

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. 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 projects 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 projects 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 projects 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 INITIAL STUDY CHECKLIST

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Heritage Falls
2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Ben Ritchie (916) 361-8384
4. **Project Location:** Approximately 0.75 miles north of Douglas Road and 0.75 miles south of White Rock Road, immediately adjacent to the northern boundary of the North Douglas I and North Douglas II projects. The project is located entirely within the City of Rancho Cordova.
5. **Project Sponsor's Name and Address:** Bret Hogge, River West Investments
3001 I Street, Suite 200
Sacramento, CA 95816
6. **Current Zoning:** AG-80 (Agricultural) and IR (Industrial Reserve)
7. **General Plan and Planning Area:** City of Rancho Cordova General Plan
Grant Line West Planning Area
Designated for Mixed Density Residential
8. **APN Number(s):** 072-0300-001, 072-0300-002, 072-0300-008, 073-0010-010, and 073-0010-011
9. **Description of the Project:** See Section 2.4 of this IS.
10. **Surrounding Land Uses and Setting:** See Section 2.2 of this IS.
11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)
 - 1) California Department of Fish and Game (CDFG)
 - 2) Central Valley Regional Water Quality Control Board (CVRWQB)
 - 3) County Sanitation District (CSD-1)
 - 4) Sacramento County Water Agency (SCWA) Zone 40
 - 5) Sacramento Metropolitan Air Quality Management District (SMAQMD)
 - 6) Sacramento Metropolitan Fire District (SMFD)
 - 7) Sacramento Municipal Utility District (SMUD)
 - 8) Sacramento Resource Conservation District (SRCD)
 - 9) U.S. Army Corps of Engineers (USACE)
 - 10) U.S. Fish and Wildlife Service (USFWS)

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” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities & Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" 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 Heritage Falls project (hereafter referred to as the “proposed project”), as proposed, may have a significant effect upon the environment. This document is an Initial Study. The discussion below demonstrates that there are potentially significant impacts identified. Therefore, an Environmental Impact Report (EIR) is required.

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.
- 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

3.0 INITIAL STUDY CHECKLIST

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.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I. AESTHETICS 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING

The proposed project site is largely undeveloped. The majority of the site consists of pasture with non-native grasses and some bushes and trees. The site is characterized by gently rolling terrain and does not include any rocky outcroppings or large trees. Three rural residences are located on-site with outbuildings and some landscaping.

DISCUSSION OF IMPACTS

a) *No Impact.* 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.

Secondary scenic vistas exist within the northeast of the City Planning Area and consist of diffuse and partially obstructed views of the Sierras (GP DEIR, p. 4.13-7). These views are sporadic and only occur on exceptionally clear days. Partial obscuration of these views already exists due to air quality in the region and existing trees and development to the east of the City. Due to existing trees and development to the east of the project site, views of the Sierra are obstructed and would not be further impacted by the proposed project. The proposed project is not located within sight of any scenic vista as identified in the General Plan. Therefore, the proposed project would have *no impact* on scenic vistas.

b) *Less Than Significant Impact.* The GP-EIR found that there were no highways within the Planning Area that were designated by State or local agencies as “scenic highways” (GP DEIR, p. 4.13-6). There are no identified historic buildings within the project site (GP DEIR, pp. 4.11-4 through 4.11-5). There are no identified distinctive rock outcroppings within the project site. There are no on-site trees of significant aesthetic value. Visual impacts from a State Scenic Highway are, therefore, considered to be *less than significant*.

c) *Potentially Significant Impact.* The proposed project is located in a currently undeveloped/rural portion of the City and would result in the urbanization of the project site,

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resulting in significant alteration of the existing visual character of the site. This is considered a *potentially significant* impact and will be discussed in the EIR.

- d) *Potentially Significant Impact.* The proposed project would result in urban development of a previously rural/undeveloped site. Construction of homes may result in a significant increase in reflective surfaces (e.g. windows) and sources of nighttime lighting normally associated with residential structures. However, the proposed project would be required to be consistent with the City's Design Guidelines, adopted July 8, 2005. Specific requirements for lighting on structures to be built in the City are included on pages 2:66 through 2:68 of the Design Guidelines. Adherence to City guidelines and requirements for lighting and glare, enforced during the Design Review process, could decrease the potential impacts of the proposed project. However, the proposed project could result in *potentially significant* impacts from light and glare. This issue will be discussed in the EIR.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
II. AGRICULTURE RESOURCES 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 type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING

The proposed project is not located on any active agricultural land. According to the California State Department of Conservation Important Farmland Map (2000), the proposed project includes both Grazing Land and Farmland of Local Importance. The Farmland Mapping and Monitoring Program defines these types of agricultural land as:

- Grazing Land – Land on which the existing vegetation is suited to the grazing of livestock.
- Farmland of Local Importance – Land of importance to the local agricultural economy, as determined by each county’s Board of Supervisors and a local advisory committee.

The majority of the project site is characterized as Grazing Land. No evidence of active farming on the portions of the site characterized as Farmland of Local Importance was found either.

DISCUSSION OF IMPACTS

- a) *No Impact.* The project area does not include any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the California Department of Conservation Important Farmland Map. Therefore, the proposed project would result in *no impact* to these types of farmland.
- b) *Potentially Significant Impact.* The project site is not under a Williamson Act contract. The nearest land still under Williamson Act contract is located adjacent the project to the southeast. Implementation of the proposed project could impact that area. This is considered a *potentially significant* impact and will be discussed in the EIR.
- c) *Potentially Significant Impact.* Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP DEIR, pp. 4.2-20 through 4.2-21). The proposed project is currently zoned AG-80 and IR (Industrial

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Reserve). AG-80 establishes permanent agricultural uses on parcels of no less than 80 acres. The proposed project would convert the entirety of the project area from AG-80 and IR to zoning designations of a non-agricultural nature resulting in a *potentially significant* impact. This issue will be discussed in the EIR.

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

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The Sacramento area 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. The proposed project would construct single-family homes in a currently undeveloped area. Therefore, the proposed project could result in *potentially significant* impacts from construction and operational emissions. This issue will be discussed in the EIR.
- b) *Potentially Significant Impact.* In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, SMAQMD has provided a “Guide to Air Quality Assessment in Sacramento” (2004). The Air Quality Guide includes information on significance and mitigation for common air emissions issues with the goal of reducing emissions from development projects and providing information and standards useful in CEQA analysis of such projects. The Air Quality Guide includes thresholds of significance for ozone precursors, shown in **Table 2** below.

**TABLE 2
CURRENT SMAQMD EMISSIONS THRESHOLDS (POUNDS PER DAY)**

Pollutant	Threshold of Significance
NO _x During Construction	85
ROG During Operation	65
NO _x During Operation	65

Source: SMAQMD Guide to Air Quality Assessment in Sacramento County, 2004.

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During preparation of the EIR, detailed air quality modeling of the proposed project will be conducted. Should any of the thresholds of significance as detailed above be exceeded, mitigation in accordance with SMAQMD guidelines may be incorporated.

- c) *Potentially Significant Impact.* As described in discussion b) above, the proposed project could result in significant increases in ozone precursors. When considered with planned development within the City and the air basin, the proposed project would contribute to what is a significant cumulative increase in ozone precursors. This is considered a *potentially significant* impact and will be discussed in the EIR.
- d) *Less than Significant Impact.* 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 proposed project would construct only residential land uses, parks, and open space. Primarily, emissions of TACs generated by the proposed project are expected to occur during the construction phase and are related to diesel exhaust from construction equipment. No existing land uses that serve or house sensitive receptors are located within two miles of the proposed project. While schools are planned in the vicinity of the project, in the project, in the Sunridge Specific Plan to the south and the Rio del Oro Special Planning Area to the west, no such schools have been constructed. As the primary source of TACs resulting from the proposed project is construction related, the generation of TACs will be greatly reduced by the time that uses utilized by sensitive receptors are constructed and in operation.

Some minor emissions of TACs are expected during operation of the proposed project, primarily due to diesel school buses and trash collection vehicles in use on the property. These emissions will be slight in quantity and intermittent in timing. Residential uses were not included in a list of TAC generating operations compiled by the California Air Resources Board (ARB). Residential uses are also not expected to generate noxious odors. Some odors associated with food preparation and waste handling are expected, but these do not constitute significant sources of odor and are unlikely to affect adjacent properties.

No land uses that may be harmful to sensitive receptors are located within two miles of the project. Future land uses that may house or serve sensitive uses in the area will be required to comply with Rancho Cordova Policy AQ.1.5, which requires analysis of odor emissions from future development projects and mitigation of any significant emissions. Therefore, the proposed project would have a *less than significant* impact related to air quality impacts to sensitive receptors.

- e) *Less Than Significant Impact.* See discussion d) above. The proposed project does not propose to construct any uses that would generate significant objectionable odors. Nor would construction of the proposed project place people in the vicinity of any significant source of odors. The Sacramento Rendering Plant is located approximately four miles to the southwest of the proposed project. However, in response to the Master EIR for the Sunrise Douglas Community Plan/Sunridge Specific Plan EIR, certified by the County Board of Supervisors on July 17, 2002 (State Clearinghouse Number 97022055), the Sacramento Rendering Plant instituted odor control measures that have reduced their emissions to a less than significant level. Given the distance to the proposed project and the measures implemented at the plant, the Sacramento Rendering Plant is not expected to generate significant odors at the project site. Therefore, the proposed project would result in *less than significant* impacts associated with noxious odors.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>

EXISTING SETTING

The project site is known to contain approximately 6.85 acres of Jurisdictional Waters of the United States, including vernal pool wetlands and Morrison Creek (Sutton, 2007). The project proponent has received a verified delineation from the U.S. Army Corps of Engineers.

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project includes the construction of homes, streets, and parks on areas of the site that currently contain vernal pools. The alignment of Morrison Creek would be altered from its natural state into a channelized creek parkway. As special-status species are likely to reside on-site in vernal pools and similar Jurisdictional Waters, construction of the proposed project could result in direct impacts to those species and their associated habitats. Areas of the project site could serve as foraging habitat for birds of prey. Construction activities and conversion of the site from agricultural use to residential use could result in *potentially significant* impacts to special-status species. These impacts will be discussed in the EIR.

3.0 INITIAL STUDY CHECKLIST

- b) *Potentially Significant Impact.* See discussion a) above for information on potential impacts of the proposed project on special-status species. The project site contains riparian habitat and other sensitive habitat, which could be impacted by the proposed project. This is considered a *potentially significant* impact and will be discussed in the EIR.
- c) *Potentially Significant Impact.* According to a letter from the U.S. Army Corps of Engineers accepting the delineation prepared for the project, vernal pool wetlands currently exist on the project site (Sutton, 2007). The proposed project does not include any on-site wetland preservation. Impacts to federally protected wetlands are considered *potentially significant* and will be discussed in the EIR.
- d) *Potentially Significant Impact.* Raptors are protected by the California Department of Fish and Game and are considered a special-status species under CEQA. As discussed in the GP-EIR, 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).

As shown in discussion a) above, impacts to nursery sites for raptors and other special-status species may occur with implementation of the proposed project. The primary movement corridor existing on-site is Morrison Creek which transverses the site from northeast to west. The proposed project would modify Morrison Creek by changing the natural alignment to flow within a channelized creek parkway corridor. Impacts to wildlife movement corridors and nursery sites are considered *potentially significant* and will be discussed in the EIR.

- e) *Potentially Significant Impact.* The project site contains some trees, including an inactive orchard. The removal of these trees could be inconsistent with City Policies, Action Items, and the Tree Preservation Ordinance. The proposed project could result in *potentially significant* impacts. These impacts will be discussed in the EIR.
- f) *No Impact.* Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. Likewise, the Vernal Pool Recovery Plan is currently being prepared and no part of the plan has been adopted. The City has not committed to participating in either plan, though it may commit in the future. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

3.0 INITIAL STUDY CHECKLIST

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

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project would be located on parcels with no identified or anticipated historical resources on-site, according to cultural resources studies performed for the preparation of the GP-EIR (GP DEIR, pp. 4.11-4 through 4.11-5). However, as many resources could be located within the project site that are previously unknown, accidental impacts may still occur. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.
- b) *Potentially Significant Impact.* See discussion a) above. Just as with historic resources, archeological resources previously unknown may be impacted by the proposed project. Therefore, this proposed project would result in *potentially significant* impacts and will be discussed in the EIR.
- c) *Potentially Significant Impact.* See discussion a) above.
- d) *Potentially Significant Impact.* See discussion a) above.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. GEOLOGY AND SOILS 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 type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>

DISCUSSION OF IMPACTS

a)

- i) *Less Than Significant Impact.* The GP-EIR stated that significant seismic shaking was not a concern within the Rancho Cordova Planning Area as there are no active faults within Sacramento County and because the City is not located within an Alquist-Priolo earthquake hazard zone (GP DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility as the City is located within a Seismic Zone 3, which is considered an area of relatively low ground shaking potential (GP DEIR, p. 4.8-20).

The proposed project is located within the incorporated boundaries of the City and would likewise not be subjected to strong seismic shaking. Minor shaking is a concern as, according to the California Geological Survey, the project is located within Seismic Zone 3. However, compliance with the Uniform Building Code and the California Building Code will ensure that impacts are *less than significant*.

- ii) *Less Than Significant Impact.* See discussion i) above.

- iii) *Less Than Significant Impact.* 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).

As discussed above, the project site is located in an area in which strong seismic shaking is unlikely and the water table is generally too low to enable liquefaction. Therefore, the proposed project would result in *less than significant* impacts from ground failure and liquefaction.

- iv) *No Impact.* The project site is comprised of generally flat, rolling terrain. The project site does not include any sharp slopes or other features that would create the possibility of landslide. Adjacent properties are also comprised of similar characteristics. Therefore, the proposed project would have *no impact* associated with landslides.
- b) *Potentially Significant Impact.* Construction activities on previously undeveloped land can result in significant erosion related impacts. While the project site is currently developed with agricultural uses, the construction of the proposed residential uses could have *potentially significant* impacts resulting from soil erosion. The proposed project will be required to adhere to the City of Rancho Cordova Erosion Control Ordinance and the City's NPDES permit. This issue will be discussed in the EIR.
- c) *Potentially Significant Impact.* Information on landslides, liquefaction, and collapse is included in discussions i), iii), and iv) above. Those discussions found that impacts from other soil stability events would be low. However, soil stability could be affected by the shrink-swell capacity of the soils in the project area. Therefore, *potentially significant* impacts resulting from soil stability will be discussed in the EIR.
- d) *Potentially Significant Impact.* See discussion c) above.
- e) *No Impact.* As required by City Action Item ISF.2.6.3, the proposed project would be connected to the public sewer system. Therefore, the proposed project does not propose to use any alternative wastewater disposal systems and *no impact* would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII. HAZARDS AND HAZARDOUS MATERIALS 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project does not include any uses that would require routine transport, use, or disposal of hazardous materials. However, construction of the proposed project may include the limited use of hazardous materials usually associated with building construction. Any transportation, storage, or use of hazardous materials for the proposed project would be subject to local, State, and federal laws as well as City Policies and Action Items. Consistency with these laws and policies would limit hazards to the public from the use of these materials. Therefore, the proposed project is expected to result in *less than significant* hazardous materials impacts.
- b) *Potentially Significant Impact.* The GP-EIR identified areas of the General Plan Planning Area that were either listed by the State or the federal government as containing hazardous waste or were known areas of contamination (such as the Aerojet groundwater pollution plume). The proposed project is not located in any such area (GP DEIR, p. 4.4-5). Construction of the proposed project would include the limited use, storage, or disposal of

hazardous materials (such as paints, fuels, solvents, etc.), as is normal for residential construction. This limited use would likely not result in significant potential for upset or release as all use, transportation, and disposal of such materials will be regulated by federal, State, and local policies and regulations (including City Policies and Action Items). However, as the site has lain vacant for some time, illegally dumped or buried material could be located on-site, causing the potential for significant impacts. An additional concern is previously forgotten underground storage tanks, commonly used by agricultural uses. Previously unknown USTs could be located on-site. Excavation of the site in preparation for construction and during construction could result in the discovery of USTs. Therefore, this impact is *potentially significant* and will be discussed in the EIR.

- c) *Less Than Significant Impact.* There are currently no schools located within two miles of the proposed project. An elementary school is planned in the southernmost portion of the project site. Schools are also planned south of the proposed project at varying distances. The Folsom Cordova Unified School District (FCUSD) has not indicated that it has accepted any of those school sites and no construction has begun. As stated in discussion a) above, construction of the project will involve the limited use of hazardous materials as is normal for the construction of homes and parks. These emissions are limited to the construction of the project and will not occur during operation of the project. Emissions of any hazardous materials by the proposed project would not occur at a time when local schools are in operation in the project vicinity. Therefore, the proposed project is expected to result in *less than significant* impacts to existing or proposed schools.
- d) *Less Than Significant Impact.* The proposed project is not located on a site that was included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, including those sites identified in the GP-EIR (GP DEIR, p. 4.4-5). The Aerojet groundwater contamination plume is located within a mile of the project site, but successive modeling of the plume shows it growing to the west, away from the proposed project. As a result, the proposed project would not create a significant hazard to the public or the environmental and a *less than significant* impact associated with known hazardous materials sites would result from implementation of the proposed project.
- e) *Less than Significant Impact.* According to the Mather Airport CLUP, the proposed project is not located within the Safety Restriction Area, established at a maximum distance from the runways of 10,000 feet (Airport Land Use Commission, p. 37). The proposed project is located outside the CLUP and Mather Airport Master Plan boundaries and no other public airports are located within twelve miles of the project site. Safety impacts related to aircraft outside a Safety Restriction Area and such a great distance from a public airport are considered to be extremely unlikely. Therefore, the proposed project would result in *less than significant* impacts related to safety and public airports.
- f) *No Impact.* The proposed project is not located within two miles of any private airstrip. The nearest private airstrip to the project area is the Rancho Murieta Airport, located more than ten miles to the southeast of the project area. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the project area would be under the control of 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) *Potentially Significant Impact.* Typical physical changes to the environment that could impede adopted emergency response plans such as the Sacramento County Multi-Hazard

3.0 INITIAL STUDY CHECKLIST

Disaster Plan typically concern impedances to traffic circulation and other associated features that would slow the response to any indicated emergency. The proposed project is connected to the Circulation Plan for the City through the North Douglas I project to the south and from there to both Grant Line Road and Americanos Boulevard. The proposed project includes an internal roadway system and would provide additional access for emergency response to the area, with likely connections to the Rio del Oro project to the west and Grant Line Road to the east. The lack of direct connections to major roadways could lead to *potentially significant* impacts due to emergency access and will be discussed in the EIR.

- h) *Less than Significant Impact.* The project site is currently surrounded by open agricultural areas. Grasses that commonly grow in this area could be ignited by weather (lightning) or by human causes, resulting in a risk of wildland fire in the vicinity of the project. Current SMFD requirements for fire breaks and landscaping would allow for adequate setbacks between the occupied portions of the project site and any wildlands adjacent to the site. Additionally, roads will be placed between the proposed residences and the wetland preserve located on the North Douglas II project southwest of the project site, providing additional setback from any potential wildland fires. Therefore, the proposed project would result in *less than significant* impacts related to wildland fires.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HYDROLOGY AND WATER QUALITY Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.0 INITIAL STUDY CHECKLIST

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project would involve site preparation and construction activities, which would increase the amount of impervious surfaces on the site and result in urbanized runoff (i.e., oils, grease, fuel, antifreeze, byproducts of combustion such as lead, cadmium, nickel, and other metals) and other surface pollutants. These constituents could result in water quality impacts to onsite and offsite drainage flows and to downstream area waterways and result in violations of applicable federal, state and regional water quality standards. The City of Rancho Cordova operates under a County-wide NPDES permit for municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. The intent of the waste discharge requirements in the NPDES Permit is to attain water quality standards and protection of beneficial uses consistent with the Basin Plan. The NPDES permit prohibits discharges from causing violations of applicable water quality standards or impairing the water quality in the receiving aquatic resource. Additionally, the project is subject to regulations/procedures, including but not limited to the City of Rancho Cordova Grading and Erosion Control Ordinance. Strict adherence to the provisions of the NPDES permit and the correct use of proven Best Management Practices would ensure that the project does not violate any water quality standards or other stormwater discharge requirements. However, this impact is considered *potentially significant* and will be discussed in the EIR.
- b) *Potentially Significant Impact.* The proposed project would result in new impervious surfaces on a site that previously consisted of undeveloped land, decreasing absorption rates and increasing run-off in the project area. The proposed project would obtain its water through the Sacramento County Water Agency (SCWA), Zone 40. Due the large water demands of the residential component of the proposed project, water supply and recharge issues are considered *potentially significant* and will be discussed in the EIR.
- c) *Potentially Significant Impact.* The proposed project would convert agricultural land to residential development of varying densities, thus altering the existing drainage patterns of the project site. Additionally, the proposed project would alter the existing alignment of Morrison Creek. Therefore, the proposed project would result in *potentially significant* impacts to existing drainage. This issue will be discussed in the EIR.
- d) *Potentially Significant Impact.* See discussions a) and c) above.
- e) *Potentially Significant Impact.* See discussion a) above.
- f) *Potentially Significant Impact.* See discussions a), b), and d) above.
- g) *Potentially Significant Impact.* See discussion f) above.
- h) *Potentially Significant Impact.* See discussion c) above. The primary restriction for handling stormwater flows downstream from the proposed project is a series of concrete overchutes that cross the Folsom South Canal. These overchutes are near capacity and cannot handle large quantities of additional stormwater flows. Plans are underway to increase the number of overchutes or the capacity of existing overchutes. However, until that time capacity is not available for the additional flows from the proposed project. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.

- i) *Potentially Significant Impact.* See discussion a) above.
- j) *Potentially Significant Impact.* The project site includes areas which are within the 100-year floodplain, specifically areas around Morrison Creek. The proposed project would alter the existing alignment of Morrison Creek and would place residential dwellings within the 100-year floodplain. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.
- k) *Potentially Significant Impact.* See discussion j) above.
- l) *Potentially Significant Impact.* See discussions c), h), and j) above. All dams and levees in the area are situated along the American River, more than four miles to the north. No such structures are located upstream of the project site along Morrison Creek. This issue will be discussed in the EIR.
- m) *Less Than Significant Impact.* The proposed project is not located near to a large body of water or ocean, precluding the possibility of a tsunami or seiche occurring that could impact the project site. As the topography of the area in which the project is located is generally flat, mudflows are not a possibility. Therefore, implementation of the proposed project would result in a *less than significant* impact from these types of events.

3.0 INITIAL STUDY CHECKLIST

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

EXISTING SETTING

The proposed project is located within the Grant Line West Planning Area as identified in the General Plan. Within the Planning Area, the project site is identified as an area for Residential - Mixed Density (General Plan, p. 71). Residential – Mixed Density indicates a mix of residential densities with target average density in the medium density range (General Plan, p. 46). Environmental constraints for the proposed project, as identified in the Conceptual Land Plan for the Grant Line West Planning Area, includes Morrison Creek which runs through the project site from northeast to west.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project is located in a rural portion of the City that is currently undeveloped. Several development projects are planned immediately west and south of the project site. Wide-spread urbanization of the project site is identified in the General Plan (p. 46). The proposed project would augment previously approved development projects by constructing additional housing, roadways, and infrastructure in the area. Therefore, the proposed project would not physically divide an existing community and *less than significant* impacts would result.
- b) *Potentially Significant Impact.* The proposed project is located within the incorporated city limits, preventing conflicts with the Sacramento County General Plan, and outside the Mather CLUP areas and the Mather Airport Master Plan boundaries, preventing conflicts with Mather Airport plans and policies. The General Plan included Conceptual Land Plans for the Grant Line West Planning Area which outlined areas within the Planning Area earmarked for preservation for environmental reasons (General Plan, p. 71). Within the project area, the Conceptual Land Plan for the Grant Line West Planning Area identifies proposed preservation of Morrison Creek as it traverses the project site from northeast to west. Therefore, as the proposed project would realign Morrison Creek, *potentially significant* impacts could result due to conflicts with adopted land use plans. This issue will be discussed in the EIR.
- c) *No Impact.* Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being

formulated and no portion of the plan has been adopted. Likewise, the Vernal Pool Recovery Plan is currently being prepared and no part of the plan has been adopted. The City has not committed to participating in either plan, though it may commit in the future. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X. MINERAL RESOURCES 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 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 type="checkbox"/>

EXISTING SETTING

Approximately one third of the General Plan Planning Area is located within an MRZ-2 Zone, as identified by California Geological Survey and the State Mining and Geology Board (GP DEIR, p. 4.8-26). An MRZ-2 classification identifies areas where substantial mineral deposits are known to exist. The proposed project is not located within an area designated as MRZ-2. Also included in the GP-EIR is a figure identifying existing areas either under current mining contracts or planned for future mining. The proposed project is outside any such areas. The nearest mining site is located within one mile of the project site to the north and northwest. However, no evidence exists that any mineral resources are located on-site.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project is not located within either an MRZ-2 zone or within an area identified in the GP-EIR as containing either existing or planned mining operations. Aerial photos of the site show no evidence of dredge mining, an operation which results in large tailings of aggregate resources. The proposed project is located adjacent to existing mining operations to the north. However, these operations do not rely on any resource or infrastructure located the project site in order to operate. Therefore, development of the site would neither hamper existing mining operations nor would the project cause any mineral resource to become unavailable and a *less than significant* impact is expected.
- b) *Less Than Significant Impact.* See discussion a) above.

3.0 INITIAL STUDY CHECKLIST

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

EXISTING SETTING

The proposed project is in an undeveloped portion of the City. A few estate-residential homes are located in the vicinity but the majority of the area is undeveloped pasture and grazing land. No significant sources of noise are located in the vicinity. Urban development is planned to the north, west, and south of the proposed project in the next few years. At this time no sensitive receptors are located within four miles of the proposed project. Mather Airport is located four miles to the west of the proposed project. The project site is located outside the 60 db Community Noise Equivalent Level (CNEL) noise contour for the airport.

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* Implementation of the proposed project would result in the construction of approximately 960 residential units. The addition of anticipated traffic generated by the proposed project onto existing area roadways may generate noise in excess of established noise standards. Additionally, construction activities may increase ambient noise levels in the project vicinity and may result in increased noise levels. These are considered *potentially significant* impacts and will be discussed in the EIR.
- b) *Potentially Significant Impact.* See discussion a) above.
- c) *Potentially Significant Impact.* The proposed project primarily includes residential uses, specifically single-family detached homes, which do not by their nature or design generate significant sources of operational noise. While some types of recreational uses can generate significant operational noise (i.e. stadiums, large athletic venues, concert halls,

3.0 INITIAL STUDY CHECKLIST

etc.), the proposed parks on-site does not include those types of recreational uses. However, as the proposed project does involve residential development in an area of existing agricultural uses, the proposed project could result in *potentially significant* impacts. These impacts will be discussed in the EIR.

- d) *Potentially Significant Impact.* A temporary or periodic increase in ambient noise levels is likely to occur during the construction phase of the proposed project. These issues are considered *potentially significant* and will be discussed in the EIR.
- e) *Less Than Significant Impact.* The proposed project is located more than two miles from the primary approach path into Mather Airport (Mather Master Plan, 2004). Therefore, the proposed project would not expose people to excessive noise levels from Mather Airport and *less than significant* impacts are expected.
- f) *No Impact.* The nearest private airport to the project area is Rancho Murrieta Airport, approximately 7.8 miles away to the southeast. Pursuant to Federal Aviation Regulations, aircraft flying over the project area are under the control of Mather Airport and Sacramento Approach Control. Therefore, the proposed project is not located within the vicinity of a private airport and *no impact* would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII. POPULATION AND HOUSING 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project primarily includes residential units, which would directly induce growth in an area of the City that currently consists of pasture land and rural, estate-density residential. Additionally, provision of utilities such as water and wastewater to the proposed project could provide for additional growth in the vicinity. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.

- b) *Less Than Significant Impact.* The project site is currently undeveloped except for three rural residences and outbuildings. The residents of the existing residences were the original owners of the property and have sold their interest in the property and the homes to the project proponent for development. Therefore, implementation of the proposed project would not result in any forced displacement of people or housing. Residents that would relocate as a result of the proposed project have been justly compensated by the project proponent. Therefore, the proposed project is expected to result in a *less than significant* impact.

- c) *Less Than Significant Impact.* See discussion b) above.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII. PUBLIC SERVICES 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING

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

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection – Rancho Cordova Police Department (RCPD)
- School District – Folsom Cordova Unified School District (FCUSD)
- Park District – Cordova Recreation and Park District (CRPD)
- Electrical Service – Sacramento Metropolitan Utilities District (SMUD)
- Natural Gas Service – Pacific Gas and Electric (PG&E)

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project would result in the construction of 960 additional residential units, most of which are single-family dwellings. These additional residential units could demand additional fire or emergency medical services beyond what already exists in the vicinity. Therefore, this impact is *potentially significant* and will be discussed in the EIR.
- b) *Potentially Significant Impact.* The proposed project would be served by the RCPD, which is based out of the police station on Rockingham Drive approximately 5.5 miles to the west of the project site. The RCPD operates under a contractual agreement between the City and the Sacramento County Sheriff’s Department. As new development is approved, including the proposed project, additional funding is approved by the City in order to provide law enforcement services to that project. The addition of 960 units of housing could necessitate additional officers since the current service standard for the RCPD is one officer per 1,000 residents. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.
- c) *Potentially Significant Impact.* The addition of 960 residential units by the proposed project will result in the generation of additional students that will require the use of educational facilities provide by FCUSD. As most of the residential units are to be part of an “Active Adult” community, the proposed project will likely not generate as many students as typical single-family dwelling units.

The proposed project includes an elementary school site in the southern portion of the site. New schools are also planned in projects to the west and south. However, none of these schools have been constructed and it is likely that they will not be in operation upon occupancy of the proposed project. Therefore, the proposed project would result in *potentially significant* impacts. Impacts to schools will be discussed in the EIR.

- d) *Potentially Significant Impact.* The proposed project includes the construction of 960 dwelling units, which would result in approximately 2,832 new residents (assuming 2.95 persons per unit). According to current agreements with the CRPD and the City, as well as City Policy, five acres of parks must be dedicated to CRPD for each 1,000 new residents. Additionally, 1.75 acres per 1,000 new residents must be set aside for open space. The proposed project includes 8.1 acres of private parkland within the “Active Adult” community, as well as 8.1 acres of public parkland outside of the private community. The project’s consistency with park and open space requirements is *potentially significant* and will be discussed in the EIR.
- e) *No Impact.* The proposed project does not include, nor does it require the construction of any other public facilities other than those discussed in discussions a) through d) above. No currently adopted Policies or ordinances of either the City or any Responsible Agency would require such facilities to be constructed as a result of the proposed project. Therefore, *no impact* is expected.

3.0 INITIAL STUDY CHECKLIST

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

EXISTING SETTING

There are currently no park facilities within three miles of the proposed project. A number of parks are planned to the west and south of the proposed project as part of the Rio del Oro project (west) and the Sunridge Specific Plan (south); however none of these parks are in operation. Public parks within the City are generally the responsibility of CRPD to operate and maintain. Any new parks constructed must meet CRPD's standards for dedication prior to CRPD taking responsibility for the park.

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* See discussion d) of checklist XIII, Public Services above for information on the proposed project's impacts related to parks and recreation. The proposed project would add 960 residential units, increasing the use of parks in the vicinity of the proposed project. Therefore, this impact is *potentially significant* and will be discussed in the EIR.
- b) *Potentially Significant Impact.* See discussion a) above. The proposed project includes a private recreation center, five private parks, and one public park. The environmental impact of the construction and operation of the on-site park is addressed in the checklists of this Initial Study. Therefore, construction and operation of the on-site recreational facility and parks will result in *potentially significant* environmental impacts. These impacts will be discussed in the EIR.

3.0 INITIAL STUDY CHECKLIST

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

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* The proposed project will contribute additional traffic to the area, which may result in level of service and volume to capacity ratio related impacts to the existing circulation system in the area. These impacts as well as cumulative traffic impacts on surrounding area roadways are considered *potentially significant* and will be discussed in the EIR.
- b) *Potentially Significant Impact.* See discussion b) above.
- c) *Less Than Significant Impact.* The proposed project is located more than four miles from Mather Airport. No other airports exist within eight miles of the project. The proposed project is outside the overflight zone, the outermost boundary of the airport safety restriction area (Mather CLUP, 1997). The proposed project is also located outside the Federal Aviation Regulations (FAR) Part 77 imaginary surfaces, which establish heights above which a structure may pose a hazard to aircraft. Therefore, safety risks associated with aircraft and the proposed project are considered to be *less than significant*.
- d) *Less Than Significant Impact.* The proposed project includes only on-site roadways. These on-site roadways will be subject to the requirements of the City Public Works Department and the RCPD for safety. Land uses surrounding the project currently consist of rural residential and, in the future, will likely consist almost entirely of urban residential development similar to the proposed project. While surrounding land to the north and east is zoned for agricultural use, no active agricultural operations exist in the area. Therefore,

3.0 INITIAL STUDY CHECKLIST

conflicts are not expected. Consistency with City requirements, RCPD requirements, and City Policies and Action Items will ensure that impacts will be *less than significant*.

- e) *Potentially Significant Impact*. Supervising Fire Inspector Steven Trout submitted comments regarding Sacramento Metropolitan Fire District's requirements for the proposed project (Trout, 2007). The proposed project could result in *potentially significant* impacts relating to emergency access. This issue will be discussed in the EIR.
- f) *Less Than Significant Impact*. The current City Zoning Code includes requirements for parking provisions by land use in the City. Single family homes, such as those to be constructed by the proposed project, are required to provide adequate parking for two vehicles. The current site map and information provided by the applicant on the eventual design of homes within the proposed project indicates that adequate parking will be provided by the driveways of the homes. Consistency with City Zoning Code requirements will be determined during the Design Review stage of the project, following approval of the final map. Therefore, the proposed project will provide adequate parking and *less than significant* impacts are expected.
- g) *Potentially Significant Impact*. The proposed project's consistency with the City's General Plan Circulation Element and Transit Master Plan will be discussed in the EIR.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. UTILITIES AND SERVICE SYSTEMS	Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* According to the CSD-1 Sewerage Facilities Master Plan (2002), each new Equivalent Single-family Dwelling Unit (ESD) is projected to generate 310 gallons per day (gpd) of additional wastewater. The general assumption used for wastewater generation is 6 ESD's per acre of low-density residential (CSD-1, p. 3-3, 2002). The proposed project includes approximately 177.9 acres of residential and would therefore produce approximately 1067.4 ESD's of wastewater or 120.8 million gallons per year (approximately 331,000 gallons per day). This issue will be further addressed in the EIR.
- b) *Potentially Significant Impact.* The proposed project would add 960 residential units in an area currently characterized by rural agriculture. This development might necessitate the expansion of infrastructure, such as sewer lines. Therefore, this impact is considered *potentially significant* and will be discussed in the EIR.
- c) *Potentially Significant Impact.* See discussion c) in checklist VII, Hydrology and Water Quality for information on stormwater drainage facilities and their associated environmental effects. A drainage study has not been performed for the proposed project. Therefore, the impacts are considered *potentially significant* and will be discussed in the EIR.
- d) *Potentially Significant Impact.* According to the Sacramento County Water Agency, the proposed project would be supplied with water from the Vineyard Surface Water Treatment

3.0 INITIAL STUDY CHECKLIST

Plant (SWTP), though water will be not be available until at least 2011 (Jones, 2006). This impact is considered *potentially significant* and will be discussed in the EIR.

- e) *Potentially Significant Impact.* See discussions a) and b) above.
- f) *Less Than Significant Impact.* The proposed project will be served by Allied Waste, which collects residential and commercial solid waste and transports any non-recyclable material to the Forward Landfill in Manteca, CA or the Lockwood Regional Landfill in Nevada. The California Integrated Waste Management Board (CIWMB) utilizes a standard generation rate for solid waste from residents of 0.36 tons per year per resident. Assuming that the proposed project would result in an additional 2,832 residents (2.95 residents per dwelling unit for 960 dwelling units), approximately 1019.5 tons per year of solid waste will be generated by the project. Calculated for daily solid waste production, the proposed project will result in approximately 2.79 tons per day. The approximate daily intake capacities of all landfills that may serve the project (both during construction and after) are shown in **Table 3** below.

TABLE 3
INTAKE CAPACITY AT THE KIEFER, FORWARD, AND LOCKWOOD REGIONAL LANDFILLS
AND PROJECT CONTRIBUTION OF SOLID WASTE (2006)

Landfill Name	Maximum Daily Intake (Tons)	Current Daily Intake (Tons)	Excess Daily Intake Available (Tons)	Maximum Project Contribution (Percent) ¹
Kiefer Road	10,815	6,362	4,453	0.04
Forward	8,668	791	7,877	0.36
Lockwood Regional	N/A	4,000	N/A	0.07

Source: Current and maximum daily intake: GP DEIR, p. 4.12-57.

Notes: ¹Maximum Project Contribution represents the percentage increase the proposed project would have in daily intake for any one facility, assuming that all of the solid waste from the proposed project was transported to that facility. The actual contribution of the proposed project to any one facility would be less as recycled material is removed prior to transportation.

As shown in **Table 3** above, the maximum that the proposed project would contribute to any one facility is 0.36 percent of that facility's current daily intake. Therefore, the proposed project would not contribute a significant quantity of solid waste to any disposal facility and no expansion of any facility is expected. The proposed project would result in *less than significant* impacts related to the capacity of any landfill.

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

3.0 INITIAL STUDY CHECKLIST

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

DISCUSSION OF IMPACTS

- a) *Potentially Significant Impact.* As demonstrated in checklists I through XVI above, the proposed project is anticipated to result in *potentially significant* impacts related to biological or cultural resources. These impacts will be discussed in the EIR.
- b) *Potentially Significant Impact.* The proposed project could result in *potentially significant* impacts to environmental goals due to potential conflicts with the City's General Plan. This issue will be discussed in the EIR.
- c) *Potentially Significant Impact.* Due to the nature of the proposed project, development of a residential subdivision may contribute to *potentially significant* cumulative impacts. A net increase in air pollution, which tends to affect sensitive receptors, is possible. In addition to this, changes to the drainage pattern of the site, increases in stormwater runoff, erosion of topsoil (induced by grading activities), and other such significant changes to the landscape may occur with project implementation. The project site includes areas within the 100-year floodplain, which warrants investigation into the possibility of flooding. Also, modifications to the site have the potential to affect sensitive or special-status species, as well as disturb natural wildlife corridors and native wildlife nursery site. For these reasons, the impacts associated with development of the project site and surrounding areas are determined to be of a *potentially significant* nature and will be further studied in the EIR. A detailed analysis of these potentially cumulatively significant impacts will be included and addressed in the EIR.
- d) Potentially Significant Impact. See discussion a) above.