
3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 16 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

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

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

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Target
2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Place
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Ben Ritchie (916) 361-8384
4. **Project Location:** See Section 2.1
5. **Project Sponsor's Name and Address:** Pacific Land Services
Talin Aghazarian
2151 Salvio Street, Suite 250
Concord, CA 94520
6. **Current Zoning:** CG (General Commercial)
7. **General Plan and Planning Area:** City of Rancho Cordova General Plan
Downtown Planning Area
Designated for Commercial Mixed Use
8. **APN Number(s):** 072-0280-079
9. **Description of the Project:** See Section 2.3 of this MND.
10. **Surrounding Land Uses and Setting:** See Section 2.2 of this MND.
11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)
 - 1) Central Valley Regional Water Quality Control Board (CVRWQCB)
 - 2) County Sanitation District (CSD-1)
 - 3) Golden State Water Company
 - 4) Sacramento Metropolitan Air Quality Management District (SMAQMD)
 - 5) Sacramento Metropolitan Fire District (SMFD)
 - 6) Sacramento Municipal Utility District (SMUD)
 - 7) Pacific Gas and Electric (PG&E)

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Target project (hereafter referred to as the “proposed project”), as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Mitigated Negative Declaration (MND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level or impacts that have not been fully addressed under a previous environmental document. Therefore, an Environmental Impact Report (EIR) is not warranted.

EVALUATION OF ENVIRONMENTAL IMPACTS

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- 6) “*Reviewed Under Previous Document*” applies where the impact has been evaluated and discussed in a previous document¹. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of “Potentially Significant” does not necessarily require an EIR. If the Program EIR identified a significant and unavoidable impact, and the proposed project was adequately described in the Program EIR, an impact of “Potentially Significant/Reviewed Under Previous Document” does not require an EIR, pursuant to Pub. Res. Code Section 21083.3.
- 7) Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.

¹ For this IS/MND the “previous document” referred to throughout this section is the General Plan Environmental Impact Report, Certified and Adopted by the City Council of Rancho Cordova on June 26, 2006 (State Clearinghouse Number 2005022137).

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

The proposed project would demolish the existing Target store and construct a new Target store in its place. Existing retail and commercial buildings surround the project site. The southern portion of the project site is within a Special Sign Corridor as described in the City of Rancho Cordova Zoning Code (Title III, Article 3). However, the only portion of the project site that lies within the Special Sign Corridor contains parking and would be unchanged by the proposed project.

DISCUSSION OF IMPACTS

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

The proposed project is not located within line-of-sight of any scenic vista. While the American River and the associated American River Parkway are located within two miles of the project site, ground features and existing development prevent those aesthetic features from being visible from the project area. Therefore, the proposed project would result in *no impact* to any scenic vista.

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

Several trees are located on the project site. A line of trees separates the project site from the railroad tracks to the north of the project site. This area of trees provides a separation between the commercial uses and the industrial use of the railroad tracks. Removal of

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

these trees could result in a potentially significant impact to scenic resources of the project site.

Landscaping islands in the parking lot also contain a variety of trees. Any removal of trees would be conducted in compliance with the City's Tree Removal Ordinance, which requires mitigation for removal of native or "landmark" trees. Evaluation of the project site by Rochelle Amrhein, certified arborist for the City of Rancho Cordova, found that there were no "landmark" trees on the project site (Amrhein). The project site does not contain any rock outcroppings or historic buildings. Additionally, the project site is not located near a state scenic highway.

The following mitigation measure is proposed in order to reduce impacts to scenic resources:

Mitigation Measures

MM 1.1 The Chinese elm (*Ulmus parvifolia*) trees along the northern property line, adjacent to the railroad tracks, shall be preserved. The rosemary shrubs shall be removed from below the trees and replaced with mulch or a low-growing, non-competitive groundcover.

Timing/Implementation: Landscape plans for the proposed project shall incorporate the requirements of this measure. Landscape plans shall be submitted to the Planning Department prior to approval of improvement plans. Approval of the landscape plans is required prior to issuance of building permits.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Considering the limited aesthetic value of on-site features, the mitigating effect of the City's Tree Removal Ordinance, and the implementation of mitigation measure MM 1.1, the proposed project would have a *less than significant* impact on scenic resources.

- c) *Less than Significant Impact/Reviewed Under Previous Document.* Impacts relating to the alteration of scenic resources in the City were identified in the GP-EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the City and areas east of the incorporated boundaries (GP DEIR, pp. 4.13-8 through 4.13-10). Impacts of the General Plan to visual resources were found to be significant and unavoidable (GP DEIR, p. 4.13-10).

The project site consists of and is surrounded by existing retail and commercial development. Trees planned for removal will be replaced with species that will blend with the existing vegetation in accordance with the City's Tree Ordinance (See **Figure 4**). Design of the new building would be largely similar to existing structures in the area. Overall development of the site will be in keeping with the existing character of the area. Therefore, the proposed project would have a *less than significant* impact on the visual character of the area.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

The project proposes to demolish and reconstruct a retail structure in an area of existing retail and commercial development. As the site is currently developed, the proposed facility would not introduce a new source of light to the surrounding area. 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. During the Design Review process, the proposed project would be evaluated for substantial compliance with Design Guidelines requirements. Adherence to City guidelines and requirements for lighting and glare, enforced during the Design Review process, would ensure that the proposed project would result in *less than significant* impacts associated with light and glare.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

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

The project site is not located within any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the California Department of Conservation Important Farmland Map. Agricultural uses historically existed on the project site, but not since the first half of the twentieth century (Ceres Associates, pp. 10-11). Further, implementation of the proposed project would not result in a change in use. Therefore, the proposed project would result in *no impact* to these types of farmland.

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

The project site is not under a Williamson Act contract. The nearest land still under a Williamson Act contract is located over five miles to the south of the project location. Implementation of the proposed project would not impact that area. There are no Agricultural zoned portions of the City located north of US-50. Therefore, the project would not conflict with agricultural zoning or existing Williamson Act contracts and *no impact* would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR stated that impacts could occur to agricultural land uses as a result of urbanization of adjacent areas to operating agricultural operations (GP DEIR, p. 4.2-20). Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP DEIR, pp. 4.2-20 through 4.2-21). Impacts to agriculture as a result of these interface conflicts of the General Plan would be significant and unavoidable.

No uses, features, or characteristics of the project site are used by or facilitate agricultural operations. The project site is surrounded by commercial development. No change in use would result from implementation of the proposed project. Therefore, the proposed project would have *no impact* on agriculture and agricultural resources in the vicinity.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

The proposed project is located within the boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). This agency is responsible for bringing air quality in the County into compliance with federal and State air quality standards. Specifically, the SMAQMD has the responsibility to monitor ambient air pollution levels throughout the County and to develop and implement attainment strategies to ensure that future emissions will be within federal and State standards.

Pollutant emissions modeling for the proposed project was conducted by City of Rancho Cordova Planning Department staff in June 2007 using the URBEMIS 2002 version 8.7.0 software provided by the SMAQMD (see **Appendix A**). The results of the model found that the proposed project would result in the emissions shown in **Table 1** below:

**TABLE 1
ESTIMATED MAXIMUM AIR EMISSIONS (POUNDS PER DAY)**

	ROG ¹	NO _x ¹	CO ¹	PM10 ¹
Construction	283.67	219.90	52.08	90.50
Existing Operation ²	40.09	52.72	506.98	47.92
Proposed Operation	36.86	48.70	467.19	51.74
Change in Operational Emissions	-3.23	-4.02	-39.79	+3.82

Source: URBEMIS2002v.8.7.0 (See **Appendix A**)

Notes: ¹ ROG = Reactive Organic Gasses, NO_x = Nitrogen Oxides, CO = Carbon Monoxide, PM10 = Particulate Matter, 10 Micron. Existing operation emissions determined by using URBEMIS 2002.

² Existing operational emissions modeled using existing site characteristics and URBEMIS2002 v.8.7.0.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* 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. SMAQMD released the final Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-of-Progress Plan (Ozone Plan) in February 2006. According to the GP-EIR, projected buildout of the General Plan Planning Area would be consistent with the assumptions used during preparation of the Ozone Plan (GP FEIR, pp. 4.0-5 through 4.0-6). However, because there currently exist no feasible methods to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP FEIR, pp. 4.0-6).

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 analyses 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.

As shown in **Table 1**, implementation of the proposed project would result in a net decrease in ROG, NO_x, and CO emissions and a 8 percent increase in PM10 emissions. The emissions for the existing uses were calculated using URBEMIS and the appropriate square footage of “strip mall” designation for the retail structure and “free-standing discount store” for the existing Target structure. Calculation of emissions for the proposed project was based on the entire new building area designated as “free-standing discount store”. According to URBEMIS, the change in use category would result in lower emissions despite an increase in building area.

Construction of the proposed project would be expected to result in a maximum of 219.90 pounds of NO_x per day, as shown in **Table 1**. The current SMAQMD threshold of significance for construction NO_x emissions is 85 pounds of NO_x per day, as shown in **Table 2**. The following mitigation measures are proposed to reduce construction NO_x emissions:

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Mitigation Measures

MM 3.1a *Category 1: Reducing NOx emissions from off-road diesel powered equipment.*

The project proponent shall provide a plan, for approval by the City and SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction and operation of the proposed project will achieve a fleet-averaged 20 percent NOx reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The project proponent shall submit to the City and SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no activity occurs; and,

Category 2: Controlling visible emissions from off-road diesel powered equipment.

The project proponent shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be performed at least weekly by a qualified third-party professional, and a monthly summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.

In the event construction equipment meeting the requirements set forth above is determined not to be available, the project proponent shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *Equipment Inventory shall be submitted and approved prior to site disturbance. Remainder of measure shall be complied with throughout construction and operation of the project.*

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

According to SMAQMD's Air Quality Guide, implementation of mitigation measure MM 3.1a would reduce off-road construction emissions by an estimated 20 percent. Reducing off-road construction NOx emissions from 7.84 pounds per day by 20 percent would result in 6.27 pounds per day of off-road NOx emissions. Emission reducing mitigation measures for off-road NOx emissions are not applicable to on-road NOx emissions. On-road construction NOx emissions are estimated to be a maximum of 212.04 pounds per day. The total amount of NOx per day would be 218.31 pounds per day. As this number is well above the SMAQMD threshold, further mitigation is required. The following mitigation measure is proposed to further reduce the impacts of NOx emissions during construction:

Mitigation Measures

MM 3.1b The project proponent shall offset excess construction emissions to less than 85 lbs/day by paying an off-site operational mitigation fee to the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Mitigation Fee Program. The final amount of the fee is to be determined by SMAQMD in consultation with the project proponent. The project proponent shall provide documentation of the payment of the fee to the City prior to approval of grading and/or improvement plans.

Timing/Implementation: Prior to approval of grading and/or improvement plans.

Enforcement/Monitoring: City of Rancho Cordova in consultation with the Sacramento Metropolitan Air Quality Management District.

Preliminary calculations show the construction mitigation fee to be approximately \$9,008.00 (See **Appendix B**). The final amount of the fee will be determined by SMAQMD at the time of payment. Implementation of mitigation measures MM 3.1a and MM 3.1b would ensure that the proposed project would result in *less than significant* impacts to current air quality standards.

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

See discussion a) above. The proposed project includes demolition and construction activities which could result in potentially significant impacts from particulate matter (PM) emissions. While SMAQMD does not currently have thresholds of significance for particulate matter (PM) emissions, the following mitigation measures are proposed to reduce potential particulate matter emissions from the project area:

MM 3.2a The project proponent shall require that all exposed surfaces, graded areas, and storage piles are watered at least twice daily during demolition and construction activities.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Timing/Implementation: Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM 3.2b

The project proponent shall require that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout demolition and construction of the project.

Timing/Implementation: Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 3.2c

The project proponent shall require that paved streets adjacent to the project site are washed or swept at least once daily to remove accumulated dust.

Timing/Implementation: Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 3.2d

The project proponent shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be maintained by the contractor, or that the materials are covered at all times.

Timing/Implementation: Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measures MM 3.2a through MM 3.2d would ensure that the proposed project would result in *less than significant* impacts to air quality.

- c) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified that increases in Ozone precursors (NOx and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP DEIR, pp. 4.6-17 through 4.6-26). See discussions a) and b) above for more information on the GP-EIR findings related to ozone precursors.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

As described in discussion a) above, the proposed project would result in less than significant increases in ozone precursors after mitigation. Furthermore, construction emissions from the proposed project are temporary in nature and will not continue once construction of the project is complete. The potential operational emissions of the proposed project are slight and do not warrant additional study, pursuant to current SMAQMD guidelines provided in the Guide to Air Quality Assessment in Sacramento (2004). Therefore, the proposed project's contribution to cumulative air quality issues in the region is expected to be *less than significant*.

- d) *Less than Significant Impact/Reviewed Under Previous Document.* Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP-EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City Policies and Action Items, but the impact remained significant and unavoidable (GP DEIR, p. 4.6-31). Impacts to sensitive receptors from exposure to odors were reduced by City Policies and Action Items to a less than significant level (GP DEIR, p. 4.6-33).

The nearest sensitive receptor is Rancho Cordova Elementary School, which is located approximately 0.50 miles northwest of the project site. The primary source of emissions of TACs would be from diesel equipment used during construction of the proposed project. Implementation of mitigation measure MM 3.1a would reduce TAC levels during construction. Since the project is located adjacent to major roadways, Olson Drive and Folsom Boulevard, where TACs are already at a relatively high level, the addition of TACs from construction equipment would be minimal compared to background levels. Further, U.S. Highway 50, which is located less than 500 feet south of the project site, is another source of high levels of TACs. Therefore, the proposed project would have *less than significant* impacts on sensitive receptors from exposure to pollution concentrations.

- e) *Less than Significant Impact/Reviewed Under Previous Document.* The existing retail operations do not contain any substantial sources of odors. The proposed project is identical in use to the current operation. Further, free-standing discount store uses do not generally produce any significant odors. Therefore, the project would result in *less than significant* impacts associated with noxious odors.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

A site-specific biological resources study has not been performed for the project site. However, as part of the preparation of the GP-EIR, the City had a Biological Resources Report prepared by Ecosystem Sciences in 2005. This report provided basic information on Special-Status species and habitat located within the City as well as an extensive literature review of previous studies and reports. Information provided in the GP-EIR, the Biological Resources Report, and other City prepared CEQA documents in the vicinity was used for the following analysis.

DISCUSSION OF IMPACTS

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

The project site is not located within an area where special-status species have been recorded. However, existing on-site trees could potentially provide nesting habitat for raptors and birds. New trees would be planted on-site that would potentially provide new nesting opportunities. As the proposed project includes the removal of several on-site trees, nesting raptors and birds could be potentially impacted. Therefore, the following mitigation measure, pursuant to City Policy NR.1.7, is included in order to mitigate potential impacts to nesting raptors and special-status species:

Mitigation Measures

MM 4.1 Prior to each phase of grading and construction or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is taking place. Surveys shall be conducted according to the following requirements:

- The survey(s) shall be conducted by a qualified biologist or other equivalent professional.
- The survey(s) shall be conducted no more than 30 days and no less than 14 days prior to site disturbance to occur between March 1 and August 31.
- The survey(s) shall include all areas within 100 feet of the project site.
- A copy of the survey(s) shall be provided to the City of Rancho Cordova no less than 7 business days prior to site disturbance.

If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 100 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game until such time as the young have fledged.

If all construction activities are to be completed outside the nesting season (identified above), determinate surveys shall not be required.

Timing/Implementation: All necessary surveys shall be provided to the City of Rancho Cordova Planning Department no less than 7 days prior to site disturbance between March 1 and August 31.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Enforcement/Monitoring: City of Rancho Cordova Planning Department
in consultation with the California Department of
Fish and Game.

Implementation of mitigation measure MM 4.1 would ensure that all impacts to special status species from implementation of the proposed project are *less than significant*.

- b) *No Impact/Reviewed Under Previous Document.* See discussion a) above for information on identified impacts of the General Plan on special-status species. The GP-EIR combined discussion of special-status species impacts to include impacts to habitat as well as individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through 4.10-48).

The project site and surrounding areas consist of existing retail and commercial uses and buildings. The project site is entirely covered with impervious surfaces, with the exception of small landscaping areas. No sensitive community habitats, wetlands, or jurisdictional waters of the United States are present on the project site. Therefore, the proposed project would have *no impact* on sensitive communities.

- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR addressed potential direct and indirect impacts to Jurisdictional Waters of the U.S. (Jurisdictional Waters) as a result of wide-spread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through 4.10-56). Policies and Action Items included in the General Plan would reduce impacts to Jurisdictional Waters, especially Policy NR.2.1 which requires “no net loss” of wetlands (GP DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of Jurisdictional Waters will occur within the General Plan Planning Area (Ibid.). Because of this local loss of Jurisdictional Waters, the impact of the General Plan was found to be significant and unavoidable (Ibid.).

See discussion b) above. The proposed project is located on a parcel that has already been developed. The whole of the parcel has been previously developed and the entire site is covered with structures or impervious surfaces. Therefore, the project site cannot contain wetlands and the proposed project would have *no impact* on federally protected waters.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

As shown in discussion a) above, impacts to nursery sites for raptors and other special-status species may occur with the implementation of the proposed project. Impacts to movement corridors and nursery sites are not expected as the project site has been developed for over twenty years. Implementation of mitigation measure MM 4.1 would ensure that the proposed project would result in *less than significant* impacts to nursery sites and movement corridors.

- e) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to trees from implementation of the General Plan (GP DEIR, pp. 4.10-61 and 4.10-62). Development of greenfield areas of the City and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees would be adequately protected by City Policies and Action Items, as well as large wooded areas and urban trees. However, some loss of native trees would occur and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-62).

According to Rochelle Amrhein, certified arborist for the City of Rancho Cordova, the project site does not contain any native trees or landmark trees that would require mitigation. Most trees are less than 18 inches diameter at breast height (dbh). Those trees over 18 inches are in fair to poor condition and would not require mitigation. The row of Chinese elm trees along the north side of the project site, adjacent to the railroad tracks, would be preserved as required in discussion c) in Checklist I, Aesthetics, above. Additionally, the applicant is required to submit to the City a landscape plan for review and approval (see **Figure 4**). Therefore, the proposed project would result in *less than significant impacts* to biological resources such as trees.

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

Sacramento County and the City of Rancho Cordova do 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 by the U.S. Fish and Wildlife Service (USFWS) 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 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

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

The existing structure on the project site was constructed approximately twenty years ago and is not considered to be a historic resource as defined in State CEQA Guidelines Section 15064.5. As the project site and surrounding areas have already been developed, it is unlikely that the activities of the proposed project would uncover any unknown resources. The proposed project is a subsequent project within the scope of activities and land use studied in the GP-EIR. Construction of the proposed project would not create any new or additional significant cultural resources impacts that were not already identified in the GP-EIR, nor would the project cause any project-specific impacts peculiar to the project or parcel. The General Plan includes requirements that would protect any unknown historic resources from impacts occurring as a result of development in the Planning Area. However, to ensure that the Policies and Action Items adopted in the General Plan are carried out, the following mitigation measures, which state the requirements of Rancho Cordova Action Item CHR.1.3.1, are included in this MND:

Mitigation Measure

- MM 5.1a** The City Planning Department shall be notified immediately if any cultural resources (e.g. prehistoric or historic artifacts, structural features, unusual amounts of bone or shell, fossils, or architectural remains) are uncovered during construction. All construction must stop immediately in the vicinity of the find and an archaeologist that meets the Secretary of the Interiors

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained by the project proponent to evaluate the finds and recommend appropriate action. The recommendations of the archaeologist and/or the paleontologist shall be implemented prior to continuing construction.

Implementation/Timing: This measure shall be included on all improvement and grading plans prior to approval. The measure shall be carried out throughout all phases of construction.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

MM 5.1b

The City Planning Department shall be notified immediately if any human remains are uncovered during construction. All construction must stop immediately in the vicinity of the remains. The Planning Department shall notify the County Coroner according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in State CEQA Guidelines 15064.5(d-e) shall be followed.

Implementation/Timing: This measure shall be included on all improvement and grading plans prior to approval. The measure shall be carried out throughout all phases of construction.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measures MM 5.1a and MM 5.1b will reduce any project-specific impacts to historical resources to *less than significant*.

- b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified possible impacts to paleontological resources as a result of implementation of the General Plan (GP DEIR, p. 4.11-14). However, no such paleontological resources were identified in the Rancho Cordova Planning Area and City policy would protect unknown resources. For these reasons, the impact of the General Plan was found to be less than significant (GP DEIR, p. 4.11-15).

See discussion a) above. Just as with historic resources, archaeological resources would be adequately protected by City Policies, restated in this document as mitigation measures MM 5.1a and MM 5.1b. Implementation of these mitigation measures would ensure that the proposed project would result in *less than significant impacts* to archaeological resources.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

No human remains are expected on the project site. However, due to the large Native American population known to reside in the general area in the past, the primary concern is the disturbance of hidden or unmarked grave sites. The proposed project area is not expected to contain any such sites. Implementation of mitigation measure MM 5.1b above would ensure that any impacts to human remains from the proposed project would be *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a)

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

The proposed project is located within the incorporated boundaries of the City and, as discussed in the GP-EIR, is not expected to be subjected to strong seismic shaking. Minor shaking is a concern as, according to the California Geological

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Survey, the project is located within Seismic Zone 3. However, as identified in the GP-EIR, compliance with the UBC and CBC will ensure that impacts are *less than significant*.

- ii) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion under i) above. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area. Additionally, as stated in discussion i) above, the project would be required to comply with any seismic standards enforced by the UBC and the CBC. Therefore, the project would have a *less than significant* impact from seismic ground shaking.
 - iii) *Less than Significant Impact/Reviewed Under Previous Document.* The potential for seismic-related ground failure, including liquefaction, is considered minimal due to the infrequency of seismic activity in the area [See discussions i) and ii) above], building and site design, and adherence to the UBC and CBC. According to the GP-EIR, the depth of groundwater in the City is generally greater than 50 feet, rendering the potential for liquefaction low (GP DEIR, p 4.8-9). The potential for other secondary hazards (i.e., ground lurching, differential settlement, or lateral spreading) occurring during or after seismic events in the vicinity of the project site is also considered to be low due to the distance of active faults. Therefore, the project would have *less than significant* impacts from seismic-related ground failure.
 - iv) *No Impact.* The project site is generally flat and does not include any features that would create the possibility of landslide. Adjacent properties are also generally flat. Therefore, *no impacts* related to landslides would be expected.
- b) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP DEIR, pp. 4.8-21 through 4.8-23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the City and the Planning Area. Additional impacts were due to increases in runoff due to a net increase in impervious surfaces in the City. However, compliance with the City's Erosion Control Ordinance and the current NPDES permit conditions for the City would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

The project site is already developed and contains impervious surfaces and existing buildings. Demolition of the existing buildings and construction of the new building would not result in additional impervious surfaces on or around the project site. The proposed project would be subject to the City's Erosion Control Ordinance. Also, the project proponent would be required to submit and adhere to a Stormwater Pollution Prevention Program (SWPPP), further reducing potential erosion-related impacts. Therefore, the proposed project would result in *less than significant impacts* from soil erosion or the loss of topsoil.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

UBC and the CBC (GP DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

As discussed in iii) above, landslides, lateral spreading, and subsidence are not significant threats within the project area. Additionally, adherence to the UBC and CBC requirements as well as the City's Erosion Control Ordinance would ensure that the project's potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be *less than significant*.

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

The existing Target is currently served by sewer services provided by CSD-1. Because the proposed project does not include the development of large residential lots, the proposed project would not generate a significant increase in wastewater discharge. Therefore, the project would not require alternative wastewater treatment facilities and would result in *no impact* from such systems.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

A Phase I Environmental Site Assessment (ESA) was completed in April 2005 by Ceres Associates (see **Appendix C**). Evidence of dredge tailings resulting from mining operations on the site was discovered upon examination of historic photographs (Ceres Associates, p.3). Dredge tailings often contain high levels of metals, such as mercury and selenium. For that reason, Ceres Associates recommended sampling soils in the eastern portion of the project site for potential concentrations of heavy metals. Professional Service Industries, Inc. (PSI) conducted analysis of soil samples to test for high concentration levels of metals on the project site. The sampling report determined that there was insufficient evidence to conclude that the project site was negatively impacted by dredge tailings on the site (see **Appendix D**).

DISCUSSION OF IMPACTS

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

The existing Target store was once the site of one-hour photo processing. Photo processing is no longer part of the retail operations and no chemicals for photo processing are expected to be used during operation of the proposed project. Nor are chemicals commonly used for photo processing expected to be stored on-site considering the length of time since photo processing ceased on-site. A dry cleaning operation, Leibel's Cleaners, exists on a parcel adjacent to the project site. Dry cleaning operations are known to use hazardous chemicals. Because Leibel's Cleaners is not part of the proposed project and is not located on the project site, the dry cleaning operations are unlikely to affect the proposed project.

The construction phase of the proposed project would require the use of limited amounts of hazardous materials associated with construction activities (including, but not limited to fuels and lubricants). Operation of the proposed project would require the limited use of hazardous materials usually associated with machinery and cleaning activities (including, but not limited to lubricants, industrial cleaning supplies, and refrigerants). Also, retail operation of the Target store would include the sale of common household hazardous materials, such as cleaning products and motor oil. The transportation, use, and disposal of these materials would be subject to local, State, and federal laws as well as City Safety Policies. Consistency with these laws and policies would limit hazards to the public from the use of these materials. Because the use of hazardous materials is incidental to the operation of the proposed project, the amount of hazardous materials that would be used is small. While the proposed project would involve the use, storage, and sale of hazardous materials, compliance with local, State, and federal regulations and City Safety Policies would ensure that the proposed project would result in *less than significant* impacts from hazardous materials.

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

See discussion a) above for a discussion of the project-specific impacts. A Phase I Environmental Site Assessment (ESA) was completed in April 2005 by Ceres Associates (see **Appendix C**). The ESA states that all transformers on the project site were unlikely to contain PCBs (Ceres Associates, p. 7). According to the ESA, the project site does not contain USTs, though nearby properties are known to contain USTs (p. 12-13). Therefore,

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

the proposed project would result in *less than significant* impacts from the accidental release of hazardous materials.

- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR discussed the siting of public schools as being subject to the siting requirements of the California Department of Education (GP-DEIR, p. 4.4-25). In addition to CEQA review, potential school sites will be reviewed by various agencies to ensure the new school site is safe from toxic hazards (GP-DEIR, p. 4.4-25). General Plan policies and actions will reduce the potential impacts of the General Plan from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP DEIR, p. 4.4-28).

There are currently no schools located within one quarter mile of the project site. The nearest schools to the project site are Cordova Lane Elementary School and Rancho Cordova Elementary School, located approximately one half mile north and northeast of the facility, respectively. The surrounding area consists of existing development and it is therefore unlikely that a school would be built within one quarter mile of the project site. Therefore, the proposed project would have *no impact* on existing or proposed schools.

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

According to the GP-EIR and the Phase I ESA (**Appendix C**), the project site is not located on any site identified on a list of hazardous materials sites compiled under Government Code Section 65962.5. According to the Phase I ESA, there are 10 sites known to use, store, or dispose of hazardous materials within one quarter mile of the project site. Most of these sites use, store, and dispose of hazardous materials in a manner consistent with federal, State, and local laws and policies. One location, the Arco station on the northwest corner of Zinfandel Drive and Olson Drive, exhibited a leak in the past. However, according to the Phase I ESA for the proposed project, the leak has been remediated and the case has been closed. Therefore, the proposed project would not create a significant hazard to the public or the environment and *less than significant* impacts associated with known hazardous materials sites would result from implementation of the proposed project.

- e) *Less than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts of development within an airport land use plan (GP DEIR, p. 4.4-28). The Mather Airport CLUP Safety Restriction Area overlies several portions of the City, restricting development in those areas to uses allowed within the CLUP. Adherence to General Plan policies, federal regulations, the Comprehensive Land Use Plan, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The proposed project is located within the 150-300 foot conical surface height restriction area for Mather Airport, which limits building height in overflight areas to reduce safety-related hazards. The proposed Target building would not exceed 35 feet in height. Therefore, aircraft related hazards to individuals on the ground are minor. Considering the

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

above factors, hazards to people on the ground from operations at or near Mather Airport would be *less than significant*.

- 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 twelve miles to the southeast of the project area. Therefore, the proposed project would have *no impact* associated with hazards near private airstrips.
- g) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP DEIR, p. 4.4-29). The EIR found that implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency access to residences as well as evacuation routes and resulting in a net positive effect on implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP DEIR, p. 4.4-29).

Implementation of the proposed project would be mostly contained on the project site, with minimal disturbance to area roadways. Demolition of the existing structures and the construction of the new Target would be contained within the project site. The only portion of the proposed project that would directly impact roadways is the conversion of the Olson Drive access point to a one-way ingress and egress. The City requires that a Traffic Control Plan be submitted by the project proponent prior to approval of improvement plans, as administered by the Public Works Department. The Traffic Control Plan will minimize traffic impacts from construction and thereby reduce any effects on the ability of emergency responders to travel through the City. Formulation and adherence to a Traffic Control Plan for the project would ensure that the proposed project would result in a *less than significant* impact.

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

The proposed project is located in entirely urbanized area. The nearest wildland area is the American River Parkway, located approximately 1.25 miles northwest of the project site. Given the existing development of the area and distance to wildlands, the proposed project would result in *no impact* in respect to wildland fire risks.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

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

The project site has been previously developed and consists of retail buildings and paved surfaces. Activities associated with the demolition and construction portions of the proposed project have the potential to result in limited short-term impacts to surface water quality from dust, debris, and substances associated with heavy machinery, such as gasoline and oil. The proposed project would be subject to a Stormwater Pollution Prevention Program (SWPPP), California Stormwater Quality Association's Construction Stormwater Best Management Practices (BMPs), and applicable local ordinances and State requirements. Therefore, the proposed project would have a *less than significant* impact resulting from water quality or waste discharge.

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

The project site is currently occupied by retail buildings and a paved parking lot. As the project site is already developed and paved, the proposed project would not add impervious surfaces to the area. As no increase in impervious surfaces is expected, no effects to groundwater recharge are expected.

The 5.1% increase in building area could result in a small increase in water demand. The project area is currently served by the Golden State Water Company. Golden State Water Company's supply capacity through 2030 is not expected to exceed demand (GP DEIR, p.4.9-21). Therefore, the proposed project would not result in the need for additional groundwater supplies, nor would it interfere with existing groundwater recharge in the area. Considering the above factors, the proposed project would result in *less than significant* impacts to groundwater supply and recharge.

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

The project site and surrounding area are characterized by existing urban development with generally flat terrain. The proposed project would not result in any increased run-off. No alterations would be made to any rivers or streams. Therefore, the proposed project would not result in erosion or siltation impacts. Therefore, the proposed project would result in *less than significant* impacts from erosion or siltation.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

See discussion c) above. The project site is not adjacent to any rivers or streams, nor is it within the 100-year floodplain. The proposed project would not alter any rivers or streams. Therefore, the proposed project would result in *less than significant* impacts from on- or off-site flooding.

- e) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion a) above for information on the proposed project and its operational impacts to water quality. While general stormwater impacts as a result of physical characteristics of the proposed project are not expected to be significant, construction impacts to water quality could occur as a result of discharge of stormwater from material storage areas, vehicle or equipment fueling or maintenance (including washing), waste handling, and hazardous materials handling or storage areas on-site. The formation of and adherence to a SWPPP as required by the Public Works Department, and standard best management practices (BMPs) would ensure that the proposed project would result in *less than significant* impacts from stormwater discharge.
- f) *Less than Significant Impact/Reviewed Under Previous Document.* See discussions a), b), and d) above.
- g) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion f) above.
- h) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion c) above. The project site is currently served by existing stormwater drainage infrastructure. A 5.1% increase in building area would not significantly increase the amount of stormwater flowing from the project site. Therefore, the proposed project would have *less than significant* impacts to existing or planned stormwater drainage systems.
- i) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR discussed impacts related to flooding, which included consideration of housing within a 100-year flood hazard area (GP DEIR, pp. 4.9-41 through 4.9-43). City Policies and Action Items would prevent either an increase in the 100-year floodplain from the result of the construction of any structures or the placement of housing within the 100-year floodplain. Therefore, impacts from the General Plan were found to be less than significant (GP DEIR, p. 4.9-43).

Water quality impacts during the demolition and construction phases of the proposed project have been discussed above and found to be less than significant. As demonstrated in discussions b) and h) above, the 5.1% increase in building area would not adversely or significantly impact water quality. There are no special considerations that would cause the proposed project to result in any other significant water quality impacts. Therefore, the proposed project would have a *less than significant* impact to water quality.

- j) *No Impact/Reviewed Under Previous Document.* The proposed project does not include any residential development. Additionally, no part of the proposed project is located within

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

the 100-year floodplain. Therefore, the proposed project would have *no impact* related to placing residential structures within the 100-year floodplain.

- k) *No Impact/Reviewed Under Previous Document.* See discussion j) above. As the proposed project is located entirely outside the 100-year floodplain, *no impact* would occur.
- l) *Less than Significant Impact/Reviewed Under Previous Document.* While the project site is located within two miles of the Sunriver Levee, it is at a higher location and is not within the inundation zone of the levee. Neither is the proposed project located within an inundation zone resulting from a failure of Folsom Dam or Nimbus Dam. Therefore, the proposed project would result in a *less than significant* impact associated with flooding.
- m) *No Impact.* The proposed project is not located near 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 project area is generally flat and the surrounding area is heavily developed, mudflows are not a possibility. Therefore, implementation of the proposed project would result in *no impact* from these types of events.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

The proposed project is located within the Downtown Planning Area. It is anticipated that a Downtown Specific Plan or other similar planning document will be prepared for this area to lay out a path toward achieving the developmental goals of the Downtown. However, preparations have not yet begun on a Specific Plan for the Downtown Planning Area.

DISCUSSION OF IMPACTS

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

The proposed project would be located within a previously urbanized portion of the City. The project site is currently occupied by existing retail/commercial structures. Implementation of the proposed project would not permanently remove any roadways or create any features that would impede circulation of vehicles, people, or materials. Therefore, the proposed project would result in a *less than significant* impact in regards to dividing an existing community.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The project site is currently zoned GC (General Commercial). General retail operations are allowed by right within the GC zone. The proposed project will be required to adhere to all City Policies adopted for the purpose of mitigating the environmental effects of the proposed project, as implemented through mitigation measures included in this document. Therefore, the project would have *less than significant* impacts to existing land use plans or policies.

- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR addressed potential impacts related to conflicts between the General Plan and any adopted habitat conservation plan or natural community conservation plan (GP DEIR, pp. 4.10-62 and 4.10-63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared by the County and the U.S. Fish and Wildlife Service (respectively), no such plans have been adopted (GP DEIR, p. 4.10-63). Because of this, the General Plan would have no impact on adopted plans (Ibid.).

Sacramento County and the City of Rancho Cordova do 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 by the U.S. Fish and Wildlife Service (USFWS) 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 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING

Typical mineral resources in the area of Rancho Cordova include gold (largely mined out in the early 20th century) and aggregate deposits that exist as a result of dredge gold mining in the area (GP-EIR). The proposed project 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.

DISCUSSION OF IMPACTS

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

The project site is located within an MRZ-2 zone, an area known to contain mineral deposits, as identified in the GP-EIR (GP DEIR, pp. 4.8-26 and 4.8-27). However, the site shows evidence of mining activity prior to development and the likelihood of additional resources remaining onsite is low (Ceres Associates). The project site and surrounding areas have been urbanized during the latter half of the 20th century. As mining operations generally take place on sites prior to development, it is unlikely that the project site would be mined in the future. Furthermore, no part of the project is located within an area identified in the GP-EIR as containing existing or planned mining operations. Therefore, the proposed project would not result in the loss or impede the mining of regionally or locally important mineral resources and *less than significant* impacts would result.

b) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

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

The operation of the existing Target includes noise generated from local traffic as well as delivery trucks. The proposed project is expected to have largely similar operational noise levels as those of the existing operation. Furthermore, the project site is not adjacent to any residential uses that would be most affected by noise generated by the proposed project. However, the proposed project includes demolition, site preparation, and construction activities, which would include the use of heavy equipment and trucks and would result in temporary noise increases in the project vicinity. In order to ensure that construction noise does not exceed City noise standards, the following mitigation measure is included:

Mitigation Measure

- MM 11.1** The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances:

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- Construction activities shall be limited to between 7:00 AM and 6:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends;
- Stationary sources of construction noise such as compressors and generators shall be placed as far as possible from existing residential uses neighboring the project site; and,
- The project proponent shall post visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities, as well as the phone number for the City planning Department.

Timing/Implementation: Requirement shall be included on all plans prior to approval of the grading/improvement plans. Measure shall be complied with throughout construction activities.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure MM 11.1 would ensure that impacts related to noise exposure would be *less than significant*.

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

See discussion a) above. Construction of the proposed project includes demolition activities that could potentially generate limited groundborne vibration. However, these groundborne vibrations would be minor and temporary in nature, ceasing when construction has been completed. Heavy excavation with pneumatic hammers, explosives, or deep drilling is not required for construction or demolition of the proposed project. These types of excavation are known to create significant groundborne vibration and noise. Considering the proposed project's limited potential for creating significant groundborne vibration, the proposed project would have a *less than significant* impact from groundborne vibration or noise.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

See discussion a) above. As the proposed project is not expected to result in permanent noise generation that would exceed current City noise standards, and as the existing use on the project site is identical to the proposed project, it is expected that the proposed project would not increase the ambient noise level and a *less than significant* impact is expected.

- d) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* See discussion b) above. Construction noise impacts are expected to be minor and short in duration, and are therefore not expected to exceed City standards for stationary noise [see discussion a) above]. Implementation of mitigation measure MM 11.1 would ensure that construction related noise impacts would be *less than significant*.
- e) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed noise impacts related to airports, specifically the Mather Airport located immediately south and west of the City (GP DEIR, pp. 4.7-30 through 4.7-32). Five planning areas within the City were identified as having potential airport-related noise impacts: Mather Planning Area, Jackson Planning Area, Sunrise Boulevard South Planning Area, Rio del Oro Planning Area, and the Aerojet Planning Area (GP DEIR, p. 4.7-30). Single-event noise impacts were also identified for those portions of the City that lie under the primary flight paths for Mather Airport (GP DEIR, p. 4.7-30). For the five planning areas identified above and areas of the City directly under the approach path for Mather Airport the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.7-32).

The proposed project is located outside all identified noise contours for Mather Airport, as shown in the Mather Airport Comprehensive Land Use Plan. Therefore, *less than significant* noise impacts to people working at the project sites are expected.

- f) *No Impact.* The nearest private airport to the project area is Rancho Murieta Airport, located more than ten miles to the southeast. Therefore, the proposed project is not located within the vicinity of a private airport and *no impact* would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

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

The project site is located within an urbanized area and is currently occupied by existing retail operations. The project proposes to demolish and replace the existing structures with one retail structure approximately 5.1% larger than the total square footage of the existing buildings. No residential development is planned with the proposed project; therefore, there would be no impact resulting from the potential for inducing population growth through the construction of new homes. The new Target operation may include hiring of new employees, which could bring new residents to the area. However, as employees need not be residents of Rancho Cordova, the proposed project is not likely to contribute to substantial population growth in the area. Therefore, the proposed project is expected to result in *less than significant* impacts to population growth, either directly or indirectly.

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

The proposed project involves the demolition of existing retail structures and construction of a single new structure. The proposed project would not demolish any residential development. Additionally, the proposed project does not include the addition of any residential development. Therefore, no housing would be displaced, resulting in *no impact* to existing housing or population in the area.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed the impact of the General Plan on fire protection services and the resulting environmental impact of any additional infrastructure required (GP DEIR, pp. 4.12-5 through 4.12-9). As the General Plan would result in substantial growth, additional fire stations and other infrastructure would be required to serve the increased number of dwellings and urban land uses (GP DEIR, pp. 4.12-5 and 4.12-6). Consistency with City Policies and Action Items would result in a less than significant impact of the General Plan to the environment from construction and provision of additional infrastructure and facilities.

The proposed project would result in an increase of 6,428 square feet of retail operations. Fire Protection for the project site is currently provided by the SMFD station on Folsom Boulevard, approximately 0.50 miles away to the southeast. The net increase in building area would not require additional personnel, equipment, or facilities to be added to the current inventory of SMFD. Therefore, *less than significant* impacts are expected.

- b) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts related to the need for additional police protection infrastructure and facilities (GP DEIR, pp. 4.12-16 through 4.12-20). Just as with fire protection, the substantial growth predicted in the GP-EIR would require additional fire protection infrastructure and facilities (GP DEIR, pp. 4.12-16 and 4.12-17). Consistency with City

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Policies and Action Items would result in less than significant impacts resulting from implementation of the General Plan (GP DEIR, p. 4.12-17).

Police equipment and personnel increases are tied to population growth in the City. As the proposed project would not increase the population [see discussion a) in Checklist XII, Population and Housing, above], it is not expected that additional personnel, equipment, or law enforcement facilities will be required. Therefore, the proposed project is expected to result in a *less than significant* impact.

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

The proposed project would not construct any new residences and would not generate any population growth in the vicinity. As the proposed project would not increase the number of students in the area, *no impact* to schools is expected.

- d) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential environmental impacts related to the provision of additional parks to serve the growth anticipated in the General Plan (GP DEIR, pp. 4.12-89 through 4.12-96). Adherence to City Policy and Action Items as well as the requirements of the Cordova Recreation and Park District (CRPD) would ensure less than significant impacts from implementation of the General Plan (GP DEIR, pp. 4.12-95 and 4.12-96).

No additional residents will be generated by the proposed project, resulting in no increase in park usage or demand. Therefore, no additional need for parks is expected and the proposed project would have *no impact*.

- e) *No Impact.* As no new residents and only a small number of new employees will be generated by the proposed project, and no public facilities will be impacted by construction and operation of the proposed project (see discussions above), *no impact* is expected.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact/Reviewed Under Previous Document.* See discussion d) of checklist XIII, Public Services above for information on the GP-EIR's conclusions as to impacts related to parks and recreation. The project site consists of retail uses and will continue as a retail use upon implementation of the proposed project. No existing parkland will be converted to non-recreational use by the proposed project. Therefore, no additional need for parks or other recreational facilities would be created and *no impact* is expected.
- b) *No Impact/Reviewed Under Previous Document.* See discussion a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

EXISTING SETTING

A trip generation analysis was prepared for the proposed project by Farhad and Associates on March 27, 2007 (see **Appendix E**). The report calculated the proposed building area of the project site and surrounding parcels of similar use within the same shopping center. Next, the trip generation calculations were listed for the existing building areas. The difference between the two scenarios was calculated to determine the net increase in vehicle trips that would be anticipated to result from implementation of the proposed project. The results are listed below:

**TABLE 3
TRIP GENERATION ANALYSIS**

	Building Area (ft ²)	Daily Trips	AM Peak Trips	PM Peak Trips
Proposed	287,738	13,284	295	1257
Existing	270,883	12,979	285	1208
Net difference	16,856	305	10	49

Source: Farhad and Associates, 2007. (See Appendix E)

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

DISCUSSION OF IMPACTS

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

The proposed project is expected to generate a limited number of trips during construction as employees of the construction contractor drive to and from the work site. Additionally, the demolition phase of the proposed project would generate additional trips resulting from the trucks involved in removing the debris from the project site. These limited increases in traffic would be temporary in nature. As indicated in **Table 3** above, the proposed project is anticipated to generate 305 additional vehicle trips per day, 10 additional AM peak hour trips, and 49 PM peak hour trips during operation. Traffic generated by the proposed project does not exceed City significance thresholds of more than 1000 trips per day or more than 100 additional peak hour (AM or PM) trips. Therefore, the proposed project is expected to have *less than significant* impacts to traffic in the area.

- b) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion a) above. Impacts to level of service for roadways and intersections affected by the construction of the proposed project would be reduced by a Traffic Control Plan, required by the City Public Works Department for any project that would involve effects to City roadways. Traffic control and other requirements of the Traffic Control Plan would ensure *less than significant* impacts.
- c) *No Impact/Reviewed Under Previous Document.* The GP-EIR analyzed safety and hazards impacts related to the provision of land uses within the Mather Airport Comprehensive Land Use Plan (Mather CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, p. 4.4-28 and 4.4-29). The General Plan established the Mather Planning Area that corresponds to the Master Plan boundaries of the Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP DEIR, p. 4.4-28). Consistency with City Policies and Action Items as well as the requirements of the Mather CLUP would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

The proposed project is located within the 150-300 foot conical surface height restriction area for Mather Airport, above which it is understood that impacts to air navigation could occur. The proposed project would not construct any structures above 35 feet in height and is consistent in size and height with existing structures in the area. Therefore, the proposed project would not necessitate any change in current air traffic patterns and *no impact* is expected.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The project site is currently served by three existing driveways directly connecting the public right-of-way to the shopping center. The only street improvement proposed by the project is the conversion of the driveway along Olson Drive to a one-way ingress and egress configuration. Therefore, no hazards would be created as a result of site access and a *less than significant* impact is expected.

- e) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified impacts related to emergency access within the General Plan Planning Area (GP DEIR, p. 4.5-48). As the roadway network in the City was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (Ibid.).

The project site is accessible from five points; three from Olson Drive and two from adjacent parcels. All site access points would be subject to SMFD requirements which ensure that emergency vehicle access to the site would not be impeded. Therefore, the proposed project would have *less than significant* impacts resulting from emergency access.

- f) *Less than Significant Impact.* Adequate parking space is provided by the project site and parcels that share the contiguous parking field. The proposed project would be required to provide 494 parking spaces, though it proposes only 483 parking spaces. However, the overall parking area for the shopping center will contain 1,194 spaces, an amount in excess of the 1,027 parking spaces required for the entire shopping center. Therefore, the project would have a *less than significant* impact regarding parking capacity.
- g) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed potential impacts to transit, pedestrian, and bicycle provisions within the City (GP DEIR, pp. 4.5-49 through 4.5-53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP DEIR, pp. 4.5-49 and 4.5-50).

The Sacramento Regional Transit Light Rail station at Cordova Town Center is approximately 0.10 miles northeast of the project site and is accessible through the adjacent parcel. The Light Rail station at Zinfandel is located approximately 0.25 southwest of the project site and is accessible through adjacent parcels and across Zinfandel Drive. The proposed project would not restrict access to the light rail stations or any other transit facilities. Further, development of the one-way ingress and egress along Olson Drive would not interfere with any transit stops. Additional employees required by the proposed project could possibly increase the amount of riders on local transit systems. However, as the proposed project would not be expected to generate a substantial increase in ridership to warrant the development of additional transit facilities. Therefore, the proposed project would have *less than significant* impacts on alternative transportation.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

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

Existing uses on the project site are currently served by existing wastewater treatment facilities. Based on calculations in accordance with assumption contained in the GP-EIR, the proposed 5.1% increase in building area would generate approximately 275 gallons per day (gpd) of additional wastewater.¹ The proposed increase in retail use area would not result in a substantial increase in wastewater flows and would therefore not affect current treatment facilities. Therefore, a *less than significant* impact is expected.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

¹ Wastewater generation rates for the increase in building size are calculated as follows: total building square footage in acres (0.1475) times 6 = 0.885 equivalent single-family dwellings (ESD) times 310 gallons per day of wastewater (gpd) = 275 gallons per day. (GP DEIR, p. 4.12-46)

b) *Less than Significant Impact/Reviewed Under Previous Document.* In addition to required expansion in treatment capacity, the GP-EIR identified potential impacts associated with the construction of additional wastewater conveyance infrastructure (GP DEIR, pp. 4.12-45 through 4.12-51). CSD-1 has planned expansion of sewerage infrastructure into the General Plan Planning Area and the environmental effects of this expansion were addressed in an EIR (GP DEIR, pp. 4.12-46 and 4.12-47). However, increased growth expected with implementation of the General Plan will require more infrastructure than that currently planned by CSD-1. Therefore, the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.12-51).

See discussion a) above.

c) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion c) in Checklist VII, Hydrology and Water Quality for information on stormwater drainage facilities and their associated environmental effects. The project site is currently served by existing stormwater drainage system. The GP-EIR identifies the increase in impervious surfaces as the primary contributor to increased stormwater runoff (GP DEIR, p.4.9-41). The proposed project would not increase the amount of impervious surfaces in the area and would therefore not increase stormwater runoff from the project site. Therefore, no expansion of existing facilities or construction of new stormwater facilities would be required and a *less than significant* impact is expected.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the City and the General Plan Planning Area (GP DEIR, pp. 4.9-43 through 4.9-57). According to the analysis in the GP-EIR, adequate supplies of water exist through buildout of the current incorporated boundaries of the City (GP DEIR, p. 45). However, new sources of water will be required to serve buildout conditions for those portions of the General Plan Planning Area that lie outside current City boundaries. Significant environmental effects may occur from the acquisition of these additional sources. Therefore, significant and unavoidable impacts of the General Plan are expected (GP DEIR, p. 4.9-57).

The proposed project would increase building area, which could result in a small increase in water demand. The project area is currently served by the Golden State Water Company. Golden State Water Company's supply capacity through 2030 is expected to exceed demand (GP DEIR, p.4.9-21). Therefore, the proposed project would not result in a significant need for increased water supply and a *less than significant* impact is expected.

e) *Less than Significant Impact/Reviewed Under Previous Document.* See discussions a) and b) above.

f) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts related to the capacity of local landfills and those landfills to which solid waste from the City and the General Plan Planning Area are shipped (GP DEIR, pp. 4.12-60 through 4.12-63). Current capacity exists at all landfills that serve the General Plan Planning Area and expansion in capacity is not expected to be required (GP DEIR, p. 4.12-61). Consistency with City Policies and Action Items as well as federal, State, and local

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

laws and ordinances would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.12-63).

As identified in the General Plan EIR, all three landfills that receive solid waste from the City have adequate capacity to serve the City (GP DEIR, pp. 4.12-60 through 4.12-63). All solid waste generated by the proposed project, including the materials generated by the demolition of the existing structures, would be trucked to local landfills for disposal. Therefore, both construction and operation of the proposed project would result in *less than significant* impacts.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact/Reviewed Under Previous Document.* As demonstrated in checklists I through XVI above, the proposed project is not expected to result in any significant impacts related to biological or cultural resources. Further, adherence to City policies and the mitigation measures presented above would ensure that the project's impacts are *less than significant*.
- b) *Less than Significant Impact/Reviewed Under Previous Document.* See Section 4.0 of this IS/MND for an analysis of the proposed project's cumulative impact.
- c) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion a) above.