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# APPENDIX A – NOP AND COMMENT LETTERS

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## NOTICE OF PREPARATION

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**DATE:** December 19, 2005

**TO:** State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

**LEAD AGENCY:** Community Redevelopment Agency of the City of Rancho Cordova  
Contact: Hilary Anderson  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

**SUBJECT:** Environmental Impact Report for the Rancho Cordova Redevelopment Plan.

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In discharging its duties under Section 15021 of the State California Environmental Quality Act (CEQA) Guidelines, the Community Redevelopment Agency of the City of Rancho Cordova (as Lead Agency) intends to prepare an Environmental Impact Report for the City of Rancho Cordova Redevelopment Plan (RCRP). In accordance with Section 15082 of the State CEQA Guidelines, the Community Redevelopment Agency of the City of Rancho Cordova has prepared this Notice of Preparation to provide Responsible Agencies and other interested parties with information describing the proposal and its potential environmental effects.

The determination to prepare an Environmental Impact Report was made by the Community Redevelopment Agency of the City of Rancho Cordova. The attached Initial Study has been prepared pursuant to CEQA Guidelines Section 15063, and identifies the anticipated environmental effects of the project.

As specified by the CEQA Guidelines, the Notice of Preparation will be circulated for a 30-day review period. The Community Redevelopment Agency of the City of Rancho Cordova welcomes agency and public input during this period as to the scope and content of environmental information related to your agency responsibility that must be included in the Draft EIR.

The City is scheduled to hold a **Public Scoping Meeting** on **Tuesday, January 10 2006**, at 6:30 p.m. at Rockingham Station, located at 10361 Rockingham Drive, Rancho Cordova. Copies of the Notice of Preparation and Initial Study are available at City Hall. Comments may be submitted in writing during the review period and addressed to:

Hilary Anderson  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

Comments may also be submitted by email to: [redevelopmentplan@cityofranhocordova.org](mailto:redevelopmentplan@cityofranhocordova.org)

**The comment period closes at 5:00 p.m. on January 17, 2006**

**A. PROJECT LOCATION**

The Rancho Cordova Redevelopment Plan (Redevelopment Plan) project area is located within City limits (See **Figure 1**, Site and Vicinity Map). The proposed project area includes the following areas: (i) the Folsom Boulevard commercial corridor between Sunrise Boulevard and Bradshaw and adjacent residential, commercial and industrial areas; (ii) the Trade Center commercial and industrial area bounded by Sunrise Boulevard on the east, Kilgore Road on the west, and Sun Center Drive on the south, and adjacent parcels; (iii) the Coloma Boulevard commercial and residential corridor between Sunrise Boulevard and Folsom Boulevard, and adjacent parcels; (iv) the Zinfandel Drive commercial and residential corridor between Sunrise Boulevard and Folsom Boulevard, and adjacent parcels; (v) the Lincoln Village residential and commercial area approximately between Bradshaw Road to the west, Old Placerville Road to the east, Lincoln Village Drive to the south and U.S. 50 to the north, and adjacent parcels, and (vi) the residential, commercial and industrial area located between Old Placerville Road to the west, International Boulevard to the south, White Rock Road to the east and State Highway 50 to the north, and adjacent parcels. Immediately adjoining streets within areas (i) through (vi) are also included within the proposed project area.

**B. PROJECT HISTORY**

On December 6, 2004, the City Council formed the Community Redevelopment Agency of the City of Rancho Cordova (Redevelopment Agency) (Ordinance No. 55-2004) in order to address areas in the City of Rancho Cordova (City) that appear to exhibit adverse physical and economic conditions. The Redevelopment Agency is currently pursuing the adoption of a Redevelopment Plan for those areas throughout the City. Redevelopment will provide financial resources to the City and its Redevelopment Agency to assist in the revitalization of those areas and improve the image of the City.

Adoption of a Redevelopment Plan Area establishes the Redevelopment Agency's ability to collect tax increment revenue. Tax increment revenue would be used to support this work effort, provide the Redevelopment Agency with funding to improve and redevelop commercial and residential areas, and support the production of affordable housing in the City. Redevelopment will be a financing and implementation tool to help the City realize its vision for the community, including the development of a vibrant downtown.

**C. PROJECT DESCRIPTION**

The Redevelopment Plan Area is approximately 2,500 acres in size and is highly developed in nature. Approximately 50 acres of the Redevelopment Plan area consists of vacant parcels. The project proposes to adopt a Redevelopment Planning Area and a Redevelopment Plan. All land uses in the proposed project area will be consistent with the City of Rancho Cordova General Plan and will be subject to all review and procedural requirements in effect as redevelopment takes place within the project area (See **Figure 2** for the Redevelopment Plan Area). The following uses and associated activities are proposed by the Redevelopment Plan.

Residential

Rehabilitation of existing residential structures and the development of new single- and multi-family housing on infill and vacant sites. As required by the Community

Redevelopment Law (CRL), the Redevelopment Agency will use at least twenty percent (20%) of tax increment funds for the purpose of increasing, improving and preserving the supply of low- and moderate-income housing in the community.

### Commercial

Revitalization of commercial areas, including the rehabilitation of existing commercial and retail structures, the development of new business and professional offices, restaurant, hotel, and retail buildings, and the improvement of streetscape and public amenities along commercial corridors.

### Public, Recreational and Open Space

Construction, installation and rehabilitation of new and existing public facilities and recreational areas, including libraries, parks and open space.

### Industrial

Rehabilitation, modernization and new construction of industrial and light manufacturing facilities, including but not limited to, wholesale sales and distribution, technical service business, and research and development companies.

### Institutional

Rehabilitation, modernization and new construction of institutional facilities such as medical centers and schools.

### Proposed Layout of Principal Streets

The layout of principal streets in the project area is shown in **Figure 2**. The layout of streets within the project area will conform to the City of Rancho Cordova General Plan Circulation Element. Existing streets within the project area may be vacated, widened or otherwise modified, and additional streets may be created as necessary for proper pedestrian and/or vehicular circulation in accordance with the General Plan Circulation Element and the City of Rancho Cordova ordinances and regulations as they now exist or may be revised.

### Proposed Population Densities

A range of development will be permitted consistent with the City of Rancho Cordova General Plan land use designations. Residential densities will conform to the levels approved by the City of Rancho Cordova General Plan.

### Proposed Building Intensities

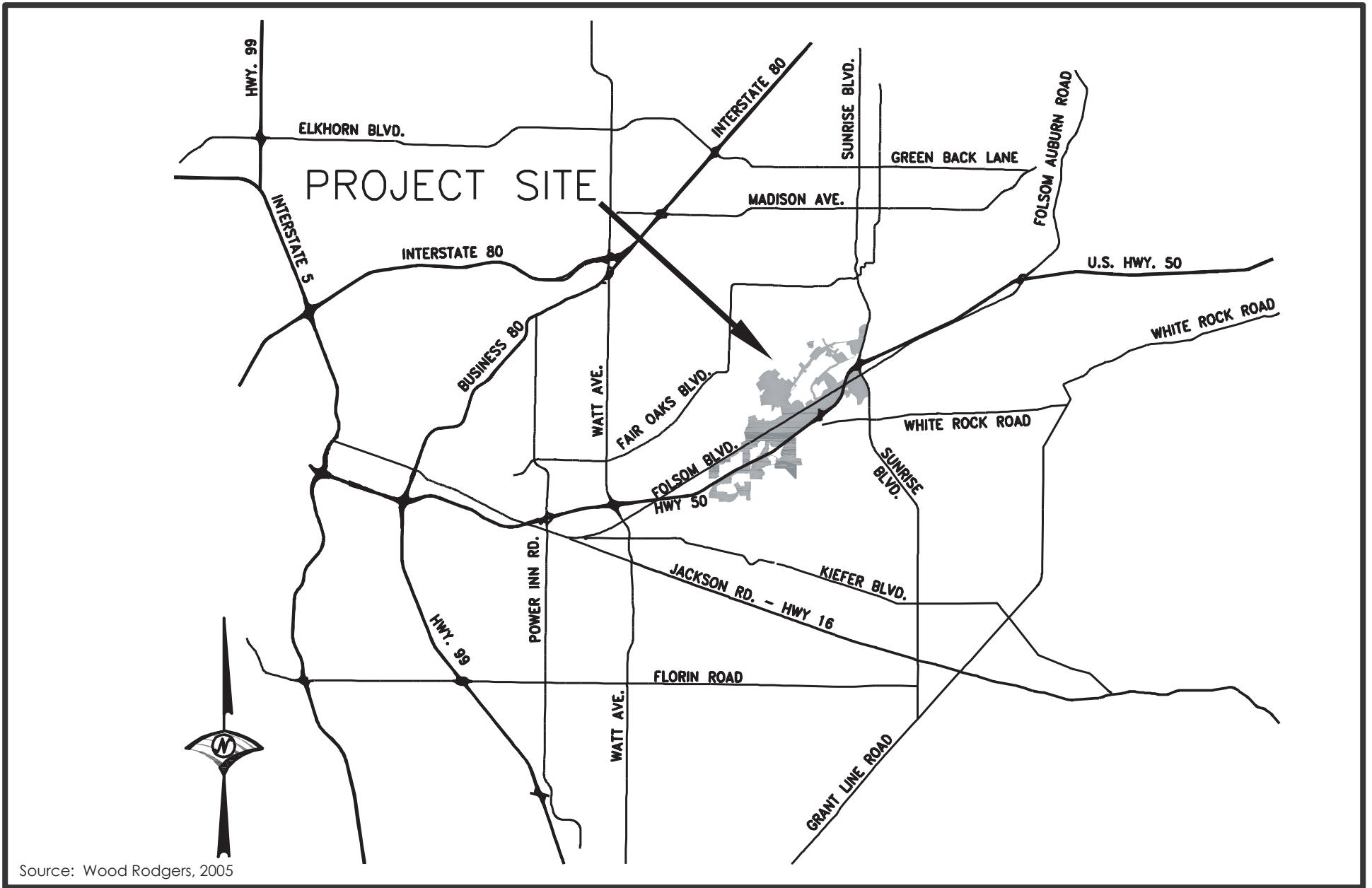
Building intensity will be controlled by the criteria established in the City of Rancho Cordova General Plan, any applicable specific plans, and City of Rancho Cordova ordinances and regulations as they now exist or may be amended. Such criteria include: (i) the percentage of ground area covered by buildings (land coverage); (ii) the ratio of total floor area for all stories of the buildings to the area of the building site (floor area ratio); (iii) the size and location of buildable areas on building sites; and (iv) building height. The land coverage, sizes and locations of buildable areas will be limited as appropriate to provide open space, parking and amenities.

Proposed Redevelopment Standards

Minimum standards for redevelopment will conform to the building requirements of all applicable State and local statutes, codes, ordinances and regulations.

**C. POTENTIAL ENVIRONMENTAL EFFECTS**

*See attached Initial Study.*



Source: Wood Rodgers, 2005



City of Rancho Cordova

Figure 1  
Vicinity Map

GEO REFERENCE SHEET 1  
 A PORTION OF RANCHO RIO DE LOS AMERICANOS  
 AND SITUATE WITHIN PORTIONS OF TOWNSHIPS 8  
 AND 9 NORTH, RANGE 6 EAST, MOUNT DIABLO BASE  
 & MERIDIAN.

LEGEND  
 [Shaded Area] REDEVELOPMENT PLAN AREA

NOTE:  
 1. REDEVELOPMENT DISTRICT BOUNDARY GENERATED  
 FROM SACRAMENTO COUNTY ASSESSOR'S DATA BASE.  
 2. ASSESSOR'S PARCEL NUMBERS ARE GENERATED  
 FROM THE ABOVE DATA BASE, DATED OCTOBER 10,  
 2005  
 3. THE 2005 SACRAMENTO THOMAS GUIDE WAS USED  
 TO DETERMINE THE STREET NAMES SHOWN HEREON.



REVISIONS	
REVISION NO.	DATE REVISED
5	11/14/2005
4	10/28/2005
3	10/25/2005
2	10/10/2005
1	09/30/2005
	09/26/2005

Source: Wood Rodgers, 2005

T:\Rancho Cordova\Redevelopment Plan



City of Rancho Cordova

Figure 2  
 Redevelopment Plan Area



**Initial Study**

1. **Project Title:** Rancho Cordova Redevelopment Plan
2. **Lead Agency Name and Address:** Community Redevelopment Agency of the  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Hilary Anderson (916) 361-8384
4. **Project Location:** City of Rancho Cordova, Sacramento County – The Folsom Boulevard commercial corridor between Sunrise Boulevard and Bradshaw and adjacent residential, commercial and industrial areas; the Trade Center commercial and industrial area bounded by Sunrise Boulevard on the east, Kilgore Road on the west, and Sun Center Drive on the south, and adjacent parcels; the Coloma Boulevard commercial and residential corridor between Sunrise Boulevard and Folsom Boulevard, and adjacent parcels; the Zinfandel Drive commercial and residential corridor between Sunrise Boulevard and Folsom Boulevard, and adjacent parcels; the Lincoln Village residential and commercial area approximately between Bradshaw Road to the west, Old Placerville Road to the east, Lincoln Village Drive to the south and U.S. 50 to the north, and adjacent parcels, and the residential, commercial and industrial area located between Old Placerville Road to the west, International Boulevard to the south, White Rock Road to the east and State Highway 50 to the north, and adjacent parcels. (See Figure 1)
5. **Project Sponsor’s Name and Address:** Community Redevelopment Agency of the  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

**6. Description of the Project:**

The Redevelopment Plan Area is approximately 2,500 acres in size and is highly developed in nature. Approximately 50 acres of the Redevelopment Plan Area consist of vacant parcels. The project proposes to adopt a Redevelopment Planning Area and a Redevelopment Plan. All land uses in the proposed project area will be consistent with the City of Rancho Cordova General Plan and will be subject to all review and procedural requirements in effect as redevelopment takes place within the project area. The following uses and associated activities are proposed by the Redevelopment Plan.



## Residential

Rehabilitation of existing residential structures and the development of new single- and multi-family housing on infill and vacant sites. As required by the Community Redevelopment Law (CRL), the Redevelopment Agency will use at least twenty percent (20%) of tax increment funds for the purpose of increasing, improving and preserving the supply of low- and moderate-income housing in the community.

## Commercial

Revitalization of commercial areas, including the rehabilitation of existing commercial and retail structures, the development of new business and professional offices, restaurant, hotel, and retail buildings, and the improvement of streetscape and public amenities along commercial corridors.

## Public, Recreational and Open Space

Construction, installation and rehabilitation of new and existing public facilities and recreational areas, including libraries, parks and open space.

## Industrial

Rehabilitation, modernization and new construction of industrial and light manufacturing facilities, including but not limited to, wholesale sales and distribution, technical service business, and research and development companies.

## Institutional

Rehabilitation, modernization and new construction of institutional facilities such as medical centers and schools.

## Proposed Layout of Principal Streets

The layout of streets within the project area will conform to the City of Rancho Cordova General Plan Circulation Element. Existing streets within the project area may be vacated, widened or otherwise modified, and additional streets may be created as necessary for proper pedestrian and/or vehicular circulation in accordance with the General Plan Circulation Element and the City of Rancho Cordova ordinances and regulations as they now exist or may be revised.

## Proposed Population Densities

A range of development will be permitted consistent with the City of Rancho Cordova General Plan land use designations. Residential densities will conform to the levels approved by the City of Rancho Cordova General Plan.

## Proposed Building Intensities

Building intensity will be controlled by the criteria established in the City of Rancho Cordova General Plan, any applicable specific plans, and City of Rancho Cordova ordinances and regulations as they now exist or may be amended. Such criteria include: (i) the percentage of ground area covered by buildings (land coverage); (ii) the ratio of total floor area for all stories of the buildings to the area of the building site (floor area ratio); (iii) the size and location of buildable areas on building sites; and (iv) building height. The land coverage, sizes and

locations of buildable areas will be limited as appropriate to provide open space, parking and amenities.

### Proposed Redevelopment Standards

Minimum standards for redevelopment will conform to the building requirements of all applicable State and local statutes, codes, ordinances and regulations.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this proposed Redevelopment Plan involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

**DETERMINATION**

**(To be completed by the Lead Agency)**

On the basis on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but must analyze only the effect that remains to be addressed.
- I find that, although the proposed project could have a significant effect on the environment, there will NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

H Anderson  
Signature

Hilary Anderson  
Printed Name

December 19, 2005  
Date

City of Rancho Cordova  
For

**PURPOSE OF THIS INITIAL STUDY**

This Initial Study has been prepared consistent with State CEQA Guidelines Section 15063, to determine if the City of Rancho Redevelopment Plan, as proposed, may have a significant effect upon the environment. The Redevelopment Plan will provide financial resources to the City and its Redevelopment Agency (Community Redevelopment Agency of the City of Rancho Cordova) to assist in the revitalization of redevelopment areas and improve the image of the City. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of an Environmental Impact Report.

**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 projects 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. "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.
4. "Less Than Significant With Mitigation Incorporated" 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.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
6. Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. AESTHETICS.** Would the project:

- |  |                                     |                          |                                     |                          |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input 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"/> |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**Discussion of Impacts**

- a) *Less Than Significant Impact.* The Redevelopment Plan Area contains no designated scenic vistas. Offsite views are limited to the commercial, residential and office uses in Rancho Cordova and some limited intermittent views of the Sierra Nevada Mountains on clear winter days. Furthermore, development in the Redevelopment Plan Area will conform to the City's comprehensive Design Guidelines, which were adopted by City Council on September 6, 2005. The Design Guidelines reflect the City's desire for quality development and apply to all types of development. Therefore, this impact would be less than significant and would not be addressed further in the EIR.
- b) *Potentially Significant Impact.* There are no scenic highways in the Redevelopment Plan area. However, there are oak trees in the area that may be lost as a result of redevelopment in Rancho Cordova. This impact will be further addressed in the EIR.
- c) *Less Than Significant Impact.* Urban uses dominate the existing visual character of the Redevelopment Plan Area. The proposed Redevelopment Plan would not degrade the existing visual character of the area. Therefore, this impact will be less than significant and will not be addressed further in the EIR.
- d) *Potentially Significant Impact.* Future residential and commercial development would create new sources of light and glare. The impact of light and glare will be further addressed in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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"/> |
| 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"/> |
| 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"/> |

**Discussion of Impacts**

- a) *No Impact.* Currently, there are no parcels within the Redevelopment Plan Area that are designated as Prime or Unique farmland, and/or Farmland of Statewide Importance as shown on the Farmland Mapping and Monitoring Program maps. Therefore, no impact would occur and this issue will not be addressed in the EIR.
- b) *No Impact.* Currently, there are no parcels within the Redevelopment Plan Area that are under Williamson Act contract. Therefore, no impact would occur and this issue will not be addressed in the EIR.
- c) *No Impact.* Development within the Redevelopment Plan Area would increase urban uses such as commercial, industrial, and residential in an area that currently contains no active farmland. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**III. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

a, b, d) *Potentially Significant Impact.* The Redevelopment Plan Area is located within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD has established guidelines for determining the significance of a project's impact on air quality. This is broken down into the construction phase and operation phase.

Construction

Construction traffic on unpaved roads, as well as activities such as land clearing and grading, could generate significant particulate matter (PM<sub>10</sub>) emissions. However, the vast majority of the Redevelopment Plan Area is already developed, thus lessening the amount of mass grading that would be necessary for development of vacant land. Use of stationary and mobile construction equipment and employee/delivery vehicles can result in increases in ozone precursors, CO, and particulate emissions. Additional vehicle emissions can occur if construction activities increase traffic congestion. Due to the size and extent of the Redevelopment Plan Area, air quality impacts due to construction within the plan area would be potentially significant and will be further discussed in the EIR.



### Operation

The proposed Redevelopment Plan may generate additional long-term particulate matter (PM<sub>10</sub>) emissions over that which currently exists due to the significant increase in vehicular trips per day as well as wood-burning fireplaces in the new homes that will be constructed in the Redevelopment Plan Area. The Redevelopment Plan Area may also result in motor vehicle traffic emissions of ozone precursors, which consist of reactive organic gasses (ROG) and nitrogen oxides (NO<sub>x</sub>). Also, due to traffic congestion, high levels of CO may occur, which may create CO "hotspots."

Due to the size and nature of the Redevelopment Plan Area, impacts on air quality may be considered potentially significant and will be discussed further in the EIR.

- c) *Potentially Significant Impact.* The proposed Redevelopment Plan would have the potential to increase the emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> above the current levels and may inhibit air quality attainment efforts. Currently, the Redevelopment Plan Area is a mixture of different land uses. The traffic resulting from the increased development may increase the emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> on a cumulative level. This will be discussed further in the EIR.
  
- e) *Potentially Significant Impact.* The proposed Redevelopment Plan would consist of mixed-use development consisting of residential, commercial, office, light industrial, and other uses. As the Redevelopment Plan Area could include light industrial uses, potential odors or toxic air contaminants could be generated. Since odors or toxic air contaminants could be created from industrial uses, this issue could be potentially significant. This issue will be addressed further in the EIR.

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

**Discussion of Impacts**

a-d) *Less Than Significant Impact.* The Redevelopment Plan Area is dominated by existing urban uses. Existing development within the Redevelopment Plan does not contain high quality habitat such as vernal pools, wetlands, and/or riparian corridors. Furthermore, this lack of suitable habitat greatly diminishes the potential for special status species to be present in the Redevelopment Plan Area. However, these issues will be discussed further in the EIR.

e) *Less Than Significant Impact.* The proposed Redevelopment Plan is not expected to conflict with existing federal, state, and local policies and standards on oak woodlands, wetlands/vernal pools, or special-status species. However, this issue will be discussed further in the EIR.

f) *Less Than Significant Impact.* No adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plans are within the Redevelopment Plan Area. However, Sacramento County is currently developing the South County Habitat Conservation Plan (SSHCP). The SSHCP would include the Redevelopment Plan Area. Rancho Cordova is participating in the South Sacramento HCP

(SSHCP). The Sacramento County Planning Department has indicated that the SSHCP is in the planning stages and they may have an administrative draft in seven months. However, they don't anticipate adoption of the plan for more than two years. The EIR, however, will discuss regional conservation measures that the County of Sacramento is currently undertaking.

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

**Discussion of Impacts**

a-b) *Less Than Significant Impact.* The Redevelopment Plan Area is highly developed with urban uses. It is expected that existing historical buildings within the Redevelopment Plan Area will be preserved in place. However, this issue will be discussed further in the EIR.

c-d) *Less Than Significant Impact.* The proposed Redevelopment Plan would not result in the destruction of a unique paleontological resource or the disruption of human remains. However, this issue will be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<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"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>

**Discussion of Impacts**

- a) *Less Than Significant Impact.* Based on geologic maps and aerial photographs of the Redevelopment Plan Area, no active or potentially active faults underlie the Redevelopment Plan Area. Additionally, the Redevelopment Plan Area is not located within an Alquist-Priolo Fault Study Zone. Thus, the potential for a fault is unlikely. As stated in the Sacramento County General Plan EIR, the closest fault is 19 miles northwest of the City of Sacramento. Designing buildings in accordance with Title 24, Chapter 23 of the California Code of Regulations (1991 Edition of the California Building Code, with January 1, 1993 supplements) for Seismic Zone 3 is considered sufficient to prevent significant damage to buildings as a result of seismic ground shaking. Thus, the potential adverse effects from seismic ground shaking, ground failure, or landslides are less than significant. However, the EIR will include information regarding the limited seismic hazards in the Redevelopment Plan Area.
- b) *Less Than Significant Impact.* The proposed Redevelopment Plan is not expected to result in substantial soil erosion, wind and water erosion, and siltation of local drainages. However, this issue will be further discussed in the EIR.

- c) *Less Than Significant Impact.* The topography of the site is flat, therefore it is unlikely any hazards associated with landslides or mudflows would occur. Withdrawal of fluids (e.g., groundwater, natural gas, and oil) can, in some cases, result in subsidence. However, significant subsidence has not been documented in the Redevelopment Plan Area. This issue will not be discussed further in the EIR.
  
- d) *Less Than Significant Impact.* The Redevelopment Plan Area is primarily composed of silty clays and loams. These soils have a medium potential for expansion. Expansive soils can cause structural damage to foundations, slabs, pavement, and exterior flatwork unless properly identified and managed. Expansive soils swell when they absorb moisture and shrink as they dry. However, compliance with the Uniform Building Code would be sufficient to prevent any adverse impacts. This issue will not be discussed further in the EIR.
  
- e) *No Impact.* Residences in the Redevelopment Plan Area would be connected to existing sewer systems. Therefore, future development would not result in an impact regarding soils incapable of adequately supporting the use of septic tanks. This issue will not be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

a-b) *Potentially Significant Impact.* Light and heavy industrial uses could be permitted within certain areas of the Redevelopment Plan Area with appropriate zoning and land use designations. Potentially hazardous materials may be used as part of industrial businesses and some commercial businesses. Due to some current land uses within the Redevelopment Plan Area, there may be some hazardous materials within the area, such as pesticides, chemical fertilizers, or waste materials. The impacts related to exposure of persons to hazardous materials would be potentially significant and will be discussed in the EIR.

- c) *Less Than Significant Impact.* Section 17213 of the California State Education Code mandates that a school site must not be located within one-quarter of a mile of a hazardous materials site. Currently, there are nine elementary schools and three high schools in the Redevelopment Area. Because of this mandate, the impact of hazardous waste sites on schools is less than significant, but will be further addressed in the EIR.
- d) *Less Than Significant Impact.* There are no known hazardous materials sites in the Redevelopment Plan Area pursuant to Government Code § 65962.5. However, this issue will be further discussed in the EIR.
- e) *Potentially Significant Impact.* Mather Airport is within two miles of the Redevelopment Plan Area. This could result in significant impacts to nearby residents or workers. This issue will be discussed further in the EIR.
- f) *No Impact.* There are no private airports located within the Redevelopment Plan Area. This issue will not be discussed further in the EIR.
- g) *Potentially Significant Impact.* As a result of future redevelopment within the Redevelopment Plan Area, the existing emergency response plan may or may not be suitable to future needs. This issue will be discussed further in the EIR.
- h) *Less Than Significant Impact.* The Redevelopment Plan Area is not located near or intermixed with any wildlands, so the risk of wildland fires is low. Therefore, this is considered to be a less than significant impact. This issue will not be discussed in the EIR.



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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

a,f) *Potentially Significant Impact.* Development of the Redevelopment Plan Area would include construction-related activities that could expose soil to erosion during storm events, causing degradation of water quality. Also, after construction, the run-off from residential and commercial uses may contribute to the degradation of water quality in the area. The City is subject to a NPDES permit, which would help to mitigate impacts to water quality. However, these impacts may be potentially significant and will be discussed further in the EIR.

b) *Potentially Significant Impact.* Most of the Redevelopment Plan Area is currently being served by groundwater wells. Currently, overdraft conditions exist. As redevelopment occurs, groundwater usage would increase and groundwater resources may not be sufficient enough to meet the demand. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

c-d) *Potentially Significant Impact.* Implementation of the Redevelopment Plan could increase impervious surfaces and as a result may alter drainage patterns that could exceed the capacity of existing drainage facilitates. A substantial alteration of drainage patterns would result in a potentially significant impact and will be discussed further in the EIR.

e,g) *Potentially Significant Impact.* Construction activities as a result of the proposed Redevelopment Plan would include material storage areas, equipment storage and maintenance areas, and other related outdoor work areas. Stormwater discharge from these areas could occur and adversely affect water quality in the area. This impact is considered potentially significant and will be addressed further in the EIR.

h) *Potentially Significant Impact.* Implementation of the proposed Redevelopment Plan would have the potential to increase surface runoff, which in turn could exceed existing drainage capacity. This is considered a potentially significant impact and will be addressed further in the EIR.

i) *Potentially Significant Impact.* The proposed Redevelopment Plan would have the potential to adversely affect water quality. This issue will be further addressed in the EIR.

- j-k) *Potentially Significant Impact.* Portions of the Redevelopment Plan Area are within Zone X of the Flood Insurance Rate Map for Sacramento County, which means that these areas are inside the 500-year floodplain. Flood hazards will be discussed further in the EIR.
- l) *Potentially Significant Impact.* Portions of the Redevelopment Plan Area border the American River. Levee failures along this river could cause safety hazards to residents. These issues will be discussed further in the EIR.
- m) *No Impact.* The Redevelopment Plan Area is not located in an area that would be affected by a seiche, tsunami, or mudflow. Therefore, development of the proposed Redevelopment Plan would result in no impact regarding inundation other than that which will be addressed under the potential for levee failure, and will not be discussed further in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**IX. LAND USE AND PLANNING.** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

- a) *Less Than Significant Impact.* The proposed Redevelopment Plan will not physically divide an established community. The proposed project includes redevelopment of an established community. This will not result in a physical divide of the existing community. This issue will not be further addressed in the EIR.
- b) *Less Than Significant Impact.* The proposed Redevelopment Plan will conform to the City's existing Interim General Plan land use designations. However, possible land use conflicts will be discussed in the EIR.
- c) *Less Than Significant Impact.* No adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plans are within the Redevelopment Plan Area. As discussed above under IV.d., Sacramento County is currently developing the South County Habitat Conservation Plan (SSHCP). The SSHCP would include the Redevelopment Plan Area. Rancho Cordova is participating in the SSHCP. The Sacramento County Planning Department has indicated that the South Sacramento County HCP is in the planning stages and they may have an administrative draft in seven months. However, they don't anticipate adoption of the plan for more than two years. The EIR, however, will discuss regional conservation measures that the County of Sacramento is currently undertaking.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) *Less Than Significant Impact.* Due to the highly urbanized nature of the Redevelopment Plan Area, there will be no loss of availability of mineral resources. This issue will not be discussed further in the EIR.
- b) *No Impact.* There are no resource recovery sites delineated on any local general plan, specific plans, or land use plan. Therefore, there will be no impact. This issue will not be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a-d) *Potentially Significant Impact.* Implementation of the Redevelopment Plan would create a substantial increase in stationary and transportation noise from existing levels. Any new development could cause a significant impact in noise as well. This issue will be discussed further in the EIR.
- e) *Potentially Significant Impact.* Mather Airport is located within 2 miles of the project area. This could potentially expose residents and other sensitive receptors to excessive noise levels associated with aircraft overflight. This issue will be discussed further in the EIR.
- f) *No Impact.* There are no private airports located in the project area. This issue will not be discussed further in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**Discussion of Impacts**

a) *Less Than Significant Impact.* The implementation of the proposed Redevelopment Plan would have the potential to increase the population of Rancho Cordova; however, not substantially due to the highly developed existing nature of the Redevelopment Plan Area. The City has not adopted any type of management program to control residential growth. Thus, this issue will be discussed further in the EIR.

b-c) *Potentially Significant Impact.* Implementation of the proposed Redevelopment Plan may result in displacing houses and/or people. This may occur as a result of future infrastructure improvements or redevelopment efforts. This issue will be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- |                             |                                     |                          |                          |                          |
|-----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Fire protection?         | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection?       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Schools?                 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Parks?                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

- a) *Potentially Significant Impact.* The Sacramento Metropolitan Fire District would serve the Redevelopment Plan Area. Redevelopment of the project area would have the potential to increase the population, thereby resulting in the possible need for additional fire stations. The potential lack of adequate fire protection is a potentially significant impact that will be addressed in the EIR.
- b) *Potentially Significant Impact.* The Rancho Cordova Police Department (RCPD) would serve the Redevelopment Plan Area. Implementation of the proposed Redevelopment Plan would have the potential to increase the population for the area and, thus, increase the demand on the personnel and time of the RCPD. The potential increase of demand on the RCPD may lead to an overall reduction of police protection services for the area. The potential reduction of services to the area may be a potentially significant impact that will be addressed further in the EIR.
- c) *Potentially Significant Impact.* The project area is within the Folsom Cordova Unified School District (FCUSD). The possible increase of students to these districts may have an adverse impact on school services. This is a potentially significant impact that will be discussed further in the EIR.
- d) *Potentially Significant Impact.* The proposed Redevelopment Plan would have the potential generate the need for new park and recreation facilities. Depending on the rate of development and funds available, the impact from the proposed Redevelopment Plan on park services could be potentially significant and will be discussed further in the EIR.
- e) *Potentially Significant Impact.* Local service providers would serve the Redevelopment Plan Area. Because the proposed Redevelopment Plan may add to the current population, the need for these services could increase from the existing level. This potential increase could create a potentially significant impact that will be discussed further in the EIR.



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>XIV. RECREATION.</b>
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- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

a,b) *Less Than Significant Impact.* The proposed Redevelopment Plan would include the construction, installation, and rehabilitation of new recreational facilities. However, construction of these recreational facilities is not expected to have an adverse physical effect on the environment due to the highly developed nature of the Redevelopment Plan Area. Currently, there are a limited number of recreational facilities within the Redevelopment Plan Area. This expansion of recreational facilities should result in a less than significant impact; however, this issue will be further discussed in the EIR.

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

**Discussion of Impacts**

a,b) *Potentially Significant Impact.* Implementation of the Redevelopment Plan could increase the number of vehicle trips, the volume-to-capacity ratio on roads, and the congestion at intersections. It could also exceed LOS standards established by the City. These issues will be discussed further in the EIR.

c) *Potentially Significant Impact.* The Redevelopment Plan Area is within the Part 77 area for Mather airport. Any tall structures within Part 77 of Mather airport could have an adverse impact on air traffic patterns. Tall structures could include power poles, cell towers, and or multi-story buildings. This potentially significant impact will be further discussed in the EIR.

d-g) *Less Than Significant Impact.* The proposed Redevelopment Plan will be designed to be consistent with the City's General Plan Circulation Element. Existing streets may be vacated, widened or otherwise modified, and additional streets may be created as necessary for proper pedestrian and/or vehicular circulation. A less than significant impact is expected; however, this issue will be discussed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input 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"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>

**Discussion of Impacts**

- a) *No Impact.* The proposed Redevelopment Plan will not exceed wastewater treatment requirements of the Regional Water Quality Control Board. This issue will not be discussed further in the EIR.
- b) *Less Than Significant Impact.* The proposed Redevelopment Plan does not include the construction of water or wastewater treatment facilities. If such facilities were needed in the future, they would be analyzed under a separate CEQA process. However, this less than significant impact will be discussed in the EIR.
- c) *Potentially Significant Impact.* Any future development in the project area could create new impervious surfaces that would increase the runoff to downstream areas and the need for additional drainage facilities. This issue will be discussed further in the EIR.
- d) *Potentially Significant Impact.* The Redevelopment Plan Area is currently being served by groundwater wells. Currently, overdraft conditions exist. As development occurs, groundwater usage would increase and may not be sufficient enough to meet the demand. New water sources could be necessary to serve the project area. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

- e) *Potentially Significant Impact.* Increased population as a result of the proposed project could impact wastewater services. Wastewater service issues will be discussed further in the EIR.
  
- f-g) *Less Than Significant Impact.* The Sacramento County Landfill on Kiefer Boulevard is the primary landfill for all solid waste generated within the county. The landfill receives approximately 850,000 tons of solid waste per year. It is anticipated that this landfill would be adequate to serve the projected population of Sacramento County through the year 2018. Recently, an expansion of the landfill was approved, increasing the landfill's capacity by 117.9 million cubic yards. This would potentially be adequate to serve the needs of the future population of Rancho Cordova, but will be addressed further in the EIR.

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

**Discussion of Impacts**

- a) *Less Than Significant Impact.* The proposed Redevelopment Plan is not expected eliminate animal and plant habitats, to reduce or restrict the range of endangered species, and or to eliminate important prehistorical resources. However, this issue will be discussed further in the EIR.
- b) *Less Than Significant Impact.* The proposed Redevelopment Plan is designed to be consistent with the City's General Plan. This would result in a less than significant impact to long-term environmental goals. However, this issue will be further discussed in the EIR.
- c) *Potentially Significant Impact.* The proposed Redevelopment Plan does have impacts that would be cumulatively considerable. These issues will be discussed further in the EIR.
- d) *Potentially Significant Impact.* The proposed project does contain environmental effects that could either directly or indirectly affect human beings. This issue will be discussed further in the EIR.

Municipal Services Agency

Department of Transportation

Tom Zlotkowski, Director



Terry Schutten, County Executive  
Cheryl Creson, Agency Administrator

## County of Sacramento

January 5, 2006

Ms. Hilary Anderson  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

### **SUBJECT: NOTICE OF PREPARATION FOR THE RANCHO CORDOVA REDEVELOPMENT PLAN**

Dear Ms. Anderson:

The County of Sacramento, Department of Transportation has reviewed the Notice of Preparation and the Initial Study for the Rancho Cordova Redevelopment Plan. We appreciate the opportunity to review these documents, and have the following comments:

- At a minimum, the County would like the traffic study to include the following intersections:
  - Sunrise Boulevard & Folsom Boulevard
  - Sunrise Boulevard & Coloma Road
  - Bradshaw Road & Folsom Boulevard
  - Bradshaw Road & Old Placerville Road
  
- At a minimum, the County would like the traffic study to include the following interchanges:
  - Sunrise Boulevard & US 50
  - Bradshaw Road & US 50
  
- Tom Zlotkowski, Department of Transportation Director, County of Sacramento, is currently attempting to gain multi-jurisdictional support for the analysis of regional transportation issues in the East Sacramento/West El Dorado County region. This analysis will attempt to establish land use and infrastructure baseline assumptions that should be used on future studies in the region. This project may be subject to these assumptions.



*"Leading the Way to Greater Mobility"*

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831  
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
[www.sacdot.com](http://www.sacdot.com)

Hilary Anderson  
January 5, 2006  
Page 2

The County would like the opportunity to review the scope of the traffic study. If you have any questions, please feel free to contact Scott Fujikawa at 874-5259 or me at 874-7052.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew G. Darrow", with a large, sweeping flourish at the end.

Matthew G. Darrow  
Senior Civil Engineer

MGD:smf

c: Steve Hong, IFS



# Sacramento Metropolitan Fire District

2101 Hurley Way • Sacramento, California 95825-3208 • Phone (916) 566-4000 • Fax (916) 566-4200

DON METTE  
Fire Chief

RECEIVED

JAN 17 2006

RANCHO CORDOVA  
PLANNING

January 5, 2006

Hilary Anderson  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

RE: **Environmental Impact Report for the Rancho Cordova Redevelopment Agency**  
Fire District Plan Review Number: 2005-4502

Dear Ms. Anderson:

This Fire District has received a copy of the Draft EIR Report and would like to submit the following comments:

The Sacramento Metropolitan Fire District is an all risk service provider. In addition to fire and emergency medical service response, the District provides airmobile response, community education, crash fire rescue, hazardous materials response and mitigation, swift water rescue, technical rescue, urban search and rescue, and wildland fire fighting. The District is also the "authority having jurisdiction" for fire prevention activities as assigned by the California Health and Safety Code beginning with Section 13800. It seems premature to send the Draft EIR when we do not have a copy of the preliminary report to determine the nature and scope of the project. Further we request early consultation as the District has many concerns with the project and we would like to have an opportunity to discuss these with you as soon as possible.

## Concerns Specific To This DEIR:

1. Redevelopment of the project area has the potential to increase the population, thereby resulting in the possible need for additional fire stations and personnel resources. The potential lack of adequate fire protection and emergency rescue services is a potentially significant impact to the District in four primary areas.

### A. Operational Revenue

The District supports the concept of redevelopment and its benefits to local communities, surrounding areas, and low-income families. Local merchants, cities,



counties and even the state can benefit from the community enhancements made possible through redevelopment projects. Unfortunately, the benefits associated with redevelopment do not generally find their way to property tax supported agencies, particularly those responsible for delivering public safety services.

Redevelopment projects can improve the social climate and stimulate the area's economy. Cities and counties often realize increased sales tax revenues from the rejuvenated business community. The state too has a potential to benefit from additional income taxes generated by new or expanded employment opportunities created by the enhanced business environment. Sadly, property tax supported agencies like Metro Fire do not realize a benefit from increases in sales or income tax, and property taxes that otherwise would flow to us are diverted to the redevelopment agency.

While redevelopment agencies are required to share a small portion of the fruits of their property tax funding mechanism, the pass through increment is not sufficient to fund the ongoing, and potentially increased, service demands in this project's area, especially over the extended years of most plans' life. In light of the twenty-percent affordable housing set aside requirement and initial twenty-percent increment pass through, the majority of a project's revenue stream is still available for contributing to furthering the community's value. The redevelopment agency must work closely with Metro Fire to assure service delivery in the project area continues to be provided at levels that enhance the quality of life. Residents, visitors and businesses alike all want to be part of and operate in communities that are safe. Adequately addressing fire and life safety concerns is an essential element for all communities and is a paramount issue in attracting and retaining residents and businesses in redevelopment areas.

## B. Infrastructure

The implementation of the proposed redevelopment plan would have the potential to increase the population of Rancho Cordova. Businesses are encouraged to continue or expand their operations in redevelopment areas and can even receive financial incentives for doing so. The twenty-percent statutory affordable housing element in the redevelopment law helps lower income families and individuals find living accommodations within their financial means and to achieve the American Dream of owning a home. The preferred, and most logical, mechanism for making housing costs more affordable is to increase density. Generally, increased density is achieved through a two-fold process, a reduction in personal living space and an increase in total resident capacity. Both have been found to be contributing factors to increases in social tension that in turn often produce increased service demands, particularly those from public safety providers like Metro Fire.

Although good for the local economy, cities, counties and the state, enhanced business environments also bring more patrons and congestion. More customers can expand or create additional life safety issues during emergency incidents and may contribute to delays in apparatus response times. The proposed

redevelopment plan would have the potential to increase the number of vehicle trips, the volume-to-capacity ratio on roads, and the congestion at intersections. Over the last several years, the District has seen an increase in our emergency response times due to increased traffic within the proposed redevelopment area. The city's implementation of a traffic-calming program in several neighborhoods to reduce speeding has further increased response times in those areas. Despite the aggressive use of traffic control measures such as Opticom® on signal lights, response times continue to increase.

1. Need for Additional Fire Stations and Replacement/Renovation of Existing Fire Stations. The DEIR needs to include the finding that additional fire stations will be needed potentially as a result of the project. The District has found that the only means for overcoming increasing response times due to growth and redevelopment activities is through the construction of additional fire stations. Metro Fire and the redevelopment agency must work closely in the acquisition of property to adequately accommodate new fire stations within the redevelopment area.

In addition, the DEIR must contain a finding that the existing fire stations within the proposed redevelopment area are scheduled for replacement or major renovation within the next few years. These scheduled activities will be detrimentally affected by the redevelopment project due to the District's loss of anticipated property taxes and the impact of the increased growth caused by the project.

Furthermore, it must be noted that the Fire District's response to the greatest percentage of incidents requires apparatus to be summoned from multiple fire station locations. It is common for the responding fire and EMS companies to be summoned from fire stations outside the planned area. This illustrates an interdependency between fire station resources. In terms of interdependency within the District (all station), 80% of stations required assistance over 90% of the time and 100% of the stations required assistance over 85% of the time.

The District requests mitigation measures to address these comments including new fire station(s) and renovation/replacement of existing fire stations which may include the acquisition of property existing fire station locations in order to adequately accommodate the renovation of the existing fire stations, construction of new fire stations at the current sites, and acquisition of suitable fire station sites in the area of the District impacted by the Redevelopment Area.

2. Impact on Water Supply. The redevelopment area has the potential to significantly impact the water supply serving the fire hydrants and fire sprinkler systems throughout the area. Most of the plan area is currently being served by groundwater wells and overdraft conditions exist. The area has historically low static and residual pressures and low gallons per minute, and this has necessitated the installation of fire pumps on many commercial buildings in the

redevelopment area. Consideration must be given to improvement of the current water service infrastructure in the redevelopment area to accommodate development. Further, as density is increased, residential fire sprinkler systems will become more prevalent in protecting the dwellings, and an adequate water supply is critical to their operational success. The District requests assistance from the Redevelopment Agency to address these comments regarding infrastructure, including fire stations and built-in fire protection, which would include commercial and residential fire protection systems.

### C. Equipment

The District has done extensive planning on the useful service life of fire fighting equipment, including engines, trucks, medics, turnouts, radios, etc., and has projected the service life and costs of each. These items are replaced by revenue collection, and their costs escalate in relation to the cost of goods and services. It is therefore critical that our revenue stream grow in proportion to the cost of providing services to the redevelopment area. While redevelopment agencies are required to share a small portion the fruits of their property tax funding mechanism, the pass through increment is not sufficient to fund the ongoing, and potentially increased, service demands in a project's area, especially over the extended years of most plan's life. In light of the twenty-percent affordable housing set aside requirement and initial twenty-percent increment pass through, the majority of a project's revenue stream is still available for contributing to furthering the community's value. The redevelopment agency must work closely with Metro Fire to assure service delivery in the project area continues to be provided at levels that enhance the quality of life. Residents, visitors and businesses all want to be part of and operate in communities that are safe. Adequately addressing fire and life safety concerns is an essential element for all communities and is a paramount issue in attracting and retaining residents and businesses in redevelopment areas. We would request a mitigation measure securing an adequate revenue source to the District to fund the increased demand caused by the project.

### D. Risk Reduction

The introduction of automatic fire sprinkler systems into structures scheduled for alteration or construction within the redevelopment area would have a significant impact on the fire and life safety of the community and occupants and is considered a crucial element in reducing overall risk.

To ensure that Fire District concerns are being met, we suggest that the parcels within the redevelopment area be flagged so that District approval is required prior to release of building permit.

Statistically, the highest percentage of fire deaths occur in residential occupancies. It is the mission of the Sacramento Metropolitan Fire District to reduce the impact of

fire on human life by stopping fire spread in a dwelling by extinguishment in the room of origin. The best known method to achieve this is through the installation of residential fire sprinklers. Keeping fires to the room of origin reduces the need for greater alarm responses and has a positive affect on the ability of fire resources to maintain availability for other incidents. The District asks the Redevelopment Agency to examine the benefits of residential fire sprinklers and develop mitigation strategies.

**General Comments to be added where appropriate in the DEIR: The following comments relate to specific requirements regarding development in the project area and impacts of the project on the District. We are requesting that they be added as mitigation measures where appropriate or otherwise included in the DEIR.**

3. Every building shall be accessible to fire district apparatus by means of an all-weather driving surface capable of supporting the imposed loads of the vehicle. Access shall be designed to meet the requirements for an assumed traffic index of 5.5. (two inches of asphaltic concrete over six inches of aggregate base). The access is to be a minimum of twenty (20) feet wide and have a minimum turning radius of twenty five (25) feet inside and fifty (50) feet outside. The minimum vertical clearance acceptable is thirteen feet six inches (13'6"). The access roadways are to be extended to within one hundred fifty (150) feet of all portions of the exterior walls of the first story of every building. Dead-end fire department access roads longer than one hundred and fifty (150) feet shall be provided with approved turnaround facilities for fire department apparatus.
4. Gates installed across fire access roadways shall meet the requirements of Sacramento County Fire Code, Appendix VII. A copy is available upon request.
5. All bridges in the fire access shall be constructed in accordance with California Fire Code, Section 902.2.2.5, 2001 edition.
6. Where medians are to be installed, fire department approved, emergency use only, "cross over" areas thirty (30) feet in length shall be provided. Median curbs shall be of a maximum of two (2) inches in height to accommodate the driving over of emergency vehicles. Median infill shall be of the same construction as the adjacent roadway. Signage shall be provided indicating "Emergency Use Only". Vertical clearance of thirteen feet, six inches (13'6") shall be provided.
7. Traffic control signal devices (Opticom®) that allow the Fire District to activate the signal and control the flow of traffic shall be installed on all signal lighting installed and/or modified as part of this project.
8. Over crosses or under passes shall be provided at railroad and light rail crossings to provide unrestricted emergency apparatus response.
9. Fire access shall be provided into wetland, wild land, open space areas and large parks for emergency medical and wildland firefighting purposes as required by the Fire District.

- Provided access roads shall be a minimum of twenty (20) feet in width.  
Exception: Where non-vehicle recreation trails are provided, the minimum width shall be twelve (12) feet.
  - The Fire District shall approve the number of required fire access points and their respective locations.
  - Pavement for bicycle and pedestrian trails shall be a minimum twelve (12) feet in width and designed to support the weight of Fire District emergency response apparatus. Emergency call boxes and an approved trail location marking system shall be installed along the length of the bicycle/pedestrian trail.
10. Firebreaks shall be provided to separate wetland, wild land, open space areas and large parks that abut commercial, residential and recreational development.
- Firebreaks shall be a minimum of thirty (30) feet wide (and possibly more) from combustible fences, structures and ornamental vegetation depending on terrain and vegetation.
  - A maintenance agreement or Codes, Covenants and Restrictions shall be provided to require maintenance of firebreaks.  
Exception: Where non-combustible fencing is provided, fire resistive plants maybe used to reduce or eliminate the “firebreak”, as approved by the Fire District.
11. Where wetlands, wild lands, open spaces or large parks are enclosed, fencing shall be of non-combustible materials. New fencing shall be of metal, open grating type.
12. The minimum required fire flow for residential developments with a total area per structure not exceeding 3,600 square feet is 1,000 gallons per minute at 20 pounds per square inch residual pressure.
13. It is recommended that the infrastructure be designed to provide the required fire flow for the most demanding structure.
14. A Fire District Certificate of Release is required for residential structures exceeding 3,599 square feet in total area.
15. For the purposes of fire flow calculation all areas under the buildings roof line, including covered porches, patios, garages, breezeways, etc. are considered. Additional fire protection requirements apply to homes qualifying for a Certificate of Release.
16. Prior to any combustible construction or storage of combustible materials on-site, the following improvements shall be provided:
- Fire hydrants capable of providing the required “fire flow” shall be installed tested and approved.
  - Required fire access lanes shall be installed, identified and approved prior to construction or storage of combustible material to the “first lift” (up to the last 1” of pavement). The fire access lanes shall be designed to meet the requirements for an assumed traffic index of 5.5. [Two (2) inches of asphaltic concrete over six (6)

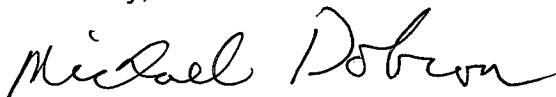
inches of aggregate base].

17. Developer contacts and information regarding the possible inclusion or utilization of "Mello-Roos" shall be provided to the fire district for the possible inclusion of a "Special Fire Tax" within the "Mello-Roos" area.
18. All new development within the area will be subject to an established District-wide Capital Fire Facilities fee to cover the cost of new fire station real property acquisition, development, and equipment.
19. Any new fire station(s) within the redevelopment area will require approximately 2.5 acres of real property in order to adequately address the building footprint, emergency vehicle circulation, parking, and landscaping. A two-story fire station may require less land subject to fulfilling the other requirements as determined by the District.

Metro Fire understands the important role redevelopment can play in our communities. The District is committed to assuring its residents, merchants and visitors receive the highest level of fire and life safety services possible. To that end, the Sacramento Metropolitan Fire District will welcome every opportunity to explore and work toward advancing creative solutions in redevelopment areas that can produce win-win results enabling all of us to achieve our goals in meeting our respective missions in the communities we serve.

If I may answer any questions or be of further assistance please feel free to contact me at (916) 942-3320.

Sincerely,



Michael Dobson  
Assistant Chief

Cc: File

Ms. Hillary Anderson  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

JAN 24 2006

January 17, 2006

**RE: Notice of Preparation (NOP) of a Draft EIR, Rancho Cordova Redevelopment Plan  
SAC200500896**

Dear Ms. Anderson:

Thank you for providing this NOP for the Rancho Cordova Redevelopment Plan to the Sacramento Metropolitan Air Quality Management District (District) for review. Staff comments follow.

This Redevelopment Plan is conceptual in nature and is, in effect, establishing a funding mechanism. Because the Plan does not describe a specific project or projects, we believe an air quality analysis is not possible at this time. When more project specifics are available, then we assume subsequent environmental analyses will be performed and submitted for our review.

At that time, any particular project within the Redevelopment Plan may generate short term (construction) and/or long-term (operational) air quality impacts which may be in excess of the District's established significance thresholds. An air quality analysis, using District recommended tools, should be conducted on the specific project(s) in order to determine if the impacts are significant. The significance thresholds can be found on the District's website [www.airquality.org](http://www.airquality.org). Construction activities for these projects may also include demolition activities which should also be included in the analysis.

If the construction impacts are determined to be significant, the District's standard construction mitigation measures should be applied to the project. If the application of the standard construction mitigation doesn't reduce the impact to less than significant, an off-site mitigation fee is recommended as additional mitigation to reduce construction impacts to less than significant. The standard construction measures are on the District's website.

Although the site and vicinity map included in the notice of preparation is general in nature, the following issue should be considered regarding the design of the Plan and should be addressed in the DEIR.

- With redevelopment projects located adjacent to Highway 50, the effect of freeway emissions on residences needs to be considered.

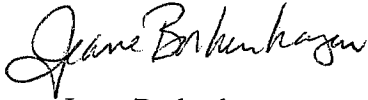
The California Air Resources Board (CARB) recently adopted the "Air Quality and Land Use Handbook: A Community Health Perspective" to provide guidance to local planners and decision-makers about land use compatibility issues. The Handbook suggests that, at a minimum, the siting of residential uses should not occur within 500 feet of a freeway. Traffic-related studies referenced in the Handbook reflect that the additional health risk attributable to the proximity effect was strongest within 1,000 feet. Other studies conducted near Southern California freeways indicate a dramatic drop off in the concentration of ultra-fine particulates beyond 300 feet.

The District urges the City of Rancho Cordova to consider locating non-residential uses in the parts of the project area closest to the freeway, minimizing impacts on residential development. Mitigation measures, such as development guidelines that orient buildings away from the freeway or providing appropriate setback or buffer zones should be included.

All projects are subject to District rules and regulations in effect at the time of construction. Please see the attached document describing District Rules which may apply to this project.

Thank you for your consideration. If you have any questions regarding these comments please contact me at 916-874-4885 or [jborkenhagen@airquality.org](mailto:jborkenhagen@airquality.org).

Sincerely,



Jeane Borkenhagen  
Associate Air Quality Planner/Analyst

Attachments

Cc: Mr. Ron Maertz, SMAQMD



## SMAQMD Rules & Regulations Statement

*The following statement is recommended as standard condition of approval or construction document language for all construction projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

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

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.