

ZINFANDEL PLACE

Mitigated Negative Declaration



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

August 2006

MITIGATED NEGATIVE DECLARATION
FOR
ZINFANDEL PLACE
CITY OF RANCHO CORDOVA, CALIFORNIA



CALIFORNIA
Incorporated 2003
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August 2006



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**NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION/INITIAL STUDY FOR
ZINFANDEL PLACE PROJECT #RC-05-214**

August 1, 2006

- LEAD AGENCY:** City of Rancho Cordova Planning Department
David Young, 916.361.8384
2729 Prospect Park Drive
Rancho Cordova, CA 95670
- PROJECT TITLE:** Zinfandel Place
- PROJECT LOCATION:** APN (072-0680-051). 3101 Zinfandel Drive in the City of Rancho Cordova at the southeastern corner of Zinfandel Drive and White Rock Road
- PROJECT DESCRIPTION:** The project proposes to construct (1) new 3-story Office/Retail building and (1) new 1-story Retail building over a parking garage with related surface parking, landscaping and utilities. The project would include approximately 66,635 square feet of commercial development on the 3.73 net-acre site. The project would also include corner monument signs, typical retail and office signage and blade wall signage. The project site would have one (1) main access off of Zinfandel Drive, approximately 500-feet north of Data Drive and provide 293 parking spaces, and 21 Class II employee and visitor bicycle parking spots.
- FINDINGS/DETERMINATION:** The City has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment, with substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a **Mitigated Negative Declaration** for this project.
- PUBLIC REVIEW PERIOD:** A 30 day public review period for the Mitigated Negative Declaration/ Initial Study will commence on **August 1, 2006** and will end on **August 31, 2006** for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration/Initial Study should be sent to the attention of David Young and must be received at 2729 Prospect Park Drive, Rancho Cordova Ca. 95670 by **5:00 PM on August 31, 2006**. Written comments can also be sent by email to dyoung@cityofranhocordova.org. Copies of the Mitigated Negative Declaration/Initial Study are available for review at the Rancho Cordova City Hall at 2729 Prospect Park Drive in Rancho Cordova and online at www.cityofranhocordova.org.

PUBLIC MEETING:

This project is scheduled to be heard before the City of Rancho Cordova Planning Commission on **September 14, 2006**.

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Zinfandel Place project. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines.

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

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

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” Based on these criteria, the City of Rancho Cordova will serve as lead agency for the proposed Zinfandel Place project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and Final Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Zinfandel Place project.

1.0 INTRODUCTION

This document is divided into the following sections:

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

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is located at the southeastern corner of the intersection of Zinfandel Drive and White Rock Road in the City of Rancho Cordova. The project site is adjacent to the existing Bank of America building and is encompassed by Data Drive. Surrounding land uses include White Rock Road and a vacant parcel (proposed for the Rancho Cordova Gateway project to the north, Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.

2.2 PROJECT CHARACTERISTICS

The project proposes to construct (1) new 3-story Office/Retail building and (1) new 1-story Retail building over a parking garage with related surface parking, landscaping and utilities. The project would include approximately 66,635 square feet of commercial development on the 3.73 net-acre site. The project would also include corner monument signs, typical retail and office signage and blade wall signage. The project site would have one (1) main access off of Zinfandel Drive, approximately 500-feet north of Data Drive and provide 293 parking spaces, and 21 Class II employee and visitor bicycle parking spots.

2.3 REQUIRED PROJECT APPROVALS

In addition to the approval of the proposed project by the City Council of the City of Rancho Cordova, the following agency approvals may be required (depending on the final project design):

- Caltrans
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- County Sanitation District (CSD-1)
- Golden States Water Company (GSWC)

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Land Use
- Population, Housing and Employment
- Geology and Soils
- Air Quality
- Transportation/Circulation
- Biological Resources
- Mineral Resources
- Human Health/Risk of Upset
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

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

- **No Impact:** No project-related impact to the environment would occur with project development;
- **Less than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;
- **Less than Significant Impact with Mitigation Incorporation:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level; or,
- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Zinfandel Place
2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Place
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** David Young (916) 361-8384
4. **Project Location:** 3101 Zinfandel Drive in the City of Rancho Cordova at the southeastern corner of Zinfandel Road and White Rock Road.
5. **Project Sponsor’s Name and Address:** Catlin Properties (Eric Hafter)

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

6. **General Plan Designation(s):** Downtown Planning Area
7. **Zoning:** MP/Office Park
8. **General Plan:** The project site is located within the Downtown Planning Area in the Rancho Cordova General Plan.
9. **APN Numbers:** 072-0680-051
10. **Description of the Project:** The project proposes to construct (1) new 3-story Office/Retail building and (1) new 1-story Retail building over a parking garage with related surface parking, landscaping and utilities. The project would include approximately 66,635 square feet of commercial development on the 3.73 net-acre site. The project would also include corner monument signs, typical retail and office signage and blade wall signage. The project site would have one (1) main access off of Zinfandel Drive, approximately 500-feet north of Data Drive and provide 293 parking spaces, and 21 Class II employee and visitor bicycle parking spots.
11. **Surrounding Land Uses and Setting:** Surrounding land uses include White Rock Road and a vacant parcel (proposed for the Rancho Cordova Gateway project to the north), Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.
12. **Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement).
- 1) City of Rancho Cordova
 - 2) Sacramento Metropolitan Air Quality Management District (SMAQMD)
 - 3) Golden States Water Company (GSWC)
 - 4) County Sanitation District (CSD-1)

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

PURPOSE OF THIS INITIAL STUDY

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

EVALUATION OF ENVIRONMENTAL IMPACTS

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

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- 6) “*Reviewed Under Previous Document*” applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of “Potentially Significant” does not necessarily require an EIR.
- 7) Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.
- 8) 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.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* There are no scenic vista views available from the project site or from the immediate vicinity. The proposed project is an in-fill project in the Downtown Planning area and is surrounded by other existing office/business park and commercial developments. Mid-range and long-range views are generally unavailable due to the size, density and scale of the surrounding development; therefore, implementation of the project would not adversely affect views on nearby or distant scenic vistas and *less than significant* impacts are anticipated.
- b) *Less than Significant Impact.* The project site is not located in the vicinity of a state scenic highway and does not contain any substantial scenic resources (i.e., rock outcroppings, historic buildings, etc). U.S. 50 and the Jackson Highway/State Route 16 (SR 16) are the closest highways to the project site. SR 16, which is approximately 3.5 miles south of the project site, is designated as a scenic highway but not in the vicinity of the project site. Therefore, the project would not damage any scenic resources in a scenic highway corridor or vicinity and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) above. As previously discussed, the proposed project is an in-fill project in the Downtown Planning area and is surrounded by other existing office/business park and commercial developments. The conceptual land use plan for the Downtown Planning Area consists of a Local Town Center, Transit Oriented Developments, Commercial/Mixed Uses, Office/Mixed Uses, and Residential/Mixed Uses. The commercial and retail land uses proposed in association with the project are consistent with the existing and proposed land uses in the Downtown Planning Area; therefore, the project would not substantially degrade the existing visual character in the area and *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- d) *Less than Significant Impact.* The project proposes commercial and retail uses, which would introduce new sources of light and glare on the currently undeveloped site. However, the site is surrounded by other commercial and mixed used developments. The project would be designed consistent with the Urban Design Strategy in the Rancho Cordova General Plan and is subject to the adopted City of Rancho Cordova Design Guidelines, which would reduce the project's light and glare impacts to *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The Zinfandel Place project site is a commercial/retail infill project and does not contain important farmland or valuable agricultural soils. The site is identified as urban and built-up land in the Rancho Cordova General Plan and is within the Downtown Planning Area, which is designated for urbanized uses. Therefore, implementation of the project would not convert Prime, Farmland of Statewide Importance, or Unique Farmland to non-agricultural uses and the project's agricultural resource impacts are considered *less than significant*.
- b) *No Impact.* The project site is not under a Williamson Act contract. Therefore, the project would not conflict with agricultural zoning or existing Williamson Act contracts and *no impacts* are anticipated.
- c) *No Impact.* See a) and b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

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

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* SMAQMD was consulted during the project's development, SMAQMD indicated that the project would not substantially conflict with or obstruct implementation of the most recent Sacramento Metropolitan Air Quality Plan (Borkenhagan, July 2006) or objectives or provisions of the Rancho Cordova General Plan and *less than significant* impacts would result.
- b) *Less than Significant Impact with Mitigation Incorporation.* Sacramento County is a known area of non-attainment for State and federal standards for carbon monoxide (CO), ozone (O), and particulate matter of less than 10 microns in diameter (PM10). The grading and site preparation activities and disturbance of 2.8-acres would result in temporary construction related emissions. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established a threshold of 85 pounds per day (lbs/day) for construction related emissions. Appendix B of SMAQMD's *Guide to Air Quality Assessment in Sacramento County* provides mitigation measures that are

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

dependent on the size of the project site and maximum acreage disturbed at any one time. Based on the size and scale of the project, Level 3 mitigation (identified below) is appropriate and would reduce the project's construction related impacts to *less than significant*.

The project would increase trip generation in the area and result in increased CO concentrations. SMAQMD's *Guide to Air Quality Assessment in Sacramento County* contains a screening procedure for determining if a project would significantly impact local CO concentrations. The limited amount of traffic generated as a result of the project is not expected to approach or exceed the most stringent SMAQMD ambient air quality standards of 20.0 ppm (1-hour) or 9.0 (8-hour) for CO. The project would temporarily increase fugitive dust and other construction related emissions and contribute to an increase in local CO concentrations; however, implementation of the mitigation measure identified below would ensure that the project would not exceed SMAQMD's established thresholds, violate any air quality standard or contribute substantially to an existing or projected air quality violation for construction or operational emissions and *less than significant* impacts would result.

Mitigation Measures

The project is subject to the following mitigation measures, which are incorporated into the proposed project to reduce the project's construction related emissions.

MM 3.1a The project applicant shall require that the contractors water all haul roads at least twice daily during construction activities. This requirement shall be included as a note in the improvement plan submittal.

Timing/Implementation: *During all phases of construction and site grading for the project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

MM 3.1b The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph when winds exceed 20 miles per hour. This requirement shall be included as a note in the improvement plan submittal.

Timing/Implementation: *During all phases of construction and site grading for the project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

MM 3.1c The project applicant shall require paved streets adjacent to the project site (White Rock Road and Zinfandel Drive) to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the improvement plan submittal.

Timing/Implementation: *During all phases of construction and site grading for the project.*

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

MM 3.1d

The project applicant shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in the improvement plan submittal.

Timing/Implementation: During all phases of construction and site grading for the project.

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

MM 3.1e

The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and the project sponsor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

Timing /Implementation: Prior to ground disturbance and throughout construction activities. SMAQMD verification that the project is in substantial compliance with this measure shall be submitted to the City of Rancho Cordova Planning Department prior to approval of all project plans and permits.

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

MM 3.1f

The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

Timing/Implementation: *During all phases of construction and site grading for the project.*

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

Implementation of mitigation measures **MM 3.1a** through **MM 3.1f** would reduce the project specific and cumulative construction and operational related emissions to *less than significant*.

- c) *Less than Significant with Mitigation Incorporation.* See b) above.
- d) *Less than Significant Impact.* Limited amounts of hazardous materials, which are considered pollutants and can be associated with objectionable odors, would be used during the construction phase of the project; however, would not result in substantial concentrations. Additionally, the proposed land uses (i.e., commercial and retail) are not typically associated with large amounts of pollutants or odor concentrations and *less than significant* impacts would result.
- e) *Less than Significant Impact.* See d) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<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"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

The project site is located at the intersection of White Rock Road and Zinfandel Drive in the City of Rancho Cordova. The site (APN 072-0680-051) was evaluated on May 16, 2006 by a City of Rancho Cordova staff biologist. The evaluation is included as **Appendix A**. The purpose of the preliminary biological resource assessment was to describe on-site vegetation communities, identify potentially jurisdictional waters of the U.S., and assess the potential for occurrence of special-status plant and wildlife species. Prior to the site visit a background information search for potential special-status species was conducted utilizing the California Natural Diversity Data Base (CNDDDB 2006a), CNDDDB QuickViewer for unprocessed data (CNDDDB 2006b), U.S. Fish and Wildlife Service (USFWS 2006), and California Native Plant Society (CNPS 2006) for the 9 USGS quadrangles surrounding the project site to determine which species have previously

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

been documented within the project vicinity. The project site is predominantly grassland vegetation, with landscaped plant and ruderal vegetation present to a lesser extent. The site is an infill site with extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*) which requires grasslands, alfalfa, or grain fields that support rodent populations.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact with Mitigation Incorporated.* As discussed under the setting, the project site is an infill site surrounded by other urbanized development, and as such has extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*). However, there may be foraging habitat in the surrounding vicinity. Although the project site has the potential to support various federally listed and protected species, suitable habitat for these species was not identified within the project area during the site evaluation. Reader is referred to d) below for mitigation to ensure that impacts to Swainson's hawk are less than significant. Given that the project site is an infill project, implementation would not have a substantial adverse effect, either directly or through habitat modifications, on 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 and *less than significant* impacts would result.
- b) *Less than Significant Impact.* See a) above. The project site is an infill project surrounded completely by other urbanized development. As such, the project site does not contain riparian habitat or other sensitive biological communities and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) and b) above.
- d) *Less than Significant Impact with Mitigation Incorporation.* A number of suitable bird nesting sites are present within and surrounding the project area. Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, processing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Based on the field visit, the habitat on the project site can support nesting birds. Implementation of the following mitigation measure would reduce impacts to birds covered under the MBTA.

Mitigation Measure

MM 4.1 Prior to grading or any ground disturbance, it shall be determined whether any construction or tree removal is proposed during the nesting season (February 1 to August 1).

- If no grading, site preparation, construction activities, or tree removal is to occur during the nesting season, no further mitigation is necessary.
- If any grading, site preparation, construction activities, or tree removal is proposed during the nesting season, a qualified biologist shall conduct a focused survey for nests during the nesting season to identify active nests within 250 feet of the project site. The survey shall be conducted no less

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than 14 days and no more than 30 days prior to the beginning of construction or any tree removal.

- If nesting birds or evidence of active nests are present during the focused survey, no further grading, site preparation, construction activities, or tree removal shall occur within 250 feet of an active nest until the young have fledged as determined by a qualified biologist.

Timing Implementation: *Prior to ground disturbance, grading or any other site preparation related activities.*

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

Implementation of **MM 4.1** would ensure that the project would not interfere with the movement of any wildlife species or impede the use of native wildlife nursery sites and *less than significant* impacts would result.

- e) *Less than Significant Impact.* The City of Rancho Cordova Tree Ordinance establishes provisions to regulate the planting, maintaining, protecting and preserving the City's tree resources. Based on the field survey, the project would not conflict with the provisions or implementation of the Ordinance; therefore, this impact is considered *less than significant* and no mitigation is necessary.
- f) *Less than Significant Impact.* The South Sacramento Habitat Conservation Plan is currently under development; however, since it is not finalized and adopted, it cannot be ascertained if the project will be in conflict with the Plan. However, since the project is an infill project, no conflicts with the plan are anticipated. Additionally, there is no Natural Community Conservation Plan for the area and *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V. CULTURAL RESOURCES	Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

EXISTING SETTING

Records searches and field examinations were conducted in preparation for the Rancho Cordova General Plan Draft Environmental Impact Report (DEIR) 2006. The investigations included a records search at the North Central Information Center at California State University, Sacramento, archival research at other repositories (e.g., California State Library), and field investigation of the Planning Area, which included the project site. No historical, archeological, paleontologic, or evidence of human remains were identified on the proposed project site during preparation of the Rancho Cordova General Plan DEIR.

DISCUSSION OF IMPACTS

- a) *No Impact.* As previously discussed, the proposed project site is vacant and is not known to have any historical resources or significant characteristics as defined by the criteria within the CEQA Guidelines and based on historical record searches conducted by City staff. Therefore, implementation of the project would not adversely affect any historically significant resources and *no impacts* would result.
- b) *Less than Significant with Mitigation Incorporated.* As indicated above, the project is not expected to contain any prehistoric sites or unique archaeological resources; however, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Any unanticipated and accidental archaeological discoveries during project implementation have the potential to affect unique archaeological resources that may be present; therefore, mitigation is required.

Mitigation Measure

MM 5.1 Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during construction activities, work shall be suspended and the City of Rancho Cordova shall be immediately notified. At that time, the City will coordinate any necessary investigation of the site with appropriate specialist, as needed. The project proponent shall be required to implement

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Timing/Implementation: *During all phases of construction activities.*

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

The project is subject to existing CEQA and the Rancho Cordova General Plan policies for the protection of cultural resources (e.g., prehistoric sites and archeological sites). Implementation of mitigation measure **MM 5.1** would ensure that the project's potential cultural, historic, paleontologic, and archeological resource impacts are *less than significant*.

- c) *Less than Significant with Mitigation Incorporated.* City of Rancho Cordova staff conducted a search of the database at the University of California Museum of Paleontology in preparation of the Rancho Cordova General Plan which concluded that there were no formally documented paleontological sites in the City of Rancho Cordova, but there are documented finds primarily associated with the Riverbank Formation in the east Sacramento County area. Project construction activities would not likely impact the Riverbank Formation, however, there is a possibility of unanticipated and accidental paleontological discoveries during ground-disturbing and other site preparation activities. Unanticipated and accidental paleontological discoveries during project construction and site preparation activities have the potential to adversely affect unknown paleontological resources and this is considered a potentially significant impact. Implementation of mitigation measure **MM 5.1** identified under b) above and required compliance with CEQA and the Rancho Cordova General Plan policies would reduce this impact to *less than significant*.
- d) *Less than Significant Impact.* There are no known cemeteries on the project site. However, due to the large Native American population in the area in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites or areas of spiritual significance, which may not contain any surface evidence of occupancy. The project is not expected to result in any new cultural resource impacts. However, implementation of mitigation measure **MM 5.1** (see b) above, would ensure *less than significant impacts* to human remains as a result of the Zinfandel Place project.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

SETTING

According to the Soil Survey of Sacramento County, the project site is comprised of Xerorthents, Dredge Tailings-Urban Land Complex, with slopes from 0% to 2%. This soil group is characterized by very low to low water holding capacity, slight erosion potential and very slow runoff rates and is generally suitable for urbanized development, with the main limitations including moderately rapid to very rapid permeability and a high content of gravel and cobbles.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

DISCUSSION OF IMPACTS

a)

- (i) *Less Than Significant Impact.* The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active fault exists within the site. The project site, as with virtually all sites within the State of California, is, however, subject to minor ground shaking and potential secondary hazards (i.e., liquefaction and subsidence) as a result of earthquakes. The project site, like the majority of Sacramento County, is in the area of Seismic Zone 3, which is considered an area of relatively low ground shaking potential, as defined by the California Department of Mines and Geology on the Preliminary Map of Maximum Expectable Earthquake Intensity in California, and the Sacramento County General Plan Safety Element. A Seismic Zone 3 is an area that can expect to experience ground motion of low severity. Based upon the seismologic and geologic conditions discussed above, the maximum level of ground motion potentially experienced on the project site and in the immediate vicinity would occur as a result of a 6.5 magnitude earthquake on the Foothills Fault zone or Great Valley fault. Compliance with City of Rancho Cordova Safety Element policies and adherence to the requirements of the Uniform Building Code (UBC) and the California Building Code (CBC) would ensure that the project's fault related impacts are *less than significant*.
- (ii) *Less Than Significant Impact.* See response to a (i) above. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area; however, as stated in a) above, the project would be required to comply with any seismic standards enforced by the UBC and the CBC; therefore, the project's ground shaking impacts are considered *less than significant*.
- (iii) *Less Than Significant Impact.* See response to a (i) above. The potential for soil liquefaction due to earthquakes and ground shaking is considered minimal, because of the project site characteristics, and also because development would have to comply with the structural requirements of the UBC and CBC. The depth to groundwater beneath the project site is generally greater than 50 feet, rendering the potential for liquefaction low. In addition, the potential for liquefaction is considered low due to the nature of on-site soils underlying the site as the soil units generally have low to moderate water holding capacities. The low risk to liquefaction due to the depth of groundwater and the nature of soils underlying the site would be further reduced by proper design of all proposed structures in conformance with the UBC and CBC requirements. The potential for other secondary hazards (i.e., ground lurching, differential settlement, or lateral spreading) occurring during or after seismic events in the vicinity of the project site is also considered to be low due to the distance of active faults and *less than significant* impacts would result.
- (iv) *No Impact.* Due to the project's topography, which is characterized by flat terrain, the potential for landslides is considered very low and *no impacts* related to landslides would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- b) *Less Than Significant Impact.* Grading and site preparation activities associated with development of the project would remove the existing site coverage and increase the potential for wind and surface water runoff. However, the project site soil characteristics display slight erosion potential and very slow runoff rates. Additionally, the project is subject to the Rancho Cordova Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. The Ordinance also establishes penalties when a project is in non-compliance with the provisions of the Ordinance; therefore, this impact is considered *less than significant*.
- c) *Less Than Significant Impact.* See a) (i) through (iv). As indicated, the soil groups present on the project site do not constitute a geologic unit or soils that are unstable, or that would become unstable as a result of the project. Additionally, adherence with UBC and CBC requirements would ensure that the project's potential to result in on- or off-site landslide, lateral-spreading, subsidence, liquefaction or collapse related impacts are considered *less than significant*.
- d) *Less Than Significant Impact.* See c) above.
- e) *No Impact.* The proposed project would not use a septic tank system or other alternative wastewater systems. The project would be served by the extension of Sacramento Regional County Sanitation District (SRCSD) facilities; therefore, *no impact* would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The commercial and retail land uses proposed as part of the project are not typically associated with the use or routine transport of large amounts of hazardous materials. The transportation of hazardous materials on the roadways used for the project site is subject to the California Highway Patrol (CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans regulations, which would ensure that the project's hazardous material transportation and disposal related impacts are *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- b) *Less than Significant Impact with Mitigation Incorporation.* See a) above. The site preparation and construction activities and operational phase of the project would involve the limited use and handling of small amounts of hazardous materials. The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. Additionally, the project's use of these materials is regulated by the Department Toxic Substances Control (DTSC, 22 Cal. Code Regs §§ 66001, et seq.). Although not anticipated, underground storage tanks may be encountered during site preparation activities. Implementation of mitigation measure **MM 7.1**, identified below, would ensure that the project's impacts involving the release of hazardous materials into the environment is *less than significant*.

Mitigation Measure

MM 7.1 If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.

Timing/Implementation: Prior to issuance of building permits.

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of mitigation measure **MM 7.1** would reduce the potential impacts of underground storage tank discovery and no other significant risks of explosion or accidental release of hazardous substances are anticipated; therefore, this impact is considered *less than significant*.

- c) *Less than Significant Impact.* As indicated in a) and b) above, the proposed project would not handle substantial amounts of hazardous materials or materials that would pose a threat to human safety if released. Additionally, the site is greater than one-quarter of mile any public school and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, *less than impacts* are anticipated from hazardous emissions or releases.
- d) *No Impact.* The proposed project is not located on a site or in the immediate vicinity of a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, it would not create a significant safety hazard to the public or the environment and *no impacts* from a hazardous materials site are expected.
- e) *Less Than Significant.* The project site is located directly northeast of Mather Field Airport. The project site is located within the Comprehensive Land Use Planning (CLUP) area and the Overflight Zone of the Mather Airport. However, it is located outside of the safety zone of this facility. Due to the scale and size of the proposed structures and uses, implementation of the project would not adversely affect operations of this facility and is not anticipated to result in safety related hazards or adverse impacts to people

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residing or working on the project sites. Therefore, this impact is considered *less than significant*.

- f) *No Impact*. The project area is not located within the vicinity of a private airstrip and would not affect operations at such facilities; therefore, *no impacts* are anticipated.
- g) *Less Than Significant Impact*. Implementation of the proposed project would not conflict with the *Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan* or any other adopted emergency response or evacuation plan. Therefore, this impact is considered *less than significant*.
- h) *No Impact*. The project site is an infill project surrounded entirely by other urbanized development and is not adjacent to wildlands. Implementation of the project would not place residences or structure where they are intermixed with wildlands. Therefore, there is *no impact*.

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HYDROLOGY AND WATER QUALITY Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
h) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The proposed project would involve site preparation and construction activities, which would increase the amount of impervious surfaces on the site and result in urbanized runoff (i.e., oils, grease, fuel, antifreeze, byproducts of combustion such as lead, cadmium, nickel, and other metals) and other surface pollutants. These constituents could result in water quality impacts to onsite and offsite drainage flows and to downstream area waterways and result in violations of applicable federal, state and regional water quality standards. The City of Rancho Cordova operates under a County-wide NPDES permit for municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. The intent of the waste discharge requirements in the NPDES Permit is to attain water quality standards and protection of beneficial uses consistent with the Basin Plan. The NPDES permit prohibits discharges from causing violations of applicable water quality standards or impairing the water quality in the receiving aquatic resource. The City has identified a range of Best Management Practices (BMPs) and measurable goals to address the stormwater discharges in the City. Additionally, the project is subject to regulations/procedures, including but not limited to the City of Rancho Cordova Grading and Erosion Control Ordinance. Strict adherence to the provisions of the NPDES permit and the correct use of proven Best Management Practices would ensure that the project does not violate any water quality standards or other stormwater discharge requirements and *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- b) *Less than Significant Impact.* The Golden States Water Company (GSWC) provides municipal water service to portions of the City and would serve the proposed project. The GSWC, which receives wholesale water supplies from the Sacramento County Water Agency (SCWA), will have an excess of approximately 5,000 acre-feet a year (af/yr) of water supply under City of Rancho Cordova General Plan buildout conditions or 2030 (RC General Plan EIR, page 4.9-45). The project would contribute to increased water demands; however, would be supplied through a combination of surface and groundwater resources; therefore, would not 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 and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) above. As indicated, the project is subject to the City of Rancho Cordova Grading and Erosion Control Ordinance, which establishes administrative procedures, minimum standard of review, and implementation and enforcement procedures for controlling erosion, sedimentation and other pollutant runoff from new development projects. The ordinance also addresses grading, filling, land excavation, construction activities and drainage as they relate to a particular project. The ordinance also ensures the project's compliance with the City's NPDES Permit and California Regional Water Quality Control Board (CRWQCB) standards and requirements. Strict adherence and the City's enforcement of the Ordinance would ensure that this impact is *less than significant*.
- d) *Less than Significant Impact.* See a) and c) above. Strict adherence to the City Grading and Erosion Control Ordinance, appropriate use of proven BMPs, and proper site and storm drainage design would ensure that the project's potential on-site and off-site flooding impacts are *less than significant*.
- e) *Less than Significant Impact.* See a), c) and d) above. The project would contribute to the discharge of storm water during the project's construction and operational phases; however, *less than significant* impacts are anticipated.
- f) *Less than Significant Impact.* See c) and d) above. Additionally, Rancho Cordova General Plan Policy NR.5.5 and associated Action Items requires that new developments minimize erosion by incorporating runoff control measures into the project's design and integrated drainage systems to enhance water quality. Additionally, Action Item NR.5.5.4 requires that new developments comply with established Best Management Practices (BMPs) to protect any receiving water bodies from the project's construction activities, increased runoff, or sediment resulting from the project's implementation. Strict adherence to the Policy NR.5.5 and associated Action Items and appropriate use of BMPs would ensure that the project's stormwater related impacts are *less than significant*.
- g) *Less than Significant Impact.* See c) through f) above.
- h) *Less than Significant Impact.* The project would contribute to increased runoff rates over existing conditions. The project's proposed uses are not associated with substantial sources of polluted runoff. The project would tie into the City's existing stormwater system and is not anticipated to exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. This impact is *less than significant* impacts.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- l) *Less than Significant Impact.* See a) and f) above.
- j) *No Impact.* The project is a commercial/retail project and would not include residential development. Additionally, the project is not within the 100-year floodplain as identified in the Rancho Cordova General Plan. As such, project implementation would not place residential structures within the 100-floodplain; therefore, *no impact* would result.
- k) *Less than Significant Impact.* See j) above. As indicated in j), the site is not located within the boundaries of a 100-year flood hazard area (RC GP EIR, Figure 4.9-2); therefore, the proposed structures would not redirect or impede flood flows and *no impact* would result.
- l) *Less than Significant Impact.* See j) and k) above.
- m) *No Impact.* The project site is not located near waterways and would not be threatened by seiches, tsunamis or mudflows and *no impacts* are anticipated.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project is located at the southeastern corner of the intersection of Zinfandel Drive and White Rock Road. Both Zinfandel Drive and White Rock Road are major arterials in a commercial mixed-use zone. There is no residential development in the vicinity of the proposed project and since the project site is located at the corner of two major arterial roads, implementation would not physically divide an existing community. Therefore, this impact is considered *less than significant*.
- b) *Less Than Significant Impact.* The proposed project site is located in an area designated in the recently adopted Rancho Cordova General Plan as the Downtown Planning Area. The General Plan designates the Downtown Planning Area as the “heart” of Rancho Cordova, which will become a vibrant place to live, work, play, and shop. Furthermore, the area surrounding the intersection of Zinfandel Drive and White Rock Road is designated a commercial mixed-use zone (RCGP DEIR, page 4.1-22 and Figure 3.0-6). The proposed project does not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project since the proposed land uses (i.e., office/retail/parking garage) are consistent with the intent and vision of the commercial mixed-use zone in the Downtown Planning area. Therefore, this impact is considered *less than significant*.
- c) *Less Than Significant Impact.* Currently, there is no adopted Habitat Conservation Plan (HCP) in Sacramento County; therefore, *less than significant* impacts are expected.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

SETTING

The Surface Mining and Reclamation Act (SMARA) (Cal. Pub. Res. Code §§ 2710 et seq.) requires the State Geologist to identify and map the non-fuel mineral resources of the State in order to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications “MRZ-1 through MRZ-4.” MRZ-1 zones are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence, MRZ-2 areas are areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists, MRZ-3 zones are areas containing mineral deposits, the significance of which cannot be evaluated from available data and MRZ-4 zones areas where available data is inadequate for assignment to any other MRZ.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The project site is located within an MRZ-2 zone, which are areas that are known to contain significant mineral resources. However, due to the project’s size and location, the mining of these resources is not economically viable or feasible. Therefore, implementation of proposed project would not result in the loss or impede the mining of regionally or locally important mineral resources and *less than significant* impacts would result.
- b) *Less than Significant Impact.* See a) above. The project would not impede the recovery or mining of valuable mineral resources as depicted in the Rancho Cordova General Plan or any other applicable land use plan; therefore, *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. NOISE. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The project's construction and site preparation activities would include the use of heavy equipment and trucks which would result in noise increases in the project's vicinity. Construction activities are temporary in nature and typically occur during daytime hours. Construction activities typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet and would result in the temporary exceedance of established standards. The project's design and operational phase would include stationary noise generating features (i.e., heating and air conditioning units, etc.). However, the project's operational phase is not anticipated to exceed noise level performance standards for stationary sources established in the Table N-1 of Rancho Cordova General Plan (RC GP Noise Element, page 10). Given that the project is an infill site and surrounded by other commercial development, the construction activities are not anticipated to expose people or residences to excessive noise levels that exceed applicable standards. The following RC GP policies are applicable to the proposed project and would ensure that the project's construction and operational noise levels are reduced to *less than significant* with mitigation incorporation.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

GENERAL PLAN POLICIES AND ASSOCIATED ACTION ITEMS

The following General Plan policies and associated Action items are applicable to the proposed project:

- Policy N.1.4** Mitigate noise created by proposed non-transportation sources to comply with the City's noise standards to the maximum extent feasible.
- Action N.1.4.1** Limit construction activity to the hours of 7 a.m. to 7 p.m. weekdays and 8 a.m. to 6 p.m. weekends when construction is conducted in proximity to residential uses.
- Action N.1.4.2** Consider restricting the hours of operation of loading docks, trash compactors, and other noise-producing uses in commercial areas that are adjacent to residential uses.
- Action N.1.4.3** Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.

Strict adherence General Plan **Policy N.1.4** and associated **Action Items N.1.4.1** through **N.1.4.3** would reduce this impact to *less than significant*.

- b) *Less than Significant Impact.* See a) above.
- c) *Less than Significant Impact. See a) above.* As previously discussed, the project's construction activities would increase noise over existing levels; however, construction noise increases are temporary in nature and not permanent sources of noise generation. The project's operational phase would result in permanent noise increases over existing levels but would not exceed standards set forth in the Rancho Cordova General Plan and *less than significant* impacts would result.
- d) *Less than Significant Impact.* See a) through c) above.
- e) *Less than Significant Impact.* The project site is located approximately two miles northeast of Mather Field Airport. The project site is located within the Comprehensive Land Use Planning (CLUP) and the Overflight Zone of the Mather Airport. However, it is located outside of the safety zone of this facility. Therefore, Mather Field Airport operations would not expose people on the project site to excessive noise levels. Additionally, the construction activities and proposed land uses associated with the project would not expose workers or people at the airport to excessive noise levels. Therefore, this impact is considered *less than significant*.
- f) No Impact. There are no private airstrip and private air facilities in the vicinity of the project that would adversely affect people on the site or immediate vicinity; therefore, there is *no impact*.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project is an infill development consisting of a 3-story Office/Retail building and a 1-story Retail building over a parking garage with related surface parking. No residential development is planned for the proposed project; therefore, there is *no impact* from substantial population growth in the area due to the construction of new homes. The construction of two new retail/office buildings on a vacant lot would result in moderate population increases from the new employment and retail opportunities. However, not all the employees are likely to be Rancho Cordova citizens. The project was considered in the population increases and projections evaluated in the Rancho Cordova General Plan EIR and would not result in substantial temporary or permanent population increases and *less than significant* impacts would result.

- b) *No Impact.* The proposed project site is currently vacant; therefore, there would be no displacement of existing housing and no need for the construction of replacement housing elsewhere and *no impacts* would result.

- c) *No Impact.* See b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact with Mitigation Incorporation.* The Sacramento Metropolitan Fire District (SMFD) provides fire protection services, fire suppression, inspection, and emergency medical services for the City of Rancho Cordova and would serve the proposed project. The closest fire station to the proposed project site is located at 10595 Folsom Boulevard in the City of Rancho Cordova, which is less than 5 minutes from the project site. Additionally, since this is an infill project, there are presently two fire hydrants adjacent to the proposed project site to assist in fire suppression. SMFD staff was consulted and recommended several design measures for the project.

Mitigation Measures

MM 13.1 The project applicant shall submit improvement plans and implement the recommended safety and design measures to the satisfaction to the SMFD.

Timing Implementation: Prior to approval of improvement plans.

Enforcement/Monitoring: SMFD and the City of Rancho Cordova Planning Department.

Implementation of **MM 13.1** would ensure that fire protection impacts are *less than significant*.

- b) *Less Than Significant Impact with Mitigation Incorporation.* The City of Rancho Cordova Police Department (RCPD) is contracted through the Sacramento County Sheriff's Department (SCSD) Patrol Services. Police Department staff was consulted and recommends the following specific security and safety conditions be appended to the application for the proposed project.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Mitigation Measures

MM 13.2 The applicant shall submit improvement plans and implement the recommended safety and design features to the satisfaction of the RCPD.

Timing Implementation: *Prior to approval of improvement plans.*

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

Implementation **MM 13.2** would reduce the project's law enforcement, security, and safety related impacts *less than significant*.

- c) *No Impact.* The proposed project consists of two office/retail buildings with a parking garage and related surface parking. The proposed project does not contain residential development; therefore, would not generate students or increase the demand for public school facilities and *no impacts* would result.
- d) *Less Than Significant Impact.* The proposed project consists of two office/retail buildings with a parking garage and related surface parking. The proposed project does not contain residential development; however, employees from the office/retail businesses may utilize local parks in a very limited fashion during breaks or after work. The number of employees that would use local parks and recreational facilities would not result in the deterioration or overuse of these facilities, and *less than significant* impacts would result.
- e) *No Impact.* Given that the project is a commercial, office and retail development, it would not adversely affect service standards or result in overuse of other public facilities (i.e., social services and libraries); therefore, *no impacts* would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project site is located in a Commercial-Mixed Use zone in the Downtown Planning Area. The proposed project consists of one new 3-story Office/Retail building and one new 1-story Retail building over a parking garage with related surface parking. As such, the project would not result in substantial uses or the deterioration of existing Cordova Recreation and Park District parks or other recreational facilities. Therefore, this impact is considered *less than significant*.
- b) *Less Than Significant Impact.* See a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

SETTING

Fehr and Peers completed a site access and on-site circulation study for the proposed project on June 2, 2006. The morning and evening peak hour trip generation for the project was estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition, 2003). The on-site circulation study provided recommendations regarding the project's driveways, site access, on-site circulation, bicycle and pedestrian facilities and mitigation measures to reduce the project's impacts on nearby roadway segments and affected intersections.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact with Mitigation Incorporation.* The proposed uses would generate traffic volumes typical of retail and office land uses. The mixed land uses would allow for a percentage of the trips to be internalized, with five percent of all trips assumed to be internal to the project site. The project's trip generation is illustrated in **Table 15-1**.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

**TABLE 15-1
TRIP GENERATION FOR THE ZINFANDEL PLACE PROJECT**

Land Use	Amount	Trip Rate			Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Retail (Shopping Center)	18 ksf	42.94	1.03	3.75	462	19	68
Office (General)	42 ksf	11.01	1.55	1.49	773	65	63
Gross Trips					1235	84	131
Internal Trips					62	4	7
External Trips					1174	80	124

Source: Fehr and Peers. June 2006.

The Traffic Memorandum prepared by Fehr and Peers on June 2, 2006 analyzed and evaluated the project's traffic and circulation and concluded that the project would generate approximately 1,235 daily trips and contribute to worsening conditions on some the roadways in close proximity to the site and require improvements to maintain acceptable operating conditions. The Memorandum is attached as **Appendix B**. Based on the generation rates in **Table 15-1**, the City of Rancho Cordova Public Works Department has indicated that the project would impact roadways: Zinfandel Drive, White Rock Road, Data Drive, and Disk Drive, some of which are identified in the City of Rancho Cordova Capital Improvement Program (CIP); therefore, the project would be subject to the City-wide Traffic Impact fees (established by the City's Public Works Department) to mitigate any project-related roadway segment impacts. Additionally, the project would also contribute to unacceptable conditions at some of the intersections in the project's vicinity. If the impacted intersections are not identified in the CIP, the applicant would be required to pay a "fair share" portion to mitigate the project's impacts to these facilities. Implementation of the following mitigation measures would reduce the project's roadway and intersection impacts to *less than significant*.

Mitigation Measures

MM 15.1 The project applicant shall pay a "fair share" portion for the project' impacted roadway segments towards roadway improvements identified in the City of Rancho Cordova Capital Improvement Program and a "fair share" portion for impacted intersections as determined by the City of Rancho Cordova Public Works Department.

Timing/Implementation: Prior to the approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning and Public Works Departments.

Implementation of mitigation measure 15.1a would reduce the project's roadway and intersection impacts to *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

- b) *Less than Significant Impact.* See a) above. The project would generate approximately 1,235 daily vehicle trips and contribute to cumulative impacts and unacceptable operating conditions on area roadway segments and intersections. However, implementation of mitigation measure **MM 15.1**, which requires the applicant to pay its “fair share” portion to reduce cumulative impacts resulting from the project, would ensure the project’s cumulative traffic and level of service impacts are *less than significant*.
- c) *Less than Significant Impact.* The project site is located approximately 2 miles north of the Matherfield Airport and is located outside the Comprehensive Land Use Plan (CLUP) area for this facility. Additionally, the commercial structures associated with the project are subject to height restrictions and development standards established in the City of Rancho Cordova Draft General Plan for the Downtown Planning Area, which would ensure that the proposed uses do not conflict or unsafely affect the operations of this facility and *less than significant* impacts would result.
- d) *Less than Significant Impact with Mitigation Incorporation.* The City of Rancho Cordova Public Works Department recommends the following mitigation measures, which would require the project to be improved to City of Rancho Cordova roadway standards and to ensure safe access to the site and for travelers using White Rock Road and Zinfandel Drive, which are adjacent to the project site.

Mitigation Measures

MM 15.2a Project applicant shall grant to the City of Rancho Cordova the right-of-way for White Rock Road and Zinfandel Drive and install public street improvements pursuant to City Improvement Standards.

Timing/Implementation: Prior to the approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning and Public Works Departments.

MM 15.2b Project applicant shall dedicate additional right-of-way for intersection widening and provide a bus turnout per City Improvement Standards and to the satisfaction of the City of Rancho Cordova Public Works Department.

Timing/Implementation: Prior to the approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning and Public Works Departments.

MM 15.2c The project applicant shall dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways (C160).

Timing/Implementation: Prior to the approval of improvement plans.

Enforcement/Monitoring: City of Rancho Cordova Planning and Public Works Departments.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Implementation of mitigation measures **MM 15.2a** through **MM 15.2c** would ensure that the project's roadway design and safety related impacts are reduced to less than significant.

- e) *Less than Significant Impact.* See d) above.
- f) *Less Than Significant Impact.* The Zinfandel Place project is subject to parking requirements established in the City of Rancho Cordova Zoning Code for the proposed land uses. Therefore, parking related impacts are considered *less than significant*.
- g) *Less than Significant Impact.* The Zinfandel Place project will incorporate features to improve pedestrian safety and connectivity with designated walkways and include bicycle parking facilities near the structures to promote non-motorized circulation. As such, the project would not conflict with the provision of alternative modes of transportation and *less than significant* impacts

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The project is completely surrounded by urbanized development and would be served by the existing County Sanitation District-1 (CSD-1) public sewer system. Any expansion or new wastewater facilities would be required to comply with CSD-1 standards and regulations, which is the agency responsible for providing public sewer service to the project site. Any new facilities would be constructed within previously disturbed public right-of-ways to lessen physical environmental impacts. The project site is located in the Downtown Planning Area, which is designated for urbanized development. As such, the proposed project was considered in the land uses and wastewater flows evaluated in the Rancho Cordova General Plan EIR and the certified "CSD-1 Sewerage Facilities Expansion Master Plan, Final EIR" and the "Sacramento Regional County Sanitation District Interceptor Master Plan, Final Program EIR, which are all available for public review. The project would contribute project-specific and to cumulative wastewater flows in the City of Rancho Cordova but would not exceed the discharge requirements of the California Regional Water Quality Control

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Board. Strict compliance with the requirements of CSD-1 and the CRWQCB would ensure that wastewater impacts are *less than significant*.

- b) *Less than Significant Impact.* As discussed under a) above, the project would be served by the existing CSD-1 public sewer system. The project would require extending the existing system to the site; however, minimal environmental impacts are anticipated as any new facilities would be constructed in previously disturbed areas. The project would be served by the Golden States Water Company (GSWC) and would require the extension of the existing “Cordova System” 6-inch conveyance and transmission facilities to provide water service. As with wastewater facilities, all new water facilities would be constructed within previously disturbed public right-of-ways which would lessen physical environmental impacts. The provision of new water infrastructure was programmatically considered in the technical analysis of the Rancho Cordova General Plan. Additionally, the environmental effects of providing water to supply the land uses associated with the City’s General Plan were considered and addressed in the certified SCWA Zone 40 Water Supply Master Plan EIR and the Water Forum Agreement EIR. Therefore, this impact is considered *less than significant*.
- c) *Less Than Significant Impact.* Grading and site preparation activities would increase the amount of impervious surfaces and incrementally increase stormwater runoff in the project vicinity. The project site less than 5 acres in size and would result in substantial stormwater increases over existing conditions. Minor modifications and improvements to existing system may be required but no new systems would be needed. The modifications and improvements would take place in previously disturbed areas and within existing right-of-way easement; therefore, would not result in adverse physical or environmental effects and *less than significant* impacts are anticipated.
- d) *Less Than Significant Impact.* As previously discussed, the GSWC would provide water service to the project site. The GSWC will have an excess of approximately 5,000 acre-feet a year (af/yr) of water supply under City of Rancho Cordova General Plan buildout conditions or 2030 (RC General Plan EIR, page 4.9-45). The developer is to provide verification from the Sacramento County Water Maintenance District or the appropriate water purveyor that an adequate and potable water system is available to service the project and that a potable water supply system capable of receiving and distributing surface and groundwater shall be installed. Implementation of these standards would reduce impacts to a *less than significant* level.
- e) *Less than Significant Impact.* See a) and b) above.
- f) *Less than Significant Impact.* The solid waste generated from the proposed project would be collected and transported to either the Kiefer Road Landfill, the Forward Landfill, or the Lockwood Regional Landfill. All of these solid waste facilities have adequate permitted capacity to accommodate waste generated as a result of implementing the City’s General Plan (RC General Plan EIR, page 4.12-61) The physical environmental effects of transporting additional waste, including additional trucks and trips, increased air emissions, traffic, noise, and biological related impacts etc., were addressed in the appropriate technical sections (i.e., Air Quality, Transportation and Circulation, Biological Resources, etc.) of the RC General Plan EIR. The landfill facilities that will receive solid waste from the proposed project all have adequate permitted capacity to accommodate the project and would not need expansion

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

or other improvements that may result in adverse environmental effects and *less than significant* impacts are expected.

- g) *No Impact.* The project and all solid waste service providers must comply with all federal, state and local statutes and regulations related to solid waste; therefore, *no impacts* would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant.* The proposed project may result in short-term impacts in various resource areas including air quality, biological resources, cultural resources, hazardous materials, noise, public services, and traffic and circulation. However, with proper enforcement and strict adherence to the identified mitigation, the project would not substantially degrade the quality of the environment, adversely affect 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 and *less than significant* impacts would result.
- b) *Less Than Significant Impact.* As indicated in a) above, the project would result in short-term air quality, cultural resource, hazards and hazardous materials, and noise impacts from the associated construction and may result in long-term transportation/traffic related impacts. However, the project's proposed land uses and cumulative related impacts uses were programmatically evaluated in the Rancho Cordova General Plan. Given that the majority of the project's impacts would result from construction related activities, which are

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

temporary, the identified mitigation would reduce the project's short-term and cumulative contribution to long-term environmental impacts and *less than significant* impacts are anticipated.

- c) *Less than Significant Impact.* The project would contribute to cumulative air quality, biological resources, public service, and traffic and circulation impacts. However, with proper enforcement and strict adherence to the identified mitigation the project's impacts would be less than cumulatively considerable.

- c) *Less Than Significant Impact with Mitigation Incorporation.* The proposed project has the potential to temporarily affect human safety. However, as previously discussed, the majority of the project's impacts would be construction related and temporary in nature and if properly monitored, would ensure that direct and indirect adverse impacts to human being are insubstantial and *less than significant*.

4.0 CUMULATIVE IMPACTS

4.1 CUMULATIVE IMPACTS

INTRODUCTION

This section addresses the project's potential to contribute to cumulative impacts in the City of Rancho Cordova and the Sacramento region. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects when considered together are considerable or which compound or increase other environmental impacts."

CUMULATIVE SETTING

The cumulative setting for the Zinfandel Place project includes the buildout proposed under the Rancho Cordova General Plan and other proposed, planned or reasonably foreseeable projects in eastern Sacramento County. When applicable, the cumulative settings individual resource areas (i.e., air quality) are included under the individual discussions provided in Section 3.0.

CUMULATIVE IMPACT ANALYSIS

Aesthetics

The project is an in-fill project and surrounded by other urbanized development. As such, Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts and *less than cumulatively considerable* impacts would result.

Agricultural Resources

The project would not result in loss of agricultural resources or farmland of statewide, regional, or local importance. The site is an infill project and does not contain soils that provide agricultural opportunities; therefore, *less than cumulatively considerable* impacts would result.

Air Quality

The proposed project would contribute to cumulative air quality impacts in the vicinity. However, Mitigation measures contained in Section 3.0 (Subsection III, Air Quality) of this MND would reduce the project's air quality related impacts to *less than cumulatively considerable*.

Biological Resources

The project would contribute to cumulative biological resource impacts in the project vicinity; however, implementation of the proposed mitigation measures identified in Section 3.0 (Subsection IV, Biological Resources) of this MND would mitigate the project's contribution to a cumulative loss of biological resources to *less than cumulatively considerable*.

Cultural Resources

Implementation of the proposed project would not contribute to an increase in cultural resource impacts. There is a chance that important cultural resources may be discovered during site preparation activities. However, strict enforcement of mitigation measures identified in Section 3.0 (Subsection V, Cultural Resources) of this MND would ensure a *less than cumulatively considerable* impact to cultural resources.

4.0 CUMULATIVE IMPACTS

Geology and Soils

Project-related impacts on geology and soils would be site-specific and implementation of the proposed project would not contribute to seismic hazards or water quality impacts associated with soil erosion. Therefore, the proposed project would have *no impact* on cumulative geophysical conditions in the region.

Hazards and Hazardous Materials

The project would not contribute to hazards associated with the accidental release of hazardous materials in the area and *less than cumulatively considerable* impacts would result.

Hydrology and Water Quality

The project is subject to the County-wide NPDES permit and the City of Rancho Cordova Grading and Erosion Control Ordinance the use of Best Management Practices during construction activities which would ensure that project's hydrology and water quality related impacts are *less than cumulatively considerable*.

Land Use and Planning

The project site is currently undeveloped and is surrounded by office and residential development. The surrounding area is developed with established commercial uses. Additionally, the project is consistent with the land uses evaluated and planned in the Rancho Cordova General Plan EIR and *less than cumulatively considerable* impacts are anticipated.

Mineral Resources

The proposed project would not result in any site-specific or significant impacts to mineral resources and would result in *less than significant* impacts under cumulative conditions.

Noise

Implementation of project would not result in temporary and permanent changes in the ambient noise levels in the vicinity that exceed noise criteria during construction activities; however, *no cumulatively considerable* or permanent noise impacts would result.

Population and Housing

The project is a commercial and retail project that would provide limited employment opportunities; therefore, would not induce population or housing related impacts and *less than cumulative considerable* impacts would result.

Public Services

Implementation of the proposed project would result in a subsequent increase in demand for public services and require infrastructure extensions and improvements. However, project implementation would not result in inadequate storage or transmission capacities, or affect response times impede the service providers ability maintain adequate service levels and *less than cumulatively considerable* impacts would result.

Recreation

The proposed project may increase the use of existing recreational facilities in the area for employee lunches, breaks, and exercise. Given that the project is exclusively a commercial and retail development, the no additional facilities would be required and impacts to recreational facilities are considered *less than cumulatively considerable*.

Utilities and Service Systems

The proposed project would be served by the extension of existing infrastructure, which would be placed and constructed within existing rights-of-way; therefore, *less than cumulatively considerable* impacts are anticipated.

Transportation/Circulation

The proposed project would increase the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions. However, enforcement of mitigation measures identified in Section 3.0 "XV. Transportation/Traffic" would ensure that the project's contribution to traffic related impacts would be *less than cumulatively considerable*.

Water

The developer is required to provide verification from the Golden States Water Company (GSWC) that an adequate supply of potable water is available to service the project and that a District operates and maintains a potable water supply system capable of receiving and distributing surface and groundwater to serve the project. The project would contribute to increased water demands when considered with other projected development within the service boundaries of the GSWC. Given that the project's water infrastructure would be located within previously disturbed rights-of-way and that GSWC has adequate water supplies to meet its projected needs through 2030, the project's water supply and infrastructure impacts would be *less than cumulatively considerable*.

5.0 DETERMINATION

5.0 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that, although the proposed project could have a significant effect on the environment, however; there will not be a significant effect in this case because the mitigation measures described in Section 3 of this document have been added to the project. A **MITIGATED 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 one or more of such significant effects: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature _____ Date: _____

Printed name: Ben Ritchie For City of Rancho Cordova

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

Signature _____ Date: _____

Printed name: _____ For _____

6.0 REPORT PREPARATION AND CONSULTATIONS

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND REFERENCES

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Anne Hersch	Assistant Planner
Ben Ritchie	Environmental Coordinator
David Young	Environment Planner
Cyrus Abhar	City Engineer

6.2 PERSONS AND AGENCIES CONSULTED

Jeane Borkenhagen	SMAQMD
Benjamin Larson	Fehr and Peers
Thomas McMahon	Rancho Cordova Chief of Police
Michael Magee	Sacramento Metropolitan Fire Department

7.0 REFERENCES

7.0 REFERENCES

- City of Rancho Cordova. *Preliminary Biological Resource Assessment*. May 2006.
- City of Rancho. *Rancho Cordova General Plan*. 2006.
- City of Rancho. *Rancho Cordova General Plan EIR*. 2006.
- Fehr and Peers. *Zinfandel Place Site Access and On-site Circulation Study*. June 2006.
- Pacific Municipal Consultants. *Archaeological and Historical Investigation*. January 12, 2005.
- Sacramento County. *Sacramento County General Plan*. 1993.
- Sacramento County. *Sacramento County General Plan EIR*. 1993.

APPENDIX A
PRELIMINARY BIOLOGICAL RESOURCES
EVALUATION



Robert McGarvey
Mayor

David Sander
Vice Mayor

Ken Cooley
Councilmember

Linda Budge
Councilmember

Dan Skoglund
Councilmember

Memorandum

Date: May 23, 2006

To: David Young

CC: Jeannette Owen

From: D.J. Eichenberger

SUBJECT: ZINFANDEL PLACE PRELIMINARY BIOLOGICAL RESOURCES EVALUATION

The proposed project, Zinfandel Place, a new three-story office/retail building and new one-story retail building over a parking garage with related surface parking, located at the southeast corner of the intersection of Zinfandel Drive and White Rock Road in the City of Rancho Cordova, APN 072-0680-051, was evaluated on May 16, 2006 by a City of Rancho Cordova staff biologist. The purpose of the preliminary biological resource assessment was to describe on-site vegetation communities, identify potentially jurisdictional waters of the U.S., and assess the potential for occurrence of special-status plant and wildlife species. Prior to the site visit a background information search for potential special-status species was conducted utilizing the California Natural Diversity Data Base (CNDDDB 2006a), CNDDDB QuickViewer for unprocessed data (CNDDDB 2006b), U.S. Fish and Wildlife Service (USFWS 2006), and California Native Plant Society (CNPS 2006) for the within 9 USGS quadrangles surrounding the project site to determine which species have previously been documented within the project vicinity. A pedestrian reconnaissance-level survey of the project study area was conducted. The weather was warm and breezy with sunny skies. Photographs were taken within the boundaries of the project study area as well as at points of interest (**Appendix A; Plates 1-12**).

The project site is adjacent to the existing Bank of America building and is encompassed by Data Drive. Surrounding land uses include White Rock Road and a vacant parcel proposed for the Rancho Cordova Gateway project to the north, Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.

The project study area, consisting of approximately 3.73± acres, is predominantly grassland vegetation. Landscaped plant and ruderal vegetation were present to a lesser extent. The northwest corner consists of landscaping, including manicured grass, pine trees (*Pinus spp.*), and a stone sign marker. The landscaped area is heavily watered by sprinklers as evidenced by the runoff at the border of the manicured grass and the grassland vegetation (**Appendix A; Plates 7 and 8**). The east and south borders are directly adjacent to the asphalt parking lot of the existing Bank of America. A temporary fence prevents vehicle and foot traffic from crossing the

site. The ruderal areas contained dumped concrete than now supports vegetation that can survive in ruderal/disturbed areas (**Appendix A; Plate 12**). The predominant vegetation present consisted of wild oat (*Avena fatua*), milk thistle (*Silybum marianum*), tarweed (*Hemizonia spp.*), and plantain (*Plantago lanceolata*).

Special-status plant or animal species were not observed during the survey, however no species-specific surveys were conducted. According to the background searches and the available habitat, the following species have potential to occur within the project: Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), mid-valley fairy shrimp (*Branchinecta mesovallensis*), Bogg's Lake hedge-hyssop, (*Gratiola heterosepala*), Legenere (*Legenere limosa*), Pincushion navarretia (*Navarretia myersii spp. Myersii*), Slender orcutt grass (*Orcuttia tenuis*), and Sacramento orcutt grass (*Orcuttia viscida*); however suitable habitat for these species was not identified within the project study area.

The site is an infill site with extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*). Swainson's hawk requires adjacent suitable foraging areas such as grasslands, alfalfa, or grain fields that support rodent populations. Rodent burrows and runways were absent within the project (CNDDDB 2006a). Due to the lack of foraging habitat within the site and adjacent areas, mitigation for Swainson's hawk is not required.

IMPACTS TO SPECIES

A number of suitable bird nesting trees are present within and surrounding the project area. Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

RECOMMENDATIONS

Based upon the pedestrian survey, habitat within the project study area, and analysis of the multiple nine-quadrangle database searches, the habitat present within the project area can support nesting birds.

Bird Nests

- Prior to project construction, it shall be determined whether any construction or tree removal is proposed during the nesting season (*February 1 to August 31*).
- If no construction or tree removal shall occur during the nesting season, no further mitigation shall be necessary.
- If construction or tree removal is proposed during the nesting season, a qualified biologist shall conduct a focused survey for nests during the nesting season to identify active nests within 250 feet of the project area. The survey shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction or tree removal.

- If nesting birds are found during the focused survey, no construction or tree removal shall occur within 250 feet of an active nest until the young have fledged as determined by a qualified biologist.

Implementation of the above mitigation measures would reduce direct impacts to endangered, threatened, and rare species within the project area to **less than significant**.

Please do not hesitate to contact me if you have any questions.
Thank you,

D. J. Eichenberger

REFERENCES:

- California Native Plant Society. (CNPS) *Inventory of Rare and Endangered Plants. v06-05d*. September 2005. <<http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi>> Accessed: May 15, 2006.
- California Natural Diversity Database (CNDDDB). 2006a. California Department of Fish and Game (CDFG): Commercial Version dated March 2006. Wildlife and Habitat Data Analysis Branch, California Dept. Fish and Game, Sacramento, CA.
- California Natural Diversity Database (CNDDDB). 2006b. California Department of Fish and Game (CDFG): QuickViewer. Wildlife and Habitat Data Analysis Branch, California Dept. Fish and Game, Sacramento, CA. Accessed: May 15, 2006.
http://www.dfg.ca.gov/whdab/html/quick_viewer_launch.html
- U.S. Fish and Wildlife Service (USFWS). 2006. Species List for Elk Grove topographical 7.5' quadrangle and surrounding 8 quadrangles. Accessed: May 15, 2006.
http://www.fws.gov/sacramento/es/spp_list.htm

Appendix A



Plate 1 Looking east



Plate 4 Looking west



Plate 2 Looking northeast



Plate 5 Looking north



Plate 3 Looking southwest



Plate 6 Looking southeast



Plate 7 Northwest corner showing landscaped vegetation



Plate 10 Vernal pool depression (1)



Plate 8 Boundary between landscaping and grassland, showing water flow onto project site



Plate 11 Vernal pool depression (2)



Plate 9 Looking southeast, showing vernal pool depressions



Plate 12 Concrete pile

APPENDIX B
ZINFANDEL PLACE SITE ACCESS AND ON-SITE
CIRCULATION STUDY



MEMORANDUM

Date: June 2, 2006

To: Eric Hafter
Catlin Properties

From: Benjamin J. Larson
David B. Robinson, P.E.

Subject: *Zinfandel Place Site Access and On-site Circulation Study*

RS06-2290

Fehr & Peers has completed a site access and on-site circulation study for the proposed Zinfandel Place project at 3101 Zinfandel Drive in the City of Rancho Cordova. This memorandum summarizes our analysis results and recommendations regarding project driveways, site access, and the on-site circulation system.

PROJECT DESCRIPTION

According to the most recent site plan provided by Williams + Paddon Architects and information provided by the applicant, the Zinfandel Place project will consist of about 18,000 square feet of retail development and 42,000 square feet of office space on the southeast quadrant of the Zinfandel Drive/White Rock Road intersection. Figure 1 displays the project site location and access.

Access to the proposed project will be provided by existing driveways located on Zinfandel Drive, White Rock Road, and Data Drive. There is one driveway on Zinfandel drive that has full access. White Rock Road has one driveway that has right-in-right-out access. Data Drive connects to both Zinfandel Drive and White Rock Road and has two project driveways with full access. Figure 1 shows the location of the driveways and the permitted turning movements.

Trip Generation

The morning and evening peak hour trip generation of the project was estimated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, 2003. Based on input from the project applicant and architect, we assumed that the 18,000 square feet of retail development will generate trips at typical shopping center rates (ITE code 820).¹ and the 42,000 square feet of office space will generate at

¹. Recent communication with the project applicant indicates the possibility of a sit-down style restaurant (size unknown at this time) that could replace some of the square footage designated for retail development. Upon determination of future tenants, we recommend the City perform a trip generation applying ITE rates to compare to the project volumes used in this report and determine parking requirements. We anticipate that an increase in trips would not effect the recommendations presented in this report.

general office building rates (ITE code 710). It should be noted that the mixed land use will allow for a percentage of generated trips to be internalized. Five percent of gross trips were assumed to be internal to the project site. Table 1 shows the trip generation of the project.

TABLE 1 TRIP GENERATION FOR THE ZINFANDEL PLACE PROJECT							
Land Use	Amount	Trip Rate. ¹			Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Retail (Shopping Center)	18 ksf	42.94	1.03	3.75	462	19	68
Office (General)	42 ksf	11.01	1.55	1.49	773	65	63
Gross Trips					1235	84	131
Internal Trips.³					62	4	7
External Trips					1174	80	124

Notes:
¹ Trip generation rates based on data in *Trip Generation*, Seventh Edition (Institute of Transportation Engineers, 2003).
² KSF = 1,000 square feet
³ Internal trips are trips between retail and office in and around project site.
 Source: *Fehr & Peers*, 2006.

Trip Distribution and Assignment

The expected distribution of vehicle trips generated by the Zinfandel Place project to the surrounding area was estimated based on existing travel patterns and similar projects in the area. The expected distribution of vehicle trips for trips generated by the project is:

<u>Direction</u>	<u>Percentage of Trips</u>
To/from the northwest on Zinfandel Drive and White Rock Road	55%
To/from the northeast on Data Drive and White Rock Road	19%
To/from the southwest on Zinfandel Drive and Data Drive	24%
To/from the southeast on Disk Drive	2%

Project trips were assigned to the driveways based on the above distribution, the location of the driveways in relation to the project site, and permitted driveway turning movements.

REVIEW OF SITE ACCESS AND ON-SITE CIRCULATION

We evaluated vehicular site access, on-site circulation, and pedestrian and bicycle access. Figure 2 summarizes the recommended improvements to the site plan, which are discussed below.

Driveway Throat Depth Requirements

We calculated minimum required throat depth (MRTD) at each driveway based on the projected volumes. Estimating throat depth for vehicles exiting the project site is necessary to minimize blockages within the circulation system and impacts to adjacent roadways. We also assessed the required storage length for the left-turn ingress on Zinfandel Drive.

As illustrated in Figure 2, we recommend that left-turn egress onto Zinfandel drive be prohibited to minimize queuing at the project driveway. This should be done with signage, striping, and/or the construction of a curb barrier. Please note that installing a curb barrier at this location would eliminate access for existing uses.

Using cumulative traffic volume forecasts, we estimated the maximum queue in the southbound left-turn lane at the project driveway on Zinfandel Drive to be 75 feet (about 3 vehicles). This queue length assumes free-flow conditions. The existing turn pocket has sufficient storage for the maximum queues. Based on field observations, the northbound queue from the Zinfandel Drive/White Rock Road intersection, in the PM peak hour, spills back through the Zinfandel project driveway. However, field observations indicate that drivers still provide gaps for the movement.

The location of the garage entrance is about 50 feet from the northeast access of the project site. Figure 2 outlines recommendations to improve safety for vehicles accessing the garage. We recommend maintaining the existing curb radius on the west-side of the northern entrance to reduce turning speed and preserving adequate sight distance out of the garage by using low growing landscaping in the area between White Rock Road and the garage access.

Internal Circulation

The proposed site plan uses tandem parking in the surface lot to meet City parking requirements. According to the applicant, the following strategies are proposed to manage the tandem parking:

- The property management company will hire a parking lot attendant to oversee the tandem parking spaces
- Office building tenants will be assigned spaces in the tandem parking area
- Valet parking for some of the retail uses as appropriate

These measures are necessary to maximize the use of the tandem parking. If parking management is not implemented, tandem parking is not recommended

We used the program, AutoTurn, to determine sufficient access to the parking stalls on the west end of the parking garage. Based on our evaluation, we recommend the following (refer to Figure 2):

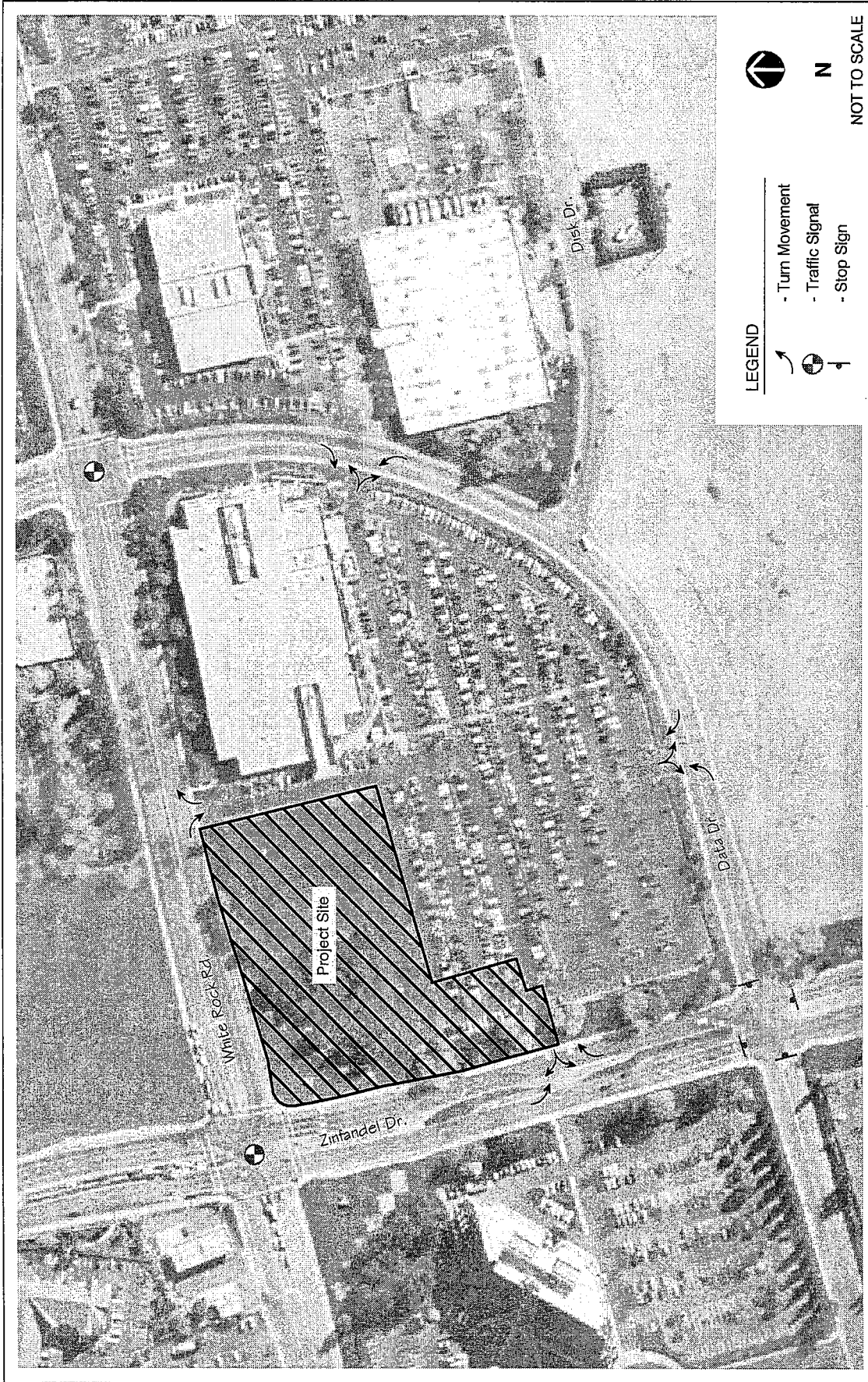
- Eliminate the designated stalls and preserve the open space to provide room for turn-around movement from adjacent stalls.
- Restrict the highlighted area to compact parking due to larger vehicles being unable to maneuver within the limited aisle width.
- Relocate the handicapped stall.

The stall designated in the surface lot on Figure 2 should be eliminated because it creates the potential for blockage of a handicapped stall. Extending the walkway into this stall will also provide for better pedestrian connectivity.

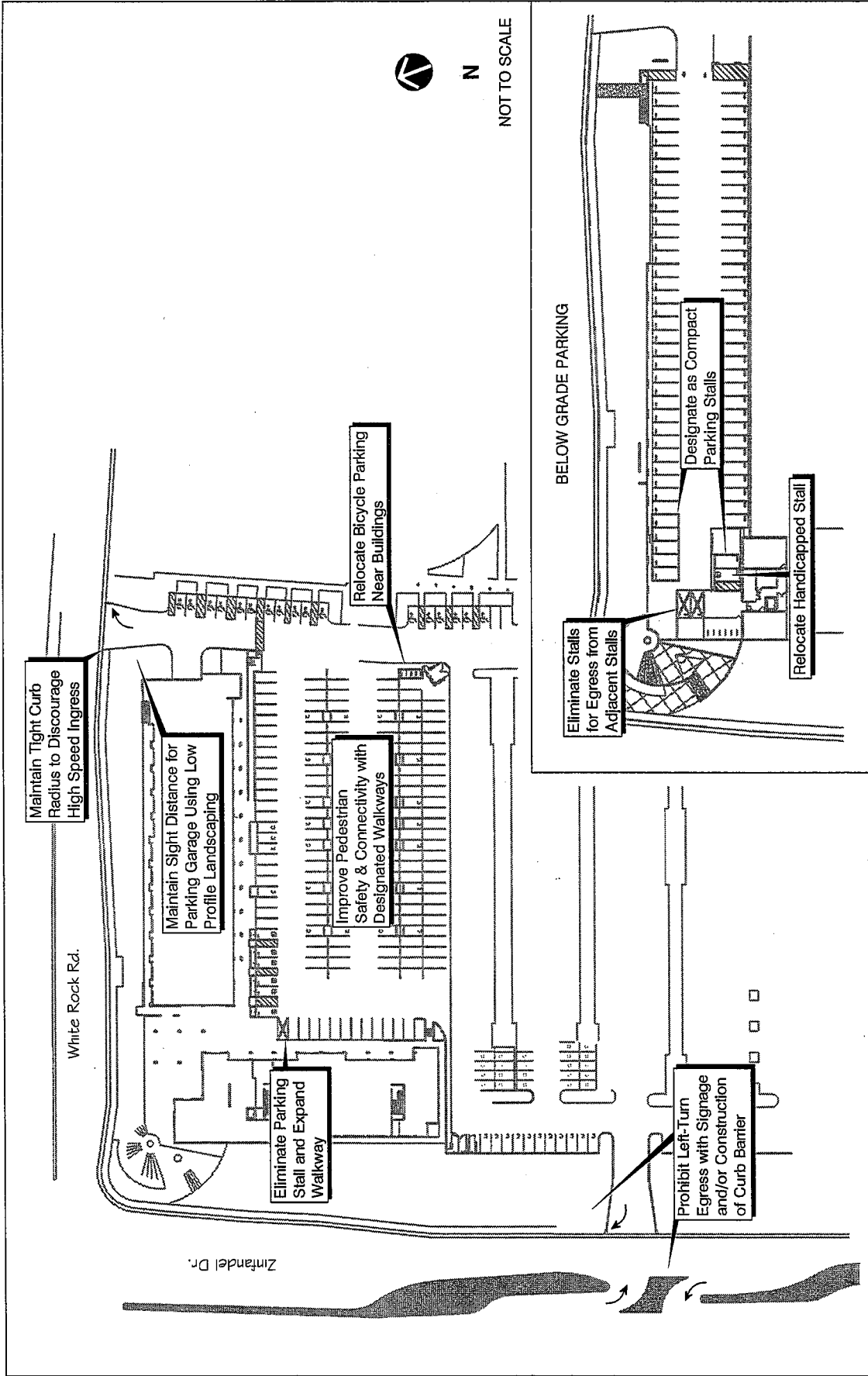
Pedestrian and Bicycle Considerations

The Rancho Cordova Design Guidelines (2005) state that site design shall provide pedestrian and bicycle amenities that increase safety and comfort. We recommend that pedestrian routes be identified using raised pathways, textured surfaces, colored pavement, or striping.

Bicycle facilities should be provided in well-lit areas near the building entries. We recommend that the bicycle parking proposed at the southeast corner of the project site (called out on Figure 2) be relocated near the buildings to be consistent with the policies in the city's design guidelines.



DRIVEWAY TURNING MOVEMENTS
FIGURE 1



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Jun 02, 2006 MJC
N:\2006Projects\2290_Zinandel_Plaza_Circulation_Study\Graphics\Drawit\fig02_recs.dwg

RECOMMENDATIONS

FIGURE 2

ATTACHMENT

Technical Calculations

Maximum Queue Estimation for: Minor Street Left/Through/Right-Turn

Zinfandel Drive and Project Driveway 1
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Total Approach Volume (vph) =	181
PHF =	0.82
%RT's =	0.989
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1

Major Street	
Conflicting Traffic Volume for Left/Through Movements (vph) =	3231
PHF =	0.82
Conflicting Traffic Volume for Right-Turn Movements (vph) =	1651
PHF =	0.82

Output

21.30997
21
0.30997

Estimated Maximum Queue	22 vehicles
-------------------------	-------------

Maximum Queue Estimation for: Minor Street Right-Turn

Zinfandel Drive and Project Driveway 1
Cumulative Conditons - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	179
PHF=	0.83

Major Street	
Conflicting Traffic Volume (vph) =	1651
PHF=	0.7
Conflicting Number of Through Lanes	0.65
Posted Speed Limit (mph)=	45

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
---	---

Output

9.443973
9
0.443973

Estimated Maximum Queue	10 , vehicles
-------------------------	---------------

Maximum Queue Estimation for: Major Street Left-Turn

Zinfandel Drive and Project Driveway 1
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	20
PHF=	0.8

Major Street	
Conflicting Traffic Volume (vph) =	1676
PHF=	0.9
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
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Output

Estimated Maximum Queue	3	vehicles
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Maximum Queue Estimation for: Minor Street Right-Turn

White Rock Road and Project Driveway 2
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	35
PHF=	0.8

Major Street	
Conflicting Traffic Volume (vph) =	1636
PHF=	0.8
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
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Output

5.229025
5
0.229025

Estimated Maximum Queue	5	vehicles
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