residential and Office Mixed-Use designations will provide additional housing opportunities and developments that support transit ridership. The tallest buildings with residential densities near 80 units per acre will be developed here in a mixed-use setting (overall average density assumed is 20 units per acre). Development will take advantage of the proximity and availability of Light Rail to and from the Area. Much of the land within the Planning Area is visible from Highway 50, creating significant opportunity for identifiable project design that contributes to the enhanced character of the City. Utilities in this area should be placed underground and projects shall be designed to enrich the pedestrian environment along the cohesive streetscape corridor.

At full buildout, the entire Folsom Boulevard Planning Area, which encompasses 1,629 acres and a portion of the annexation area, would include up to 10,476 dwelling units, have a population of up to 22,936 people and employ up to 26,704 persons.

### **Analysis of Prezoning**

Approval of the proposed annexation and prezoning of the project area would allow for a greater intensity of development than currently exists within the project area. The maximum allowable development density of the annexation area under the proposed prezoning conditions would not exceed the development intensity for the project area that was assumed in the General Plan EIR. In other words, the General Plan EIR included an analysis of the environmental impacts of full buildout of the annexation area, consistent with the prezoning designations proposed for this area.

Therefore, the potential environmental impacts of buildout of the annexation area (increased traffic, air quality impacts, demand for services, etc.) were fully addressed in the General Plan EIR. This IS/ND focuses on any project-specific environmental effects of the proposed annexation and prezoning that were not addressed in the GP-EIR.

The following actions are necessary for the implementation of the proposed project as addressed in this Initial Study:

1. Prezoning of the annexation area with the following zoning designations:

- Commercial Mixed Use (CMU)
- Office Professional Mixed Use (OPMU)
- Office Industrial Mixed Use (OIMU)
- Light Industrial Business Park (LIBP)
- Heavy Industrial (M-2)
- Open Space (O)
- Transportation Corridor (T)
- Aerojet Special Planning Area (SPA)

The proposed pre-zoning designations are shown in **Figure 2-5**.

2. Obtain LAFCo approval for annexation of 748 acres, which currently lies within the City's Sphere of Influence, into the City of Rancho Cordova. The City's General Plan will then take effect in the annexation area, replacing the County's General Plan. The City's General Plan designations for the annexation area are shown in **Figure 2-6**.

There are no physical improvements or construction activities proposed by the annexation itself, at this time. Future actions and development within the annexation area will be subject to additional environmental review on a project-by-project basis. Although no improvements or development activities are proposed in conjunction with the annexation, as shown in **Figures 2-2** and **2-5**, implementation of the prezoning and annexation could result in the intensification of land uses from those currently existing. The impacts of this intensification were evaluated in the General Plan EIR, which has been incorporated into this document by reference. The analysis in this IS/ND will focus on any project-specific impacts that were not adequately addressed in the GP-EIR, and identify any impacts that may be more severe than those addressed in the GP-EIR.

### 2.4 REQUIRED PROJECT APPROVALS

**Prezoning Actions.** The annexation area will be prezoned consistent with the land use designations provided under the existing City General Plan. The prezoning must be approved by the Rancho Cordova City Council. The prezoning for the annexation area is shown in **Figure 2-5**.

**Property Tax Sharing.** The City of Rancho Cordova and the County of Sacramento must arrive at a Property Tax Sharing Agreement. The Property Tax Sharing Agreement will calculate existing and projected taxes generated within the project area and determine a formula for future exchanges of tax revenue between the City, County and special districts. The Property



## 2.0 PROJECT DESCRIPTION

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Tax Sharing Agreement had not been completed at the time this environmental document was prepared.

**Plan for Services.** A Plan for Services demonstrates that adequate services will be provided within the time frame needed by the inhabitants of the area included within the annexed boundary. Government Code Section 56653 states the following requirements for the Plan for Services:

- a) *The plan for providing services shall include all of the following information and any additional information required by the commission or the executive officer:*
  - 1) *An enumeration and description of the services to be extended to the affected territory.*
  - 2) *The level and range of those services.*
  - 3) *An indication of when those services can feasibly be extended to the affected territory.*
  - 4) *An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.*
  - 5) *Information with respect to how those services will be financed.*

**Annexation.** The Sacramento Local Agency Formation Commission (LAFCo) must approve an annexation to the City of Rancho Cordova to annex the project area into the corporate boundaries of the City.

## 2.5 PROJECT ASSUMPTIONS

The following assumptions are considered to be part of the Project Description, and are included in the analyses of project-related impacts presented in this Initial Study/Negative Declaration:

- All future development and/or redevelopment in the proposed annexation area will be in conformance with the Rancho Cordova General Plan, Zoning Code, and other applicable planning documents.
- All applicable fees, charges, assessments, etc., will be paid by new development.
- All construction will be accomplished in compliance with all applicable building, plumbing, fire, and other codes, as well as with all applicable local, state, and federal regulations.

This IS/ND is tiered from the City of Rancho Cordova General Plan EIR (GP-EIR). The planning area analyzed in the GP-EIR included the City Limits, Sphere of Influence, and General Plan Planning Area (GP PA). The impacts associated with implementation of the General Plan in the annexation area were considered and mitigated as a part of the GP-EIR. The GP-EIR programmatically discussed the area-wide consequences of implementation of the General

Plan; this project is one component of the program level analysis found in the GP-EIR. The proposed project is consistent with the General Plan; impacts associated with any future development under zoning designations allowed by the General Plan would be consistent with those evaluated in the GP-EIR. The GP-EIR determined impacts to land use, agriculture, transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural and paleontological resources, and visual resources/light and glare, to be significant and unavoidable.

At the time of adoption of the GP-EIR, the City Council adopted Findings of Fact and a Statement of Overriding Considerations, which addressed all significant and unavoidable impacts.

Impacts from the proposed project would not be greater than those identified by the GP-EIR; therefore, the term "Less than Significant" is used in this document to indicate that impacts created by the proposed project have been mitigated in the GP-EIR or were addressed in the "Findings of Fact and a Statement of Overriding Considerations," adopted on June 26, 2006.

The proposed project creates the potential for future projects to create significant impacts; such as, incompatibility with existing land uses, traffic and circulation impacts, air quality impacts, biological impacts, etc. The GP and GP-EIR programmatically addressed the environmental impacts of construction and redevelopment of land uses within the annexation area. As future projects are brought forward to the City, the City will determine, at that time, whether additional CEQA analysis is required pursuant to State CEQA Guidelines.





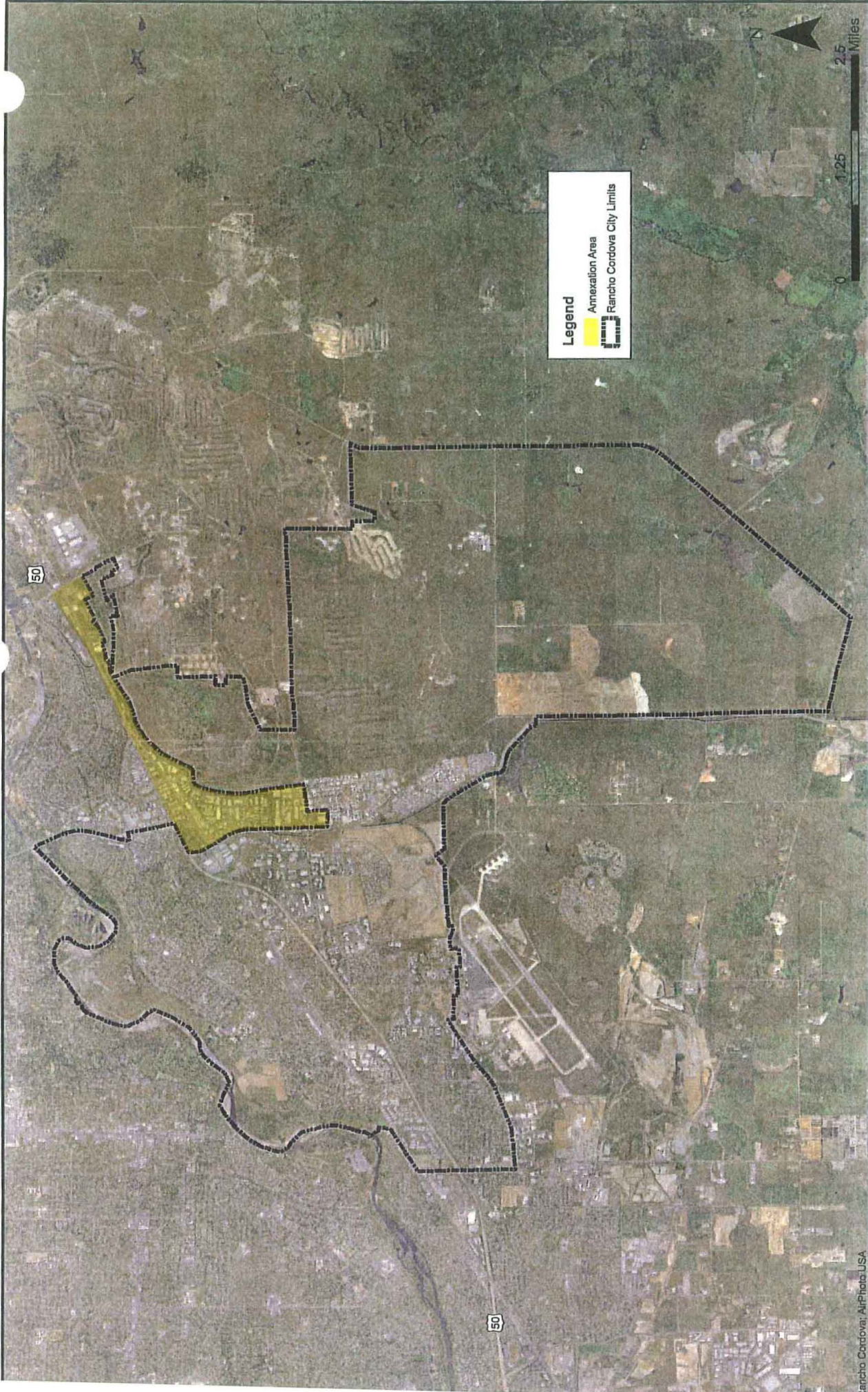
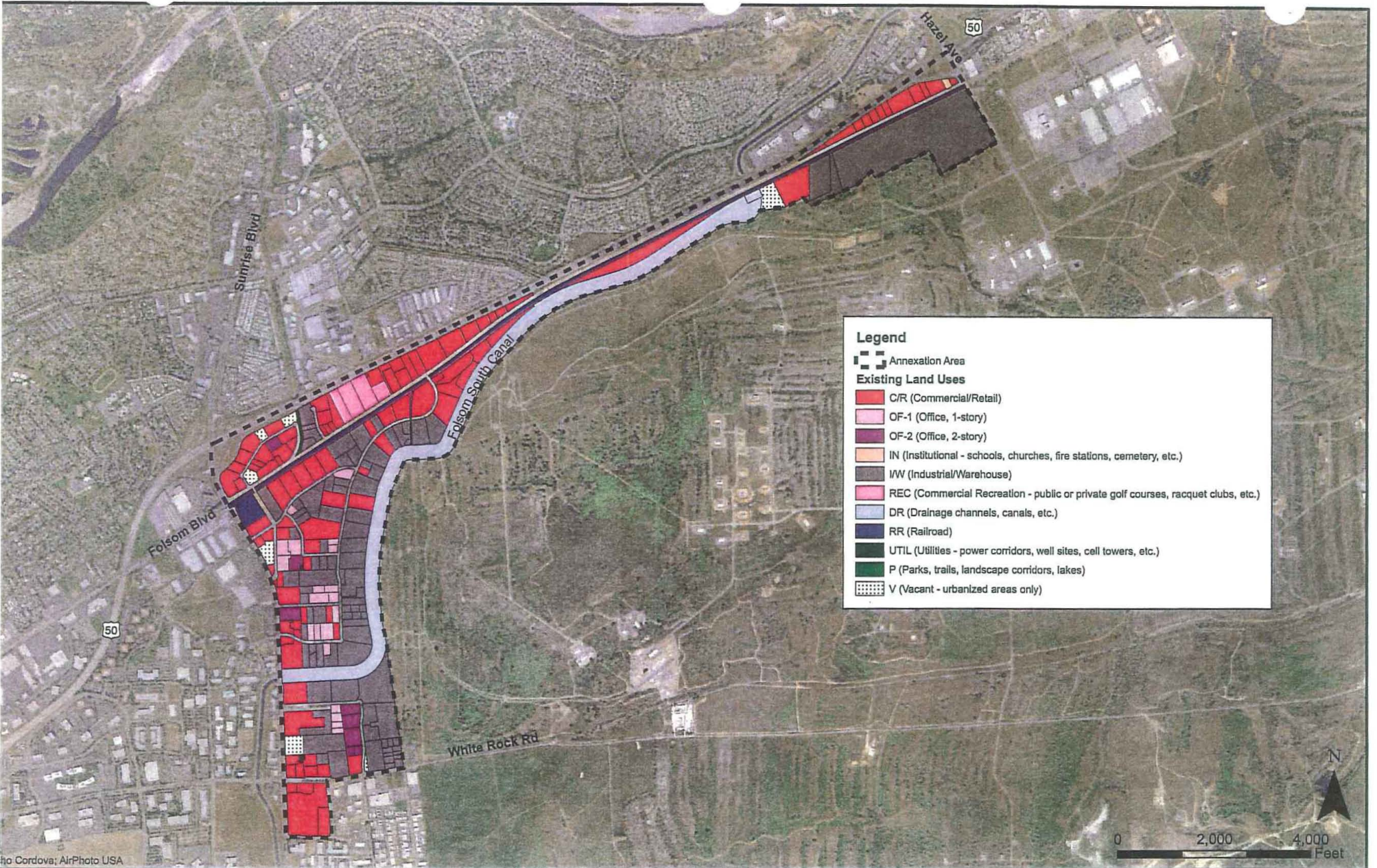


Figure 2-1  
Project Location

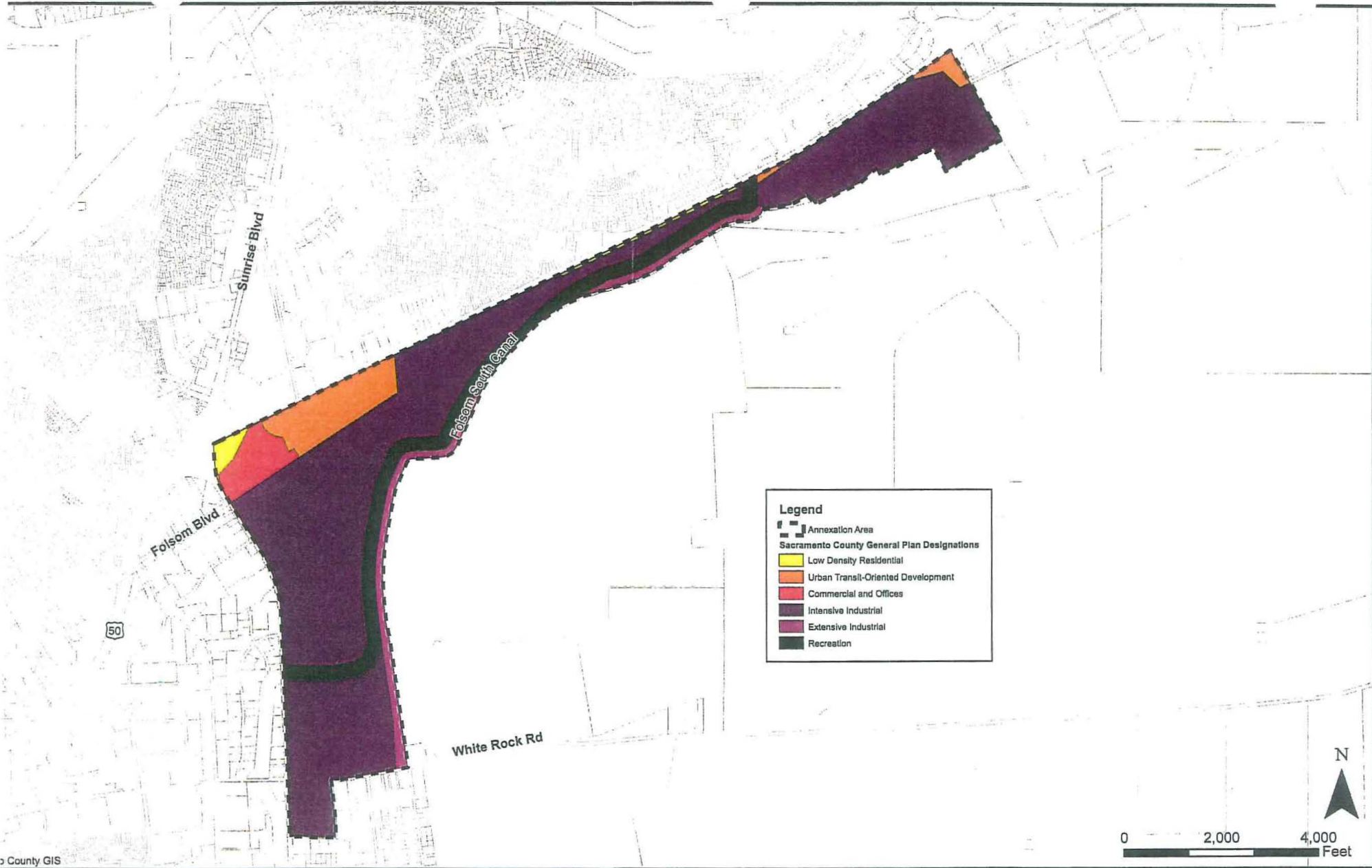












**Legend**

- Annexation Area
- Sacramento County General Plan Designations**
- Low Density Residential
- Urban Transit-Oriented Development
- Commercial and Offices
- Intensive Industrial
- Extensive Industrial
- Recreation

0 2,000 4,000  
Feet

N

County GIS  
of Rancho Cordova  
Planning Department

Figure 2-3  
Existing Sacramento County  
General Plan Designations





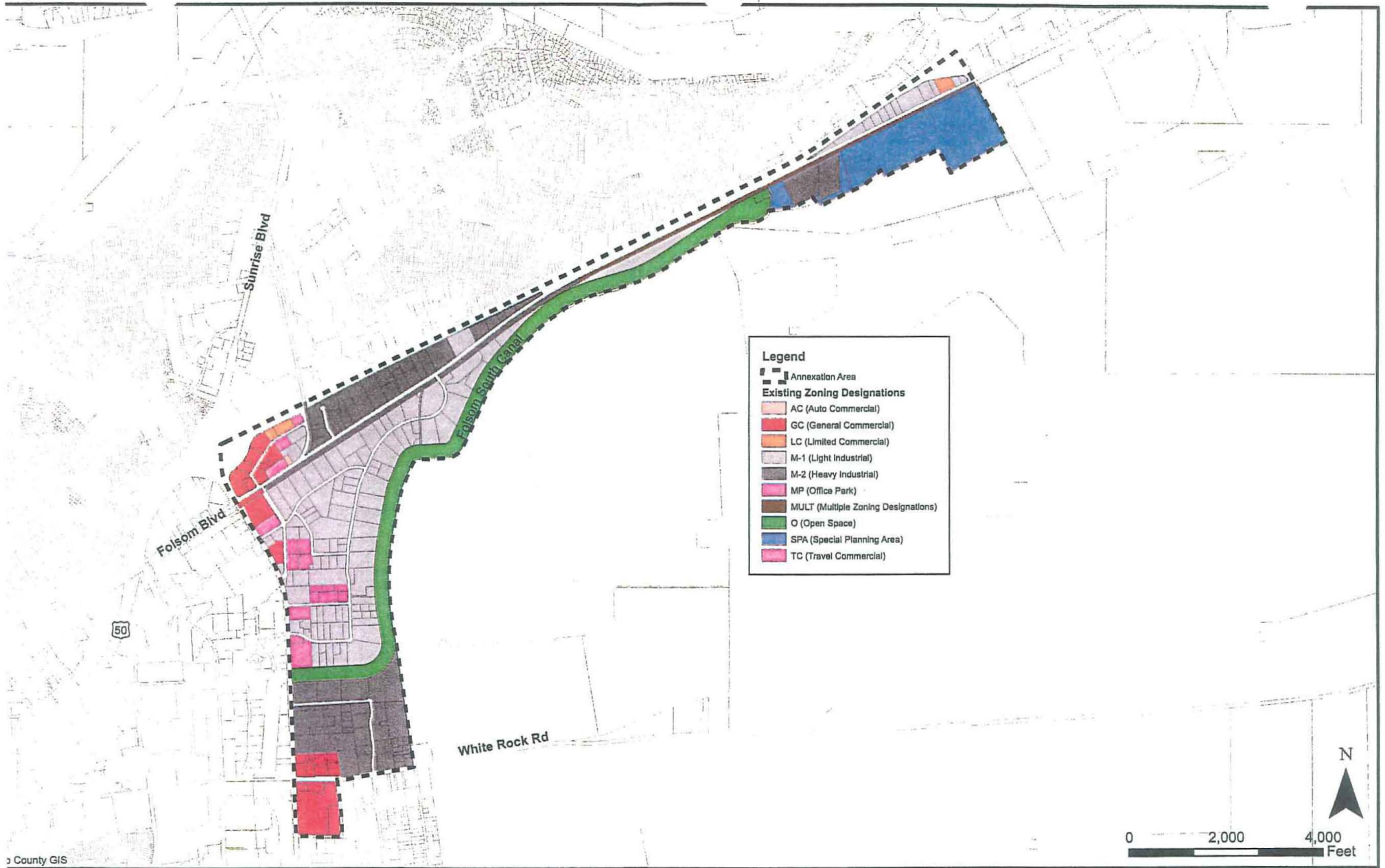


Figure 2-4  
 Existing Sacramento County  
 Zoning Designations





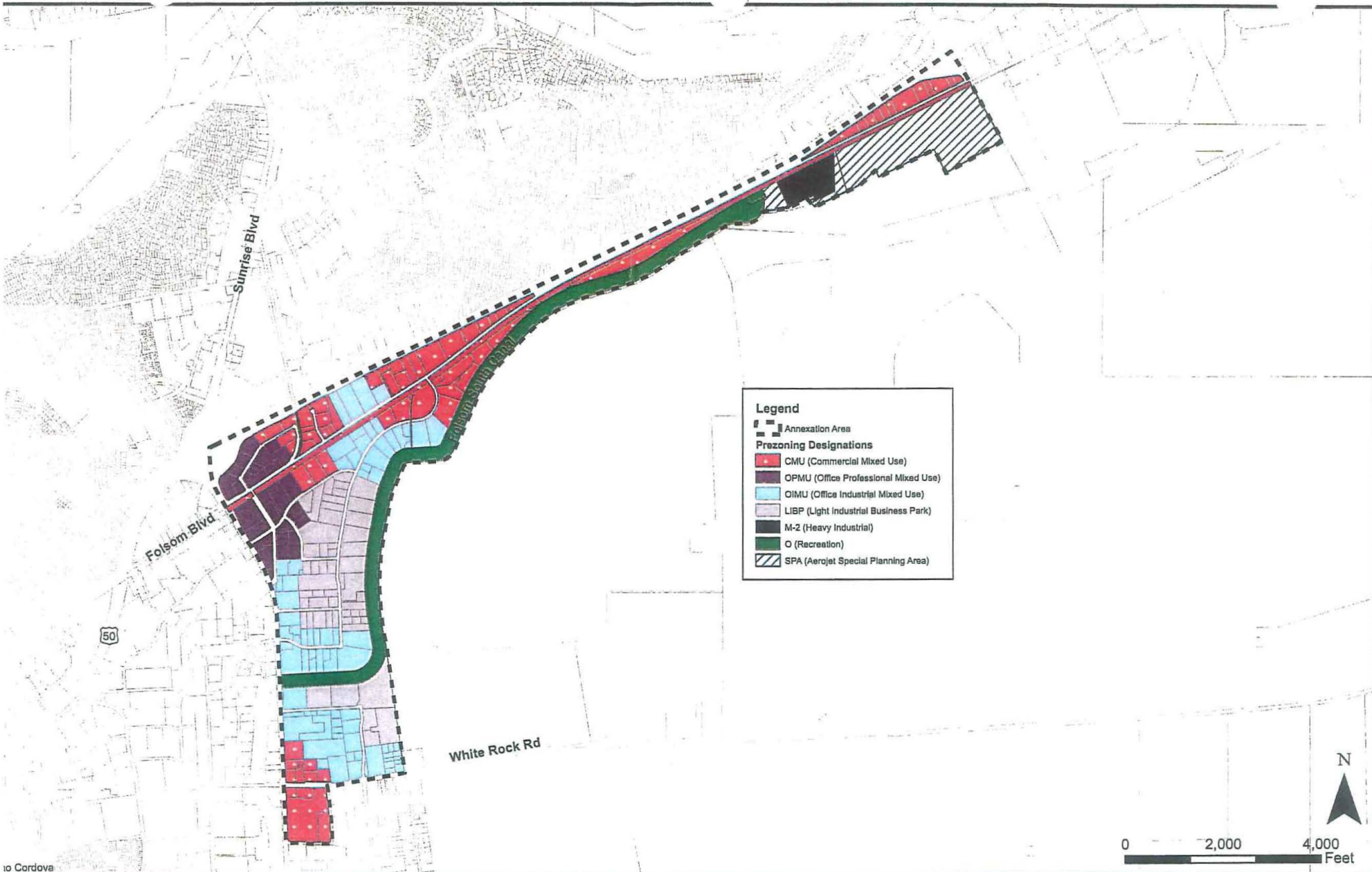
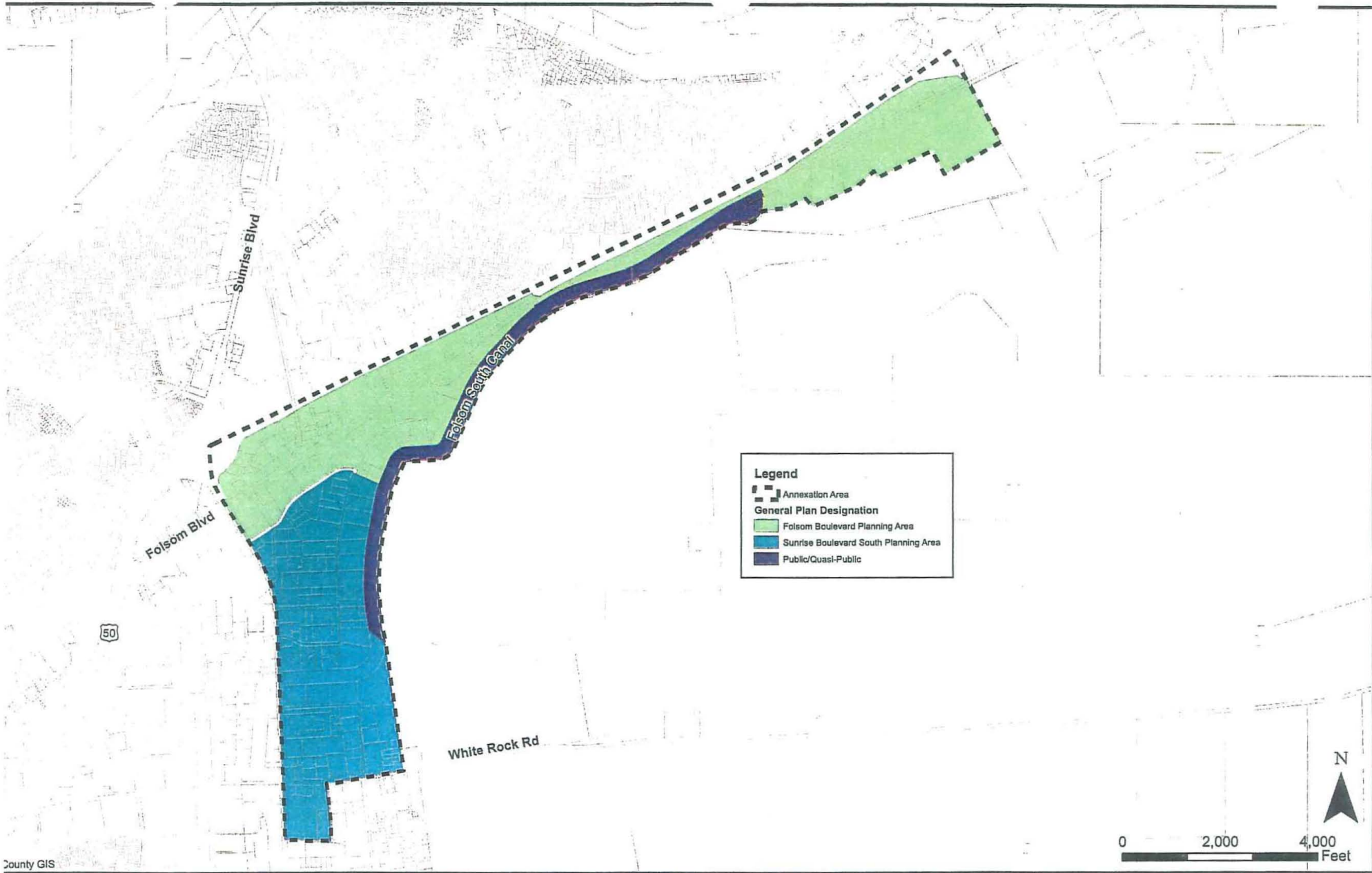






Figure 2-5  
City of Rancho Cordova  
Prezoning Designations








**Legend**

-  Annexation Area
- General Plan Designation**
-  Folsom Boulevard Planning Area
-  Sunrise Boulevard South Planning Area
-  Public/Quasi-Public

N



0      2,000      4,000  
Feet

Figure 2-6  
 City of Rancho Cordova  
 General Plan Designations





## 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 16 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
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Services 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 Incorporation:** 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; or,
- **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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#### 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 Incorporation" or "Potentially Significant/Reviewed Under Previous Document" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use and Planning         | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities & 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        |   |

#### PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the annexation and rezoning project, as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Negative Declaration (IS/ND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level or impacts that have not been fully addressed under a previous environmental document. 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 Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially 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.

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

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- 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. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR. If the Program EIR identified a significant and unavoidable impact, and the proposed project was adequately described in the Program EIR, an impact of "Potentially Significant/Reviewed Under Previous Document" does not require an EIR, pursuant to Pub. Res. Code Section 21083.3.
  
- 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 Incorporation	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 checked="" type="checkbox"/>	<input 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"/>

#### 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, the American River Parkway cannot be modified by development projects in the City.

The annexation area is largely urbanized and developed with no identified scenic views visible from any portion of the area. Therefore, implementation of the proposed annexation and rezoning would have **no impact** on scenic vistas.

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

As identified above, the Rancho Cordova GP PA does not contain any state designated scenic highways. The annexation area is within the GP PA. Therefore, the proposed annexation and rezoning would have **no impact** associated with scenic highways.

- c) *Less Than Significant/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 4.13-10). Impacts of the General Plan to visual resources were found to be significant and unavoidable (GP DEIR, p. 4.13-10).

The annexation area currently consists of industrial and commercial development with the potential for new development and infill redevelopment in accordance with the City's General Plan. Redevelopment of the annexation area per the General Plan may include a

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

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mix of high-density residential/office mixed use, transit oriented development, commercial, office and retail mixed use, with some industrial uses being allowed to continue or expand. This redevelopment potential could result in altering the existing visual character of the area. Implementation of the proposed annexation and rezoning would encourage new development and redevelopment activities that could alter the visual character of the annexation area. However, any impacts to the scenic character of the annexation area would not be greater than those impacts previously addressed in the GP-EIR. Therefore, this is considered a **less than significant** impact.

- d) *Less Than Significant/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 the City'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.

Future development and redevelopment of the annexation area could introduce new sources of daytime glare and change levels of nighttime lighting and illumination. Though the proposed project could result in redevelopment that would introduce new sources of daytime glare, and change nighttime lighting and illumination levels in the annexation area, the proposed project would not increase impacts to lighting over the impacts previously discussed in the General Plan and GP-EIR. Therefore, the impacts from the annexation and rezoning would be **less than significant**.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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 non-agricultural 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) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural 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, p. 4.2-17 through 4.2-18). Impacts from buildout of the General Plan were found to be significant and unavoidable.

The Important Farmland Map for Sacramento County designates the annexation area as Urban and Built-up Land, and Other Land as shown in Figure 4.2-1 of the GP DEIR. There would be **no impact** to Important Farmlands as a result of the proposed project.

- b) *No Impact/Reviewed Under Previous Document.* Just 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 4.2-23). Impacts from implementation 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.

Although the GP-EIR identified significant and unavoidable impacts to Williamson Act contracts, there are no agriculturally zoned land uses within the annexation area, and therefore are no existing zoning conflicts with agricultural uses. Additionally, Williamson Act lands do not exist within the annexation area. Implementation of the proposed annexation would have **no impact**.

- c) *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,



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pp. 4.2-20 through 4.2-21). Impacts to agriculture as a result of these interface conflicts from implementation of the General Plan would be significant and unavoidable.

Although the GP-EIR identified agricultural interface conflicts as significant and unavoidable, there are no operating agricultural uses that exist in the annexation area or adjacent area. Therefore, the proposed annexation and rezoning would have **no impact** to adjacent agricultural uses.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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 region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input 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"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/Reviewed Under Previous Document.* The Sacramento region is currently out of compliance with federal requirements for 8-hour ozone air quality standards and 1-hour ozone air quality standards. The region is in compliance with all other emissions standards. 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 4.0-6). However, because there currently exists 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, pp. 4.0-6).

The proposed annexation and rezoning would have no direct impacts to air quality, however since the annexation area is located in the GP PA, some of the projected growth has the potential to take place within the annexation area and could result in impacts to air quality. Any impacts created by future redevelopment projects within the annexation area would be mitigated by complying with the applicable mitigation measures identified in the Air Quality section of the GP DEIR. Additionally, future projects within the annexation area could be subject to additional environmental review under CEQA, as determined by the City at the time of project submittal, and specific project-related impacts to air quality would be identified and mitigated. Approval of the rezoning and annexation could result in an intensification of land uses greater than those that currently existing. Intensified land uses result in greater numbers of vehicle trips, which increases the output of criteria pollutants. However, the intensification of land uses that may occur as a result of project approval would not exceed the land use density assumptions that were used during preparation of the GP-EIR. Therefore, the project would not result in air quality impacts greater than those

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addressed in the GP-EIR. Therefore, impacts to air quality from the proposed annexation and rezoning would be **less than significant**.

- b) *Less Than Significant/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 4.6-26). While policies, actions, and mitigation was included in the EIR, development in the General Plan Planning Area would still be intensified from current conditions. Therefore, significant and unavoidable impacts were expected as a result of the implementation of the General Plan (GP DEIR, pp. 4.6-20 and 4.6-26).

The GP and GP-EIR programmatically addressed the environmental impacts of construction and redevelopment of land uses within the annexation area. As future projects are brought forward to the City, the City will determine, at that time, whether additional CEQA analysis is required pursuant to State CEQA Guidelines. In addition, any impacts created from the proposed annexation and rezoning would not be greater than those impacts previously addressed in the GP-EIR. Therefore, impacts to air quality from construction and operation activities would be **less than significant**.

- c) *Less Than Significant/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 4.6-26). See discussions a) and b) above for more information on the GP-EIR findings related to ozone precursors.

The proposed annexation and rezoning would not result in a cumulatively considerable net increase of any criteria pollutant for which the Sacramento region is in non-attainment under an applicable federal or state ambient air quality standard; therefore, impacts are considered **less than significant**.

- d) *Less Than Significant/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 both mobile and stationary sources of toxic air contaminants (TACs) and odors. 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). 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).

Existing land uses within the annexation area do not currently include typical sensitive receptors. However, the redevelopment potential for the area as a result of the annexation could include some mixed used residential components that would lead to an increase in the total number of potential sensitive receptors. Since the annexation area is located in the GP PA, future development must be consistent with the General Plan. Impacts from the proposed annexation and rezoning would not be greater than those identified in the GP-EIR. Therefore, impacts from substantial pollutant concentrations on sensitive receptors from the proposed annexation and rezoning are considered **less than significant**.

- e) *Less Than Significant/Reviewed Under Previous Document.* See discussion d) above.

The proposed annexation and rezoning could lead to future development and redevelopment within the annexation area. Certain existing uses could create objectionable



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odors for any new population growth in the area. In addition, rezoning would encourage a long-term change in uses from industrial to residential/commercial/office mixed use in most of the annexation area, which has the potential to create short-term incompatibility if odor sensitive uses are located near existing industrial uses, but would result in long-term compatibility. Since the annexation area is located within the GP PA, the impacts from the annexation and rezoning would not be greater than those identified under the GP-EIR. Therefore, impacts from objectionable odors from the proposed annexation and rezoning are considered **less than significant**.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential direct and indirect impacts to special-status species as a result of the implementation of the General Plan (GP DEIR, pp. 4.10-34 through 4.10-48). While City Policies and Action Items would mitigate much of the impact of General Plan implementation, widespread development of undeveloped portions of the General Plan Planning Area as well as construction of the Circulation Plan would result in a net loss of biological resources. Therefore, the General Plan was found to result in significant and unavoidable impacts to special-status species (GP DEIR, pp. 4.10-43 and 4.10-48).

There are no identified endangered, threatened, rare, proposed, or candidate status plant and/or animal species present in the annexation area. Implementation of the proposed annexation and rezoning would not result in direct or indirect loss of habitat; therefore, there would be **no impact** to special-status plant and/or animal species.

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- b) *No Impact/Reviewed Under Previous Document.* See discussion 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 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 4.10-48).

The annexation area is urbanized and any natural habitats have been disturbed. The existing cover types of high-density development, mine tailings and aqueduct (see Figure 4.10-1 of the GP DEIR) have limited functions to support foraging habitat for migratory birds and other wildlife. Future development within the annexation area would not have a major adverse effect on riparian habitat or other sensitive natural communities; therefore, the proposed annexation and rezoning would result in **no impact**.

- c) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR addressed potential direct and indirect impacts to Jurisdictional Waters of the U.S. (Jurisdictional Waters) as a result of wide-spread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through 4.10-56). 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 (Ibid.). Because of this local loss of Jurisdictional Waters, the impact of the General Plan was found to be significant and unavoidable (Ibid.).

There have been no jurisdictional waters identified in the annexation area. Any future development could be subject to additional environmental review under CEQA, as determined by the City at the time of project submittal. Therefore, impacts to jurisdictional waters are considered **less than significant**.

- d) *No Impact/Reviewed Under Previous Document.* Impacts to habitat for raptors and other nesting birds were addressed in the GP-EIR (GP-DEIR, pp. 48 through 4.10-52). 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, wide-spread 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, pp. 52). Discussion of impacts to movement corridors was also included in the GP-EIR (GP DEIR, pp. 4.10-56 through 4.10-61). 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 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).

Any natural habitat within the annexation area has been disturbed, so future development within this area would not interfere with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. The proposed annexation and rezoning would have **no impact** on wildlife movement corridors.

- 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



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potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees would be adequately protected by City Policies and Action Items, as well as large wooded areas and urban trees. 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 have been few trees identified in the annexation area. In addition, any new development within the annexation area would have to comply with all local policies or ordinances protecting biological resources, as well as adhere to General Plan policies and action items. Therefore the proposed annexation and rezoning would not conflict with any adopted local policies and considered to have **no impact**.

- f) *No 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 the County and the U.S. Fish and Wildlife Service (respectively), no such plans have been adopted (GP DEIR, p. 4.10-63). Since the annexation area is within the GP PA, there are also no conservation plans that cover this area. Therefore, there is **no impact** to adopted plans.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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 Section 15064.5?	<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 pursuant to Section 15064.5?	<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/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 4.11-14). These impacts were primarily associated with development in undeveloped areas and impacts to unknown resources in portions of the General Plan 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 General Plan 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).

The area adjacent to the annexation area contains dredge mining/tailings spanning the southern section between Sunrise Boulevard on the east and Sunrise Park Drive on the west, and the Folsom South Canal to the north. Though this area is designated as a mining district, the dredge tail minings are not of sufficient age to be considered for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historic Places (CRHP). Historic and cultural resources research undertaken for the GP-EIR identified five sites located within the annexation area:

- CA-SAC-308-H: Dredge tail minings (P-34-335) – (not evaluated)
- CA-SAC-308-H: Southern Pacific Railroad, Fair Oaks Spur - (evaluated in 1995 and deemed "ineligible")
- Folsom Boulevard - (recognized as historically significant to local government)
- 12395 Folsom Boulevard – Fire Station # 63 – ("ineligible")
- Whiterock Road; 0.2 miles east of Whiterock Road/Sunrise Boulevard – 15 Mile House (demolished) – (State Historic Landmark # 698)

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Other than Folsom Boulevard, which is only of significance to local government, none of the other four sites are of historical significance. Future urban development along Folsom Boulevard due to the proposed annexation and rezoning would not result in any impacts greater than those previously analyzed in the GP-EIR.

Therefore, impacts to existing historical resources from the proposed annexation and rezoning are considered **less than significant**.

- b) *Less Than Significant/Reviewed Under Previous Document.* See discussion a) above. There are no known archeological resources in the annexation area, which is wholly urbanized. Though future construction activity has the potential to discover archeological resources, urban development due to the proposed annexation and rezoning would not result in any impacts greater than those previously analyzed in the GP-EIR. Impacts to archeological resources from the proposed annexation and rezoning would be **less than significant**.
- c) *Less Than Significant/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, no such paleontological resources were identified in the Rancho Cordova General Plan Planning Area and City policy would protect unknown resources. For these reasons, the impact of the General Plan was found to be less than significant (GP DEIR, p. 4.11-15).

Impacts to paleontological resources were found to be less than significant within the GP PA, which includes the annexation area. Any future development resulting from the proposed annexation and rezoning could be subject to additional environmental review under CEQA, as determined by the City at the time of project submittal. Impacts to paleontological resources resulting from the proposed annexation and rezoning are considered **less than significant**.

- d) *Less Than Significant/Reviewed Under Previous Document.* The discussion in the GP-EIR concerning historic resources impacts included discussion of potential impacts to human remains [see discussion 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 General Plan implementation were expected (GP DEIR, p. 4.11-14).

The annexation area is mostly built out and preliminary research indicates that the area does not contain any known sites for human remains. There are no formal cemeteries located in the annexation area. However, as a result of the proposed annexation and rezoning, future development of the area and related construction activity has the potential to disturb undiscovered human remains. Potential impacts to human remains have been previously identified as significant and unavoidable within the GP PA, which includes the annexation area. Therefore, any additional impacts to undiscovered human remains from the proposed annexation and rezoning are considered **less than significant**.



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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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 type="checkbox"/>	<input checked="" 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 project, 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/Reviewed Under Previous Document.* The GP-EIR stated that significant seismic shaking was not a concern within the Rancho Cordova General Plan 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 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 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 annexation area also falls within Seismic Zone 3. Any future development activities would be required to adhere to the standards set forth by the CBC and UBC,

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as well as General Plan Policies and Action Items for seismic safety. Impacts resulting from the proposed annexation and rezoning would be **less than significant**.

- ii) *Less Than Significant/Reviewed Under Previous Document.* See discussion under i) above.
- iii) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR identified that seismic shaking was not a concern in the City [see discussion 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 areas of the City to provide enough moisture for liquefaction to occur (GP DEIR, p. 4.8-20). Therefore, the impact created by General Plan implementation was found to be less than significant.

The annexation area does not contain soils suitable for liquefaction or seismic ground shaking. Any future development could be subject to additional environmental review under CEQA, as determined by the City at the time of project submittal. As a result, impacts related to liquefaction and seismic ground shaking from the proposed annexation and rezoning are considered **less than significant**.

- iv) *No Impact.* The annexation area is flat and previously disturbed. There are no hillslopes in the area and no potential for landslides. Therefore, there would be **no impact** from landslides.
- b) *Less Than Significant/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 4.8-23). 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 General Plan 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 NPDES permit conditions for the City would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

Future redevelopment within the proposed annexation area could result in construction and site preparation activities that could result in soil erosion or the loss of topsoil. Though the proposed annexation and rezoning could result in the future redevelopment of this area, the annexation area is primarily urbanized; therefore, the proposed annexation and rezoning would not result in impacts to soil erosion greater than those identified in the GP-EIR. Therefore, impacts to soil erosion from the proposed annexation and rezoning are considered **less than significant**.

- c) *Less Than Significant/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 implementation of the General Plan was found to be less than significant.

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

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The proposed annexation and rezoning could result in the future development and redevelopment of this area; however, impacts from unstable soil properties within the annexation area would not be greater than those previously analyzed in the GP-EIR.

In addition, compliance with the City's Uniform Building Code and California Building Code would ensure that unstable soil related impacts due to the proposed annexation and rezoning are **less than significant**.

- d) *Less Than Significant/Reviewed Under Previous Document.* See discussion 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 two acres or more (GP DEIR, pp. 4.8-24 through 4.8-26). The portions of the Rancho Cordova General Plan Planning Area that could contain such lots exist outside the City boundaries in the outlying Planning Areas. For residential development with lots less than two acres in size, City policy requires the use of the public sewer system (GP DEIR, p. 4.8-26).

The annexation area is currently served by the County Sanitation District CSD-1 (CSD-1). Future development within the annexation area would continue to be served by CSD-1; therefore, there would be no requirement for the additional approval and installation of septic systems or alternative wastewater disposal systems. Therefore, **no impact** would occur as a result of the proposed annexation and rezoning.



### 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>VII. 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 type="checkbox"/>	<input checked="" 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 § 65962.5 and, as a result, would it 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 two miles of a public airport or a public use airport, would the project 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 checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project 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 type="checkbox"/>	<input checked="" 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"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/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 federal, state, and local regulations regarding hazardous material were 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).

There are no approved hazardous material transportation routes within the annexation area and the proposed annexation and rezoning would not create a significant hazard to the public or the environment through the routine transport of hazardous materials. However, there are existing industrial uses in the annexation area that may currently use or dispose of

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

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hazardous materials. Any future non-industrial uses developed adjacent to these existing industrial uses could be impacted from the use or disposal of hazardous materials.

However, since the annexation area is located in the GP PA, adherence to General Plan policies, as well as federal, state, and local regulations regarding hazardous materials transport, would reduce any impacts to less than significant. Therefore, impacts from the use and disposal of hazardous materials due to the proposed annexation and rezoning would be **less than significant**.

- b) *Less Than Significant/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 4.4-28). Primary sources of potential accidental release concerned PCB-containing transformers, groundwater pollution, and underground storage tanks (USTs). Consistency with City Policies and Action Items, as well as 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):

The redevelopment potential of the proposed annexation and rezoning may result in the storage and use of hazardous materials during construction and landscaping activities, which could lead to the accidental release of hazardous materials into the environment. Impacts from the accidental release of hazardous materials within the annexation area were found to be less than significant, as previously analyzed in the GP-EIR. In addition, rezoning to residential/commercial/office mixed uses could lead to the long-term reduction in uses potentially storing or using hazardous materials. Therefore, any additional impacts from the accidental release of hazardous materials due to the proposed annexation and rezoning would be considered **less than significant**.

- c) *No 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 action items will reduce the potential impacts of General Plan implementation 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).

There are no existing schools within the annexation area, and there are currently no new schools proposed for the annexation area. Therefore the emission or handling of hazardous materials, substances or waste would have **no impacts** on existing schools.

- d) *Less Than Significant/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 4.4-10). 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 (pp. 4.4-5, 4.4-6). Impact discussions were included in discussions of accidental release of hazardous materials [see discussion 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 annexation area has a large number of existing industrial uses and it is expected that there could be some expansion of industrial uses with the redevelopment potential under the

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

proposed annexation and rezoning. Research undertaken for the GP-EIR located a number of Underground Storage Tank (UST) and Leaking Underground Storage Tank (LUST) sites in the annexation area. For the location of USTs and LUSTs, please refer to Figure 4.8-2 of the GP DEIR.

Future development within the annexation area has the potential to discover additional USTs/LUSTs. If UST/LUSTs are discovered during any phase of a project, removal is required prior to additional site preparation or development activities. This must be done in accordance with California Health and Safety Code 25282 and the California State Water Resources Control Board Underground Storage Tank Program.

Compliance with General Plan policies and action items, along with adherence to all federal, state and local regulations regarding the use and removal of USTs/LUSTs would reduce the potential impacts to known and unknown hazardous materials sites to **less than significant**.

- e) *No 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 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 Comprehensive Land Use Plan, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The Mather Airport and its associated safety zones are located over two miles from the boundaries of the annexation area. Therefore, there is **no impact** associated with airport safety hazards.

- f) *No Impact.* The annexation area is not located within two miles of any private airstrip. The nearest private airstrip to the annexation area is the Rancho Murieta Airport, located more than eight miles to the southeast. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the annexation area would be under the control of 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) *No 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-EIR 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 annexation and rezoning would not impede the implementation of this plan. Therefore, **no impact** would occur.

- 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, pp.4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan

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

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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 proposed annexation area involves an urbanized area that would not be subject to wildland fire. **No impact** would occur.



### 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>VIII. 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 to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Create or contribute runoff water which would exceed the capacity of existing or planned storm water 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"/>
i) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
l) 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"/>
m) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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#### DISCUSSION OF IMPACTS

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

The proposed annexation and rezoning could result in the future development and redevelopment of the annexation area that could include construction, residential, commercial, recreation, and landscaping practices. This could potentially impact water quality and waste discharge requirements. However, impacts to water quality within the annexation area due to future development would not be greater than impacts to water quality in the overall GP PA. The GP-EIR addressed the water quality impacts related to the full buildout of the GP PA, which includes the annexation area. Therefore, any potential impacts to water quality in the annexation area are considered **less than significant**.

- b) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR identified potential ground water supply and recharge impacts (GP DEIR, p. 4.9-43 through 4.9-57). Both the addition of impervious material as well as 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).

Implementation of the proposed annexation and rezoning would not cause groundwater consumption to increase beyond the consumption levels considered in the GP-EIR. The GP-EIR identified impacts from increased demand for water supply and increased groundwater production for the GP PA as significant and unavoidable; since the annexation area is located in the GP PA, any impacts created by future development and redevelopment projects are considered **less than significant**.

- c) *Less Than Significant/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, p. 4.9-34 through 4.9-39). 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).

There are no streams or rivers in the annexation area. Though the proposed annexation and rezoning could result in the redevelopment of the annexation area, future construction and development activities would not alter the course of any streams or rivers in the area. Future development activities could, however, involve soil disturbing activities that in turn could result in erosion or siltation on- or off-site. Since the annexation area is located in the overall GP PA, any impacts from soil disturbing activities in the annexation area would not be greater than those previously identified in the GP-EIR. Therefore, impacts due to erosion and siltation are considered **less than significant**.

- d) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR identified potential impacts from flooding due to implementation of the General Plan (GP DEIR, p. 4.9-41 through 4.9-43). 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

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

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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 discussion for c) above. The proposed annexation and rezoning project would not create impacts to existing drainage patterns over what was previously addressed in the GP-EIR. Therefore, impacts to existing drainage patterns would be **less than significant**.

- e) *Less Than Significant/Reviewed Under Previous Document.* See discussion a) above for information on the GP-EIR and impacts to water quality.

The GP-EIR identified impacts to groundwater quality to be potentially significant. The GP-EIR also determined that with implementation of General Plan policies and mitigation, these impacts would be reduced to less than significant. Though the proposed annexation and rezoning could result in the future redevelopment of the annexation area, future uses would be consistent with those identified in the City's General Plan. Therefore, impacts to water quality are considered **less than significant**.

- f) *Less Than Significant/Reviewed Under Previous Document.* See discussions a), b), and d) above.
- g) *Less Than Significant/Reviewed Under Previous Document.* See discussion f) above.
- h) *Less Than Significant/Reviewed Under Previous Document.* See discussion c) above.

Urban development typically includes the addition of impervious surfaces (such as roads, parking lots, driveways and conventional roof tops) that alter drainage conditions and storm water runoff rates. Though the proposed annexation and rezoning would promote the redevelopment of this area, the annexation area is primarily built-out and has few vacant parcels that could support new development, and therefore increase the total impervious surfaces that would substantially alter drainage conditions and storm water runoff rates. Therefore surface runoff rates would not increase substantially, even though large storms may produce surface runoff that does have the potential to exacerbate existing flooding issues, particularly along Sunrise Boulevard south of White Rock Road. Therefore, impacts are considered **less than significant**.

- i) *Less Than Significant/Reviewed Under Previous Document.* See discussion a) above.
- j) *No 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 4.9-43). City Policies and Action Items would prevent either an increase in the 100-year floodplain from the result of the construction of any structures as 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).

There is no housing that currently exists within the annexation area. The proposed annexation and rezoning would generate redevelopment activities and could result in the placement of housing within the area at a later date. However, any future housing projects would be required to adhere to policies and action items in the General Plan regarding development required outside the 100-year floodplain. Therefore, there would be **no impact** to placing housing in a 100-year flood hazard area.

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- k) *No Impact/Reviewed Under Previous Document.* See discussion j) above.
- l) *Less Than Significant/Reviewed Under Previous Document.* See discussions c), d), h), j), and k) above for information on the GP-EIR's findings regarding flooding impacts.

The annexation area faces the risk of flooding mainly due to a complete failure of the Folsom Dam. The GP-EIR however, concluded that such an event has an extremely low probability of occurring and is not considered to be a reasonable foreseeable event. Therefore, impacts are considered **less than significant**.

- m) *No Impact.* The annexation area is not located in an area subject to seiche, tsunami or mudflow. Therefore, **no impact** would occur.



### 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>IX. LAND USE AND PLANNING</b> Would the project:					
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

a) *No 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 4.1-40). 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 divisions of communities. The GP-EIR found that impacts of implementation of the General Plan to existing communities would be less than significant (GP DEIR, pp. 4.1-39 and 4.1-40).

Most of the annexation area is urbanized with commercial, retail, industrial and office uses comprising the majority of current land uses. There are no residential uses within the annexation area and as such, this area does not have an established residential community. New development, reinvestment and infill for the future development and redevelopment of the annexation area, as proposed under the City's General Plan would not result in adverse environmental impacts or substantial changes in the character of existing land uses, since the goals, policies and action items proposed under the City's General Plan seek to enhance and improve these areas. Implementation of the proposed annexation and rezoning would not result in the physical division of established communities and this is considered to have **no impact**.

b) *No 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, 4.1-46 through 4.1-56). Conflicts were identified between the General Plan and the Sacramento County General Plan and the Mather Airport Comprehensive Land Use Plan (Mather 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 majority of the proposed annexation area is urbanized and built out with commercial, industrial, and office uses. Proposed land uses along the Folsom Boulevard corridor would include residential and office mixed use development, while the planned land uses for the

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

portion of the annexation area south of Folsom Boulevard and east of Sunrise Boulevard would include office and commercial mixed use with some limited expansion of existing industrial uses. Future land uses envisioned for the annexation area, under the City's General Plan would comply with all applicable plans, policies or regulations. Therefore, the proposed annexation would not conflict with applicable land use plans, policies and regulations. While the GP-EIR identified significant and unavoidable impacts to conflicts with existing plans, the proposed annexation would not create any additional impacts to those previously identified in the GP-EIR. Therefore, this project would have **no impact** to adopted land use plans, policies, and regulations of other jurisdictional agencies in the area.

- c) *No 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 the County and the U.S. 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 (Ibid.).

Since the GP-EIR also analyzed the annexation area, the proposed annexation would also have **no impact** to any adopted habitat conservation plans or natural community conservation plans.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>X. 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/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 4.8-27). 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).

Portions of the annexation area have been designated with a MRZ-2 classification (see Figure 4.8-1 of the GP DEIR). An MRZ-2 classification identifies areas in which significant mineral deposits are known to exist. Future development in the annexation area could result in preventing mineral resources located in those areas from being mined.

The GP-EIR has identified impacts to loss of availability of locally important mineral resources sites as significant and unavoidable, which includes the annexation area. The proposed annexation and rezoning would not create any additional impacts over those previously identified in the GP-EIR. Therefore, impacts to mineral resources from the annexation process would be **less than significant**.

- b) *Less Than Significant/Reviewed Under Previous Document.* See discussion 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>XI. 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 two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/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 4.7-30). 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, 4.7-30). Policies and Action Items included in the General Plan would reduce these impacts; however, various factors exist throughout the General Plan Planning Area that would make total mitigation impossible. Therefore, the impact of implementation of the General Plan remained significant and unavoidable.

The annexation area is located within the GP PA. The proposed annexation and rezoning could lead to future development and redevelopment in the annexation area; however, it would not create noise impacts that are greater than the noise impacts discussed under the GP-EIR. Therefore, impacts from increased noise levels as a result of the proposed annexation and rezoning are considered **less than significant**.

- b) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR discussed groundborne noise and vibration concurrently with construction related noise impacts [see discussion a) above; also GP-DEIR, pp. 4.7-20 through 4.7-22]. 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



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

unavoidable impacts as a result of implementation of the General Plan are expected in some cases (GP DEIR, p. 4.7-22).

Any impacts from excessive ground borne vibrations due to increased traffic, construction activities, and/or future stationary noise sources resulting from the proposed annexation and rezoning were analyzed in the GP-EIR. Impacts were identified as being significant and unavoidable. However, any impacts created from the proposed project would not result in any impacts greater than those discussed in the GP-EIR. Therefore, impacts from excessive ground borne vibrations are considered **less than significant**.

- c) *Less Than Significant/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 4.7-30). Uses and equipment that would generate significant permanent noise impacts include loading docks, industrial uses, HVAC equipment, car washes, daycare facilities, 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 implementation of the General Plan to be significant and unavoidable (GP DEIR, p. 4.7-30).

Currently, the annexation area is predominantly built with industrial, office, and commercial/retail uses. There are no residential uses existing in this area. The proposed annexation and rezoning could result in future development and redevelopment projects with more residential components. In addition, some of the existing industrial uses would be allowed to continue or expand. These would all result in permanent increases in ambient noise levels in the annexation area. However, permanent increases in ambient noise levels for the annexation area would not be greater than those identified in the GP-EIR.

Therefore, impacts from permanent increases in ambient noise levels from the annexation process are considered **less than significant**.

- d) *Less Than Significant/Reviewed Under Previous Document.* See discussion b) above.
- e) *No 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 4.7-32). 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 the 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 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 Mather Airport the impact from the implementation of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.7-32).

The Mather Airport is located over two miles from the boundaries of the annexation area. Therefore, there is **no impact** from excessive airport noise levels.

- f) *No Impact.* The nearest private airport to the General Plan Planning Area is Rancho Murieta Airport, approximately 8 miles away to the southeast. Pursuant to Federal Aviation Regulations, aircraft flying over the General Plan Planning Area are under the control of Mather Airport and Sacramento Approach Control. The annexation area is located within

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

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the GP PA. Therefore, there is **no impact** associated with excessive noise levels from private airstrips within the annexation area.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XII. 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/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 4.3-14). 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 from the implementation of the General Plan were identified (GP-DEIR, p. 4.3-14).

Current land uses in the annexation area are primarily industrial, commercial/retail, and office uses. There are no residential uses in this area. The proposed annexation and rezoning would change existing zoning designations and allow for the development of residential, office, commercial, and industrial mixed uses. This would promote increases in population, housing and employment, and thus induce growth. However, the increases in population, housing and employment for the annexation area would not be greater than what was anticipated for the GP PA.

Therefore, impacts from population, housing and employment increases would be 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 (Ibid). 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 (Ibid.).

Currently, there are no housing units in the annexation area. Therefore, the implementation of the proposed annexation and rezoning would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. Many of the proposed rezoning designations for the annexation area include mixed land uses, which would allow for future opportunities to develop additional housing within the annexation area. **No impact** would occur.

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c) *No Impact/Reviewed Under Previous Document.*

See discussion b) above. **No impact** would occur.



### 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>XIII. 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 checked="" type="checkbox"/>	<input 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 annexation area 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 Metropolitan Utilities District (SMUD)
- Natural Gas Service – Pacific Gas and Electric (PG&E)

None of the existing service providers listed above would be modified as a result of approval of the proposed annexation.

LAFCo requires the completion of a Plan for Services before the annexation can be approved and implemented. At the time of the preparation of this IS/ND, the Plan for Services had not yet been completed. However, the analysis in this section of the IS/ND addresses the potential for the rezoning and annexation to result in impacts to public services greater than those addressed in the GP-EIR.

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/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 4.12-9). As 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 from the implementation of the General Plan to the environment from construction and provision of additional infrastructure and facilities.

The Sacramento Metropolitan Fire District (SMFD) provides fire protection services in Rancho Cordova. The SMFD has the responsibility for structural fire protection, wildland fire

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suppression and emergency medical services within the city limits of Rancho Cordova as well as the annexation area.

The SMFD maintains an extensive system of fire stations around Sacramento County. More than 500 firefighters working out of 42 stations are directly responsible to mitigate a wide variety of emergency incidents. Stations 63, 65, and 66 are close to the annexation area. Many of the District's engines have paramedics and all responding units provide EMT services. The District's personnel are trained and equipped to deal with swift water emergencies, confined space incidents, technical rescues, hazardous materials incidents, and crash fire rescue.

The Fire Department has a total of 673 full time employees. Over five hundred are assigned to the "line" and over one hundred are administrative support staff. There are nineteen reserve firefighters as well. Dispatch services are provided through a regional 911 communication service in Sacramento County.

Station 63 is located at 12395 Folsom Boulevard, Station 65 is located at 11201 Coloma Road, and Station 66 is located at 3180 Kilgore Road. All three stations are located in the City limits of Rancho Cordova and are less than one mile from the annexation area.

Though the proposed annexation and rezoning would result in the future redevelopment of the annexation area, future uses would be consistent with those identified in the City's General Plan, and impacts on fire service for the annexation area would not be greater than impacts identified in the GP-EIR, which includes the annexation area. Also, the potential growth in the annexation area would increase the tax revenues that support fire protection/emergency services and related infrastructure. Future development would also have to comply with SMFD standards. Therefore, impacts to fire protection services are considered **less than significant**.

- b) *Less Than Significant/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 4.12-20). Just as with fire protection, the substantial growth predicted in the GP-EIR would require additional police 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).

The Sacramento County Sheriff's Department provides services to the unincorporated areas of Sacramento County. The Department is broken up into eight divisions, which includes the East Division, which surrounds the City of Rancho Cordova. Currently, the annexation area is within the patrol area of the East Division. The East Division provides patrol, investigative, Problem Oriented Policing, report writing, crime prevention, and crime analysis functions to the unincorporated areas of Rosemont, Rancho Murrieta, Gold River, and Butterfield-Riviera East. The East Division operates out of the Rockingham Station at 10361 Rockingham Drive. Since this patrol area is so large, average response times have been known to last nearly 14 minutes.

The City of Rancho Cordova has established a law enforcement services contract with the Sacramento County Sheriff's Department. The Rancho Cordova Police Department (RCPD) provides law enforcement services to the citizens of Rancho Cordova. Currently, the RCPD

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

headquarters is located at 10361 Rockingham Drive. The City Police Department shares some of its resources with the Sacramento County Sheriff's Department.

As of February 2007, the RCPD had 75 sworn personnel, which includes 6 lieutenants, 9 sergeants, 9 detectives, 35 patrol officers, 10 motor officers, and 6 POP (Problem Oriented Policing) officers. Upon annexation, the annexation area will be included in Patrol Zone 6 of the RCPD, although future developments in the City's eastern area would likely result in a splitting of beats to provide adequate staffing levels. Since the existing annexation area does not include any residential properties, it is not likely to create the need for additional officers or vehicles to service the area at this time.

The California Highway Patrol (CHP) provides traffic and emergency incident services to all California highways, interstates, and state and county roads. The annexation area is included in the patrol area of the CHP's Valley Division. The Valley Division patrols Highway 50, which is the northern border of the annexation area. Most of the patrolling is accomplished on the highway, while state and county roads in the area are not patrolled regularly by the CHP and generally receive service only on a call-for-service basis (i.e. accidents, complaints from business, etc.).

Following annexation, the annexation area would be served by the City of Rancho Cordova Police Department via a contract with the County Sheriff. Additionally, the RCPD would assume the responsibilities of the CHP for traffic enforcement. This would allow for increased response times and services on the state and county roads in the annexation area. In addition, annexation would result in increased levels of service including expanded and improved criminal investigation services, and significant reductions in average response times to emergency calls by the RCPD. Therefore, no additional impacts to law enforcement services are anticipated as a result of the proposed annexation and rezoning. Future police protection service impacts would be **less than significant**.

- c) *Less Than Significant/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 4.12-80). 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 State 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).

The annexation area is located within the boundaries of the Folsom Cordova Unified School District (FCUSD) – see Figure 4.12.6-1 of the GP DEIR. On a district level, the FCUSD is operating at or near capacity for elementary and high schools. Currently, the annexation area does not include any school facilities and contains no residential uses.

The proposed annexation and rezoning could lead to increased development and redevelopment activities within the annexation area. Proposed land uses for this area, as identified by the City's General Plan include mixed-use residential uses that may increase demand for school facilities and services within the annexation area. However, the annexation area is urbanized and does not have large vacant parcels suitable for future school sites. The siting of new schools or expansion of nearby public schools, to accommodate an increase in residential population (and a potential need to accommodate school-age children) would have to be undertaken by the School Board.

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

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The annexation area is located in the GP PA; therefore, any impacts to school facilities in the annexation area would not be greater than those impacts in the larger GP PA. The GP-EIR identified impacts to public school facilities to be less than significant. Though the proposed annexation could result in the future redevelopment of the annexation area, future uses would be consistent with those identified in the City's General Plan, and impacts to schools would not be greater than those impacts identified in the GP-EIR. Therefore, no additional impacts to public school facilities are anticipated for the proposed annexation and rezoning, so impacts to public school facilities are considered **less than significant**.

- d) *Less Than Significant/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 4.12-96). Adherence to City Policy and Action Items as well as 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 annexation area is located within the boundaries of the Cordova Recreation and Park District (CRPD). The proposed annexation could result in increased redevelopment activities within the annexation area, which in turn could result in an increased demand for park and recreational facilities. However, the annexation area is built-out and there are no large vacant parcels suitable for the dedication of park/recreation space at the 5 acres of land per 1,000 population ratio set by the CRPD.

The annexation area is located within the GP PA and as such, future impacts to parks due to increases in development activity in the annexation area would not be greater than impacts to parks in the GP PA. The GP-EIR identified impacts to park and recreational facilities to be less than significant. Therefore, impacts to park and recreational facilities are considered **less than significant**.

- e) *Less Than Significant.* The GP-EIR identified impacts to other public facilities (electrical, natural gas, and infrastructure) to be less than significant. Though the proposed annexation could result in the future redevelopment of the annexation area, future uses would be consistent with those identified in the City's General Plan. Since none of the utility companies currently serving the GP PA anticipate availability or service problems to meet the increased demands under the General Plan, there should be no additional problems with increased demand for public facilities in the annexation area. Therefore, impacts to other public facilities are considered **less than significant**.

### 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>XIV. 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *No Impact/Reviewed Under Previous Document.* See discussion d) of checklist XIII, Public Services above for information on the GP-EIR's conclusions as to impacts related to parks and recreation.

There are no existing neighborhood parks or other recreational facilities in the annexation area. Therefore, the proposed annexation and rezoning would have **no impact** to the physical deterioration of such facilities.

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

The proposed annexation and rezoning does not include recreational facilities or require the construction or expansion of recreational facilities. However, implementation of the proposed annexation and rezoning could result in redevelopment of the annexation area, which includes commercial and office mixed uses with residential components. The GP-EIR identified impacts to existing or new recreational facilities as less than significant. Impacts resulting from the proposed annexation and rezoning would not be greater than the impacts previously addressed in the GP-EIR. Therefore, impacts to recreational facilities are considered **less than significant**.



### 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. TRANSPORTATION/TRAFFIC</b> Would the project:					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/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 4.5-45). Several new roadways and 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 from implementation of the General Plan would remain significant and unavoidable (GP DEIR, p. 4.5-42).

The GP-EIR identified that levels of service for the major arterials within the annexation area (Folsom Boulevard, Sunrise Boulevard) would deteriorate, and the number of vehicle trips would increase under build out conditions. The GP-EIR also identified impacts from increases in traffic for the GP PA as significant and unavoidable. Since the proposed rezoning of the annexation area is consistent with the land use and development density assumptions that were used for the traffic analysis in the GP-EIR, any impacts to the existing traffic load and street system resulting from the proposed annexation and rezoning would not be greater than those previously analyzed in the GP-EIR. Therefore, impacts resulting from the proposed annexation and rezoning process are considered **less than significant**.

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

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

Any impacts from changes in levels of service resulting from the proposed annexation and rezoning would not be greater than those impacts identified in the GP-EIR. Therefore, impacts to levels of service standards are considered **less than significant**.

- 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 (Mather CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, p. 4.4-28 and 4.4-29). The General Plan established the Mather Planning Area that corresponds 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 the requirements of the Mather CLUP would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

There are no airstrips located within or adjacent to the annexation area. The proposed annexation would not result in changing air traffic patterns and would therefore have **no impact**.

- d) *Less Than Significant/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 the land use planning and other City Policies, would ensure that impacts from implementation of the General Plan related to roadway safety are less than significant (Ibid.).

The proposed annexation and rezoning could lead to future development and redevelopment in the annexation area. Since the GP-EIR identified impacts to roadway safety as less than significant, and the proposed rezoning is consistent with the development densities used for preparation of the GP-EIR traffic study, the proposed annexation and rezoning would not create any impacts greater than those previously analyzed. Therefore, impacts would be **less than significant**.

- e) *Less Than Significant/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 additional routes were to be added by the General Plan, impacts were found to be less than significant (Ibid.).

The annexation could result in the redevelopment of the annexation area that could indirectly increase the amount of vehicular traffic and the number of potential safety and emergency access conflicts for this area. However, impacts from inadequate emergency access in the annexation area would not be greater than the impacts previously addressed in the GP-EIR. Therefore impacts to emergency access are considered **less than significant**.

- f) *Less Than Significant.* The proposed annexation and rezoning could result in the redevelopment of the annexation area. This could lead to increased parking needs for future uses. As a result of new zoning designations, redevelopment of existing properties and development of existing vacant properties could occur. The parking needs would be assessed on a project specific basis. Therefore, impacts to inadequate parking capacity created from the proposed annexation and rezoning are considered **less than significant**.

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- g) *No 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 4.5-53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts from implementation of the General Plan to these provisions would be less than significant (GP DEIR, pp. 4.5-49 and 4.5-50).

The proposed annexation and rezoning could lead to redevelopment of existing properties and development of existing vacant properties. The City of Rancho Cordova's Transit Master Plan includes the annexation area. The proposed annexation and rezoning project would not conflict with that plan. The City is also in process of preparing Bicycle and Pedestrian Master Plans, which would also include analysis in the annexation area. Therefore, the proposed annexation and rezoning would have **no impact** on alternative transportation plans or programs.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<b>XVI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION OF IMPACTS

- a) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR identified potential impacts relating to the capacity of the Sacramento Regional County Sanitation District (SRCSD) treatment facilities to treat wastewater flows from the General Plan Planning Area (GP DEIR, pp. 4.12-45 through 4.12-51). Current capacity at the 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 from implementation the General Plan as significant and unavoidable (GP DEIR, p. 4.12-51).

The Sacramento County Sanitation District-1 (CSD-1) provides collection and disposal services to the City of Rancho Cordova and surrounding unincorporated areas. The main CSD-1 collection system includes over 2,400 miles of sewer pipelines ranging in size from 4 to 75 inches in diameter. The collection system in Rancho Cordova includes trunks (designed to carry flows from 1 – 10 mgd) and laterals, which are wastewater conveyance facilities that carry wastewater flows of less than 1 mgd. The CSD-1 facilities collect and transport wastewater into Sacramento Regional County Sanitation District's (SRCSD) regional treatment and disposal facilities. The SRCSD Wastewater Treatment Plant (SRWTP) located at 8521 Laguna Station Road, north of the City of Elk Grove, has a dry weather flow design capacity of 181 million gallons per day (mgd). The SRWTP receives

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

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and treats an average of 155 mgd. Treated effluent charges from Rancho Cordova and the surrounding area are conveyed to SRCSD's regional system and ultimately discharged into the Sacramento River near the unincorporated town of Freeport in Sacramento County.

The department operates under the Regional 2020 Master Plan, which is used to determine how the SRCSD will provide future wastewater treatment service to the community. The Master Plan is updated every five years to incorporate revised land use plans and projections. The projections are based on Sacramento County General Plan and local jurisdictions land use projections within the Urban Services Boundary through 2014. The Master Plan also identified improvements and modifications needed to ensure sufficient capacity in both conveyance and treatment facilities.

Following annexation, the annexation area would continue to receive wastewater conveyance service from CSD-1 and treatment and disposal services from SRCSD. The annexation area falls within the GP PA and proposes development densities consistent with those used in the GP-EIR. Impacts to wastewater treatment facilities were previously addressed in the GP-EIR as being significant and unavoidable. Future development or redevelopment activities could occur as a result of the proposed annexation and rezoning. Since the GP-EIR previously identified impacts to wastewater treatment facilities as a result of buildout of the Planning Area consistent with the land use densities included in the GP, which included analysis for the annexation area, impacts resulting from the proposed annexation and rezoning project are considered **less than significant**.

- b) *Less Than Significant/Reviewed Under Previous Document.* In addition to required expansion in treatment capacity, the GP-EIR identified potential impacts associated with the construction of additional water and wastewater conveyance infrastructure (GP DEIR, pp. 4.12-45 through 4.12-51). CSD-1 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 CSD-1. Therefore, the impact from implementation of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.12-51).

See discussion for a) above. The annexation area is currently served by the Golden State Water Company, the Sacramento County Water Agency, and the City of Folsom for water conveyance services (as indicated by Figure 4.9-3 in the City of Rancho Cordova General Plan EIR). The annexation area is served by the Sacramento County Sanitation District (CSD-1) for sewer conveyance services. The existing sewer and water infrastructure currently serves the annexation area. Any future redevelopment projects or new development that could occur from new zoning designations would connect with the existing infrastructure.

Therefore, impacts of construction or expansion of water or wastewater treatment facilities from the proposed annexation and rezoning process are considered **less than significant**.

- c) *Less Than Significant/Reviewed Under Previous Document.* See discussion h) in checklist VII, Hydrology and Water Quality for information on stormwater drainage facilities and their associated environmental effects.
- d) *Less Than Significant/Reviewed Under Previous Document.* The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the



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

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City and the General Plan Planning Area (GP DEIR, pp. 4.9-43 through 4.9-57). 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. 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 from implementation of the General Plan are expected (GP DEIR, p. 4.9-57).

The Golden State Water Company, the City of Folsom, and the Sacramento County Water Agency provide the water services in the annexation area.

The entire City of Rancho Cordova and surrounding areas fall within the Zone 40 Groundwater Management Zone, which was formed for fee collection to compensate for the construction of water facilities and the distribution system within the zone. Water is supplied to Zone 40 from a variety of different sources including surface water, groundwater, conservation, and reclaimed water. Zone 40 encompasses nearly 25,440 acres within its zone boundaries.

Following annexation, the annexation area would continue to receive water service from the Golden State Water Company, the City of Folsom, and the Sacramento County Water Agency. The GP-EIR identified impacts to the GP PA, which includes the annexation area, of availability of water supplies as significant and unavoidable. Development or redevelopment activities could occur in the annexation area. The annexation area is primarily built-out and is currently being served by existing water supplies. The proposed annexation and rezoning would not increase demands beyond what was previously analyzed in the GP-EIR. Therefore, water supply impacts are considered **less than significant**.

- e) *Less Than Significant/Reviewed Under Previous Document.* See discussions a) and b) above.
- f) *Less Than Significant/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 (GP DEIR, pp. 4.12-60 through 4.12-63). 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 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).

Commercial and industrial businesses in Sacramento County are able to choose their own solid waste pick-up service. The Sacramento County Department of Waste Management & Recycling (DWMR) is responsible for maintaining a waste management system for residents and businesses in the unincorporated areas of Sacramento County. The DWMR oversees the Sacramento Regional Solid Waste Authority (SWA), which regulates commercial solid waste collection by franchised haulers through SWA ordinances. Section 1.01.130 in Ordinance 16 states that the initial term for any franchise agreement shall not exceed five (5) years.

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

Waste Management and Allied Waste are the two largest commercial and industrial waste haulers in the County. There are approximately twelve other franchised haulers permitted to provide commercial and industrial waste services in the County (<http://www.sacramentoswa.com/franchisees.html>).

Following annexation, the annexation area would come under the jurisdiction of the City of Rancho Cordova. Commercial and industrial businesses would continue to choose their own garbage pick-up service. The City of Rancho Cordova also oversees franchise agreements with private companies. There are currently ten approved franchised haulers within the City of Rancho Cordova. Existing providers in the annexation area are allowed to continue as long as the provider is on the City's list for franchised haulers. If the company is not currently on the City's list, the company must apply to the City to be on the list of franchised haulers.

Solid waste within the County limits is typically delivered to Sacramento County's Kiefer Landfill, located at the intersection of Grant Line Road and Kiefer Boulevard. Kiefer Landfill is the only landfill facility in Sacramento County permitted to accept household waste from the public. Currently, the Kiefer Landfill is operating below permitted capacity and will have capacity for the next 30 to 40 years based on current disposal rates.

Solid waste generated from the annexation area may also be ultimately disposed of at one of the following facilities:

- Forward Road Landfill (Manteca, CA); and,
- The Lockwood Regional Landfill (Storey County, Nevada).

The GP-EIR indicated that these three landfills have adequate capacity to accommodate waste generated from the GP PA. Since the annexation area is located within the GP PA, the above-mentioned landfills have adequate capacity to accommodate waste generated by existing and future uses in the annexation area. Therefore, impacts from solid waste disposal are considered **less than significant**.

- g) *No Impact*. The proposed annexation and rezoning project would be served by an existing waste handling service, provided by numerous solid waste handlers that currently serve the commercial and industrial uses in the annexation area. Each waste handler operates consistent with federal, State, and local statutes and regulations. Any future development or redevelopment activities that could occur in the annexation area would be served by Allied Waste for all residential solid waste services. Allied Waste also operates consistent with Federal, State and local statutes and regulations. All landfills that would serve the annexation area also conform to all applicable statutes and regulations. Therefore, the proposed annexation and rezoning project would **no impact** to solid waste regulations.

### 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>XVII. 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 type="checkbox"/>	<input checked="" 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 checklists I through XVI above, the proposed annexation and rezoning project is not expected to result in any significant impacts related to biological or cultural resources. Therefore, impacts are considered **less than significant** to biological and cultural resources.
- b) *Less Than Significant Impact/Reviewed Under Previous Document.* Potential development within the annexation area does not include any development component or action plan targeting short-term environmental goals that may risk achieving long-term environmental goals. 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/Reviewed Under Previous Document.* Section 4.0 of this MND addresses the proposed project's contribution to cumulative impacts in the cumulative setting. See Section 4.4 for the project's contribution to cumulative impacts. The proposed annexation and rezoning would not contribute to cumulative impacts over those identified in the GP-EIR. Therefore, cumulative impacts are **less than significant**.
- d) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed annexation and rezoning does create potential for future projects to create significant impacts. However, any impacts to humans created from the proposed annexation and rezoning were previously analyzed in the GP-EIR. The annexation and rezoning would

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

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not create additional impacts over what was previously analyzed in the GP-EIR. Therefore, impacts to humans are considered **less than significant**.

### 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 identified in the General Plan, and as this IS/ND is tiered from the GP-EIR, the cumulative setting for the proposed project is identical to the cumulative settings 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

Cumulative impacts identified in the GP-EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. The proposed project would not include the addition of any dwelling units, residents, or employees, as it is primarily for the annexation of the City of Rancho Cordova's Sphere of Influence. At this time, there are no cumulative impacts resulting from the proposed project. The GP-EIR programmatically addressed the environmental impacts of construction and redevelopment of land uses within the annexation area. As future projects are brought forward to the City, the City will determine, at that time, whether additional CEQA analysis is required pursuant to State CEQA Guidelines.

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 project 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 Program 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 Program EIR, revisions to the proposed project have been made by or agreed to by the project proponents 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 in the prior EIR for the Rancho Cordova General Plan, or (iii) that, due to substantial new information not known at the time the Program EIR was certified, are more severe than discussed in the prior Program EIR. [See State CEQA Guidelines, § 15183, subd. (c)]
- I find that the proposed project **MAY** have a significant effect on the environment that cannot be reduced in effect by changed to the proposed project, 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: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: Ben Ritchie, Environmental Coord. For: City of Rancho Cordova

## 6.0 REPORT PREPARATION AND CONSULTATIONS

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### 6.1 REPORT PREPARATION AND REFERENCES

#### CITY OF RANCHO CORDOVA – LEAD AGENCY

Paul Junker	Planning Director
Eric Norris	Special Project Manager
Ben Ritchie	Environmental Coordinator
Ananya Choudhuri	Environmental Planner
Catherine Lee	Environmental Planner

#### SACRAMENTO LOCAL AGENCY FORMATION COMMISSION (LAFCo) – RESPONSIBLE AGENCY

### 7.0 REFERENCES

City of Rancho Cordova. 2006, March. *Rancho Cordova General Plan Draft Environmental Impact Report*. Referenced in document as GP-EIR. Available for review at the City of Rancho Cordova on request or online at <http://gp.cityofranhocordova.org/>

City of Rancho Cordova. 2006, June 26. *Rancho Cordova General Plan: Final Adopted Version*. Referenced in document as General Plan. Available for review at the City of Rancho Cordova on request or online at <http://gp.cityofranhocordova.org/>

