June 2024 | Draft Environmental Impact Report
State Clearinghouse No. 2023010102

MILLS CROSSING PROJECT DRAFT EIR

Prepared for:

City of Rancho Cordova
Contact: Stefan Heisler, Housing Manager
2729 Prospect Park Drive,
Rancho Cordova, CA 95670
sheisler@cityofranchocordova.org

Prepared by:

PlaceWorks
Contact: Mark Teague, Managing Principal
101 Parkshore Drive, Suite 200
Folsom, CA 95630
info@placeworks.com
www.placeworks.com

PLACEWORKS

Table of Contents

Contents **Page**

1. EXECUTIVE SUMMARY 1-1
1.1 INTRODUCTION 1-1
1.2 ENVIRONMENTAL PROCEDURES 1-1
1.2.1 EIR Format 1-2
1.2.2 Type and Purpose of This DEIR 1-3
1.3 PROJECT LOCATION 1-4
1.4 PROJECT SUMMARY 1-5
1.5 SUMMARY OF PROJECT ALTERNATIVES 1-5
1.6 NO-PROJECT/EXISTING GENERAL PLAN ALTERNATIVE 1-5
1.6.1 Reduced Development Alternative 1-5
1.7 ISSUES TO BE RESOLVED 1-5
1.8 AREAS OF CONTROVERSY 1-6
1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION 1-6
2. INTRODUCTION 2-1
2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT 2-1
2.2 NOTICE OF PREPARATION 2-2
2.3 SCOPE OF THIS DEIR 2-9
2.3.1 Unavoidable Significant Adverse Impacts 2-9
2.4 INCORPORATION BY REFERENCE 2-9
2.5 FINAL EIR CERTIFICATION 2-9
2.6 MITIGATION MONITORING 2-10
3. PROJECT DESCRIPTION 3-1
3.1 ENVIRONMENTAL SETTING 3-1
3.1.1 Project Location 3-1
3.1.2 Project Site History 3-1
3.1.3 Existing and Surrounding Uses 3-1
3.1.4 Existing Zoning and Land Use Designations 3-2
3.2 STATEMENT OF OBJECTIVES 3-2
3.3 PROJECT CHARACTERISTICS 3-2
3.3.1 Description of the City's General Plan Environmental Impact Report 3-5
3.3.2 Description of the Proposed Project 3-5
3.3.3 Project Site Rezone Designations 3-10
3.3.4 Construction and Operation 3-11
3.4 INTENDED USES OF THE DEIR 3-11
3.4.1 References 3-12
4. ENVIRONMENTAL SETTING 4-1
4.1 INTRODUCTION 4-1
4.2 REGIONAL ENVIRONMENTAL SETTING 4-1
4.2.1 Regional Location 4-1
4.2.2 Regional Planning Considerations 4-1
4.3 LOCAL ENVIRONMENTAL SETTING 4-4
4.3.1 Location and Land Use 4-4
4.3.2 Environmental Resources and Infrastructure 4-4
4.3.3 General Plan and Zoning 4-6
4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS 4-6
4.5 REFERENCES 4-8
5. ENVIRONMENTAL ANALYSIS 5-1
5.1 AIR QUALITY 5.1-1

Table of Contents

Contents **Page**

5.1.1 Environmental Setting 5.1-1
5.1.2 Thresholds of Significance 5.1-10
5.1.3 Plans, Programs, and Policies 5.1-11
5.1.4 Environmental Impacts 5.1-13
5.1.5 Cumulative Impacts 5.1-24
5.1.6 Level of Significance Before Mitigation 5.1-25
5.1.7 Mitigation Measures 5.1-25
5.1.8 Level of Significance After Mitigation 5.1-25
5.1.9 References 5.1-26
5.2 BIOLOGICAL RESOURCES 5.2-1
5.2.1 Environmental Setting 5.2-1
5.2.2 Thresholds of Significance 5.2-3
5.2.3 Plans, Programs, and Policies 5.2-3
5.2.4 Environmental Impacts 5.2-6
5.2.5 Cumulative Impacts 5.2-9
5.2.6 Level of Significance Before Mitigation 5.2-9
5.2.7 Mitigation Measures 5.2-9
5.2.8 Level of Significance After Mitigation 5.2-10
5.2.9 References 5.2-10
5.3 CULTURAL RESOURCES 5.3-1
5.3.1 Environmental Setting 5.3-1
5.3.2 Thresholds of Significance 5.3-8
5.3.3 Plans, Programs, and Policies 5.3-9
5.3.4 Environmental Impacts 5.3-9
5.3.5 Cumulative Impacts 5.3-12
5.3.6 Level of Significance Before Mitigation 5.3-13
5.3.7 Mitigation Measures 5.3-13
5.3.8 Level of Significance After Mitigation 5.3-14
5.3.9 References 5.3-14
5.4 ENERGY 5.4-1
5.4.1 Environmental Setting 5.4-1
5.4.2 Thresholds of Significance 5.4-10
5.4.3 Plans, Programs, and Policies 5.4-10
5.4.4 Environmental Impacts 5.4-10
5.4.5 Cumulative Impacts 5.4-15
5.4.6 Level of Significance Before Mitigation 5.4-15
5.4.7 Mitigation Measures 5.4-16
5.4.8 Level of Significance After Mitigation 5.4-16
5.4.9 References 5.4-16
5.5 GREENHOUSE GAS EMISSIONS 5.5-1
5.5.1 Environmental Setting 5.5-1
5.5.2 Thresholds of Significance 5.5-8
5.5.3 Plans, Programs, and Policies 5.5-10
5.5.4 Environmental Impacts 5.5-11
5.5.5 Cumulative Impacts 5.5-14
5.5.6 Level of Significance Before Mitigation 5.5-15
5.5.7 Mitigation Measures 5.5-15
5.5.8 Level of Significance After Mitigation 5.5-15
5.5.9 References 5.5-15
5.6 HAZARDS AND HAZARDOUS MATERIALS 5.6-1
5.6.1 Environmental Setting 5.6-1
5.6.2 Thresholds of Significance 5.6-13

Table of Contents

Contents **Page**

5.6.3 Plans, Programs, and Policies 5.6-13
5.6.4 Environmental Impacts 5.6-14
5.6.5 Cumulative Impacts 5.6-21
5.6.6 Level of Significance Before Mitigation 5.6-22
5.6.7 Mitigation Measures 5.6-22
5.6.8 Level of Significance After Mitigation 5.6-23
5.6.9 References 5.6-23
5.7 LAND USE AND PLANNING 5.7-1
5.7.1 Environmental Setting 5.7-1
5.7.2 Thresholds of Significance 5.7-3
5.7.3 Plans, Programs, and Policies 5.7-4
5.7.4 Environmental Impacts 5.7-4
5.7.5 Mitigation Measures 5.7-6
5.7.6 Level of Significance After Mitigation 5.7-6
5.7.7 Cumulative Impacts 5.7-6
5.7.8 References 5.7-7
5.8 MINERAL RESOURCES 5.8-1
5.8.1 Environmental Setting 5.8-1
5.8.2 Thresholds of Significance 5.8-4
5.8.4 Environmental Impacts 5.8-5
5.8.5 Cumulative Impacts 5.8-5
5.8.6 Level of Significance Before Mitigation 5.8-6
5.8.7 Mitigation Measures 5.8-6
5.8.8 Level of Significance After Mitigation 5.8-6
5.8.9 References 5.8-6
5.9 NOISE 5.9-1
5.9.1 Environmental Setting 5.9-1
5.9.2 Thresholds of Significance 5.9-11
5.9.3 Plans, Programs, and Policies 5.9-11
5.9.4 Environmental Impacts 5.9-12
5.9.5 Cumulative Impacts 5.9-22
5.9.6 Level of Significance Before Mitigation 5.9-22
5.9.7 Mitigation Measures 5.9-22
5.9.8 Level of Significance After Mitigation 5.9-22
5.9.9 References 5.9-22
5.10 POPULATION AND HOUSING 5.10-1
5.10.1 Environmental Setting 5.10-1
5.10.2 Thresholds of Significance 5.10-7
5.10.3 Plans, Programs, and Policies 5.10-7
5.10.4 Environmental Impacts 5.10-8
5.10.5 Cumulative Impacts 5.10-9
5.10.6 Level of Significance Before Mitigation 5.10-10
5.10.7 Mitigation Measures 5.10-10
5.10.8 Level of Significance After Mitigation 5.10-10
5.10.9 References 5.10-10
5.11 PUBLIC SERVICES 5.11-1
5.11.1 Fire Protection and Emergency Services 5.11-1
5.11.2 Police Protection 5.11-6
5.11.3 School Services 5.11-10
5.11.4 Library Services 5.11-16
5.11.5 References 5.11-19
5.12 RECREATION 5.12-1

Table of Contents

Contents **Page**

5.12.1 Environmental Setting 5.12-1
5.12.2 Thresholds of Significance 5.12-7
5.12.3 Plans, Programs, and Policies 5.12-7
5.12.4 Environmental Impacts 5.12-7
5.12.5 Cumulative Impacts 5.12-8
5.12.6 Level of Significance Before Mitigation 5.12-9
5.12.7 Mitigation Measures 5.12-9
5.12.8 Level of Significance After Mitigation 5.12-9
5.12.9 References 5.12-9
5.13 TRIBAL CULTURAL RESOURCES 5.13-1
5.13.1 Environmental Setting 5.13-1
5.13.2 Thresholds of Significance 5.13-7
5.13.3 Plans, Programs, and Policies 5.13-8
5.13.4 Environmental Impacts 5.13-8
5.13.5 Cumulative Impacts 5.13-11
5.13.6 Level of Significance Before Mitigation 5.13-12
5.13.7 Mitigation Measures 5.13-12
5.13.8 Level of Significance After Mitigation 5.13-13
5.13.9 References 5.13-13
5.14 UTILITIES AND SERVICE SYSTEMS 5.14-1
5.14.1 Wastewater Treatment and Collection 5.14-1
5.14.2 Water Supply and Distribution Systems 5.14-8
5.14.3 Storm Drainage Systems 5.14-19
5.14.4 Solid Waste 5.14-25
5.14.5 References 5.14-31

6. SIGNIFICANT IMPACTS, IRREVERSIBLE CHANGES, AND GROWTH-INDUCING IMPACTS 6-1

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT 6-1
6.2 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROPOSED PROJECT 6-3
6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT 6-4

7. ALTERNATIVES TO THE PROPOSED PROJECT 7-1

7.1 INTRODUCTION 7-1
7.1.1 Purpose and Scope 7-1
7.1.2 Project Objectives 7-2
7.1.3 Summary of Significant Impacts 7-2
7.2 ALTERNATIVES CONSIDERED AND REJECTED 7-4
7.2.1 Alternative Development Areas 7-4
7.2.2 Residential-Only Alternative 7-4
7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS 7-5
7.3.1 No Project/Existing General Plan Alternative 7-5
7.3.2 Reduced Development 7-9
7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE 7-13

8. IMPACTS FOUND NOT TO BE SIGNIFICANT 8-1

8.1 AESTHETICS 8-1
8.2 AGRICULTURE AND FORESTRY RESOURCES 8-2
8.3 GEOLOGY AND SOILS 8-4
8.4 HYDROLOGY AND WATER QUALITY 8-6
8.5 TRANSPORTATION 8-9
8.6 WILDFIRE 8-13
8.7 REFERENCES 8-15

Table of Contents

Contents **Page**

9. ORGANIZATIONS CONSULTED AND QUALIFICATIONS OF PREPARERS 9-1
ORGANIZATIONS 9-1
QUALIFICATIONS OF PREPARERS 9-1
CONTRIBUTING EIR CONSULTANTS 9-2

Table of Contents

Contents **Page**

APPENDICES

Appendix 2-1: NOP and NOP Comments
Appendix 5.1-1: Air Quality & Greenhouse Gas Emissions Assessment
Appendix 5.2-1: Biological Resource Assessment
Appendix 5.3-1: Archeological Resources Inventory Report
Appendix 5.4-1: Energy Calculations for Mills Crossing
Appendix 5.6-1: Site Cleanup Plan for Mills Crossing
Appendix 5.6-2: Site Cleanup Plan Addendum
Appendix 5.6-3: Soil Remediation Notice of Exemption
Appendix 5.8-1: Noise Impact Assessment

Table of Contents

Contents **Page**

Figure 3-1 Regional Location 3-3
Figure 3-2 Aerial Photograph 3-4
Figure 3-3 Conceptual Site Plan 3-7
Figure 3-4 Zoning Option 1 3-8
Figure 3-5 Zoning Option 2 3-9
Figure 5.6-1 Project Site Remediation Map 5.6-12
Figure 5.9-1 SoundPlan Noise Contour for Mills Crossing 5.9-19
Figure 5.14-1 Storm Drainage Infrastructure 5.14-22

Table of Contents

Tables **Page**

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation 1-7
Table 1-1 Notice of Preparation Comments....2-2
Table 4-1 Related Cumulative Projects in the City of Rancho Cordova....4-7
Table 5.1-1 Criteria Air Pollutants- Summary of Common Sources and Effects.... 5.1-1
Table 5.1-2 Summary of Ambient Air Quality Data.... 5.1-9
Table 5.1-3 Attainment Status of Criteria Pollutants in the Sacramento County Portion of the SVAB 5.1-9
Table 5.1-4 SMAQMD Regional Significance Thresholds.... 5.1-10
Table 5.1-5 Construction-Related Emissions.... 5.1-16
Table 5.1-6 Operational-Related Emissions.... 5.1-17
Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site 5.2-6
Table 5.4-1 Construction Energy Consumption 5.4-11
Table 5.4-2 Project Annual Electricity Demand.... 5.4-13
Table 5.4-3 Project Annual Operation-Related Fuel Usage 5.4-13
Table 5.5-1 Construction-Related Greenhouse Gas Emissions 5.5-11
Table 5.5-2 Operational-Related Greenhouse Gas Emissions.... 5.5-12
Table 5.6-1 Hazardous Materials within a 0.25-mile of the Project Site 5.6-8
Table 5.7-1 Mather Mills Opportunity Site: Additional Development Standards 5.7-2
Table 5.7-2 Transit-Oriented Development Overlay Zoning District Development Standards 5.7-3
Table 5.7-3 Proposed Rezone Development Standards for the Project Site.... 5.7-5
Table 5.9-1 Typical Noise Levels 5.9-4
Table 5.9-2 Human Reaction to Typical Vibration Levels 5.9-5
Table 5.9-3 City of Rancho Cordova Noise Standards 5.9-8
Table 5.9-4 Existing (Baseline) Noise Measurements 5.9-9
Table 5.9-5 Existing Roadway Noise Levels.... 5.9-10
Table 5.9-6 Construction Average (dBA) Noise Levels at Nearest Receptors 5.9-14
Table 5.9-7 Proposed Project Predicted Traffic Noise Levels.... 5.9-17
Table 5.9-9 Representative Vibration Source Levels for Construction Equipment.... 5.9-20
Table 5.9-10 On-Site Construction Vibration Levels at 341 Feet 5.9-21
Table 5.10-1 Population Trends in the City of Rancho Cordova.... 5.10-4
Table 5.10-2 Housing Growth Trends in the City of Rancho Cordova.... 5.10-5
Table 5.10-3 City of Rancho Cordova 2021-2029 RHNA.... 5.10-5
Table 5.10-4 City of Rancho Cordova Average Employment Trends.... 5.10-6
Table 5.10-5 SACOG Growth Projections for the City of Rancho Cordova 5.10-6

Table of Contents

Table **Page**

Table 5.11-1 Fire Stations Serving Rancho Cordova 5.11-3
Table 5.11-2 FCUSD Schools 5.11-12
Table 5.11-3 FCUSD Student Generation Rates and Student Generation 5.11-15
Table 5.12-1 CRPD's Parks and Recreation Facilities 5.12-4
Table 5.13-1 Previously Recorded Archaeological Resources within a 0.5-Mile Radius of the Project Site 5.13-7
Table 5.14-1 Proposed Project Wastewater Generation 5.14-6
Table 5.14-2 Suburban-Rosemont Historical and Projected Water Use 5.14-13
Table 5.14-3 Current and Projected Water Supplies for the Suburban-Rosemont Service Area 5.14-14
Table 5.14-4 Normal, Single Dry, and Multiple Dry Year Supply and Demand (MG) 5.14-15
Table 5.14-5 Indoor Water Usage 5.14-17
Table 5.14-6 Increase in Solid Waste Generation Rates 5.14-29
Table 7-1 No Project/Existing General Plan Alternative Buildout Statistical Summary 7-6
Table 7-2 Reduced Development Alternative Buildout Statistical Summary 7-10

Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ADT	average daily trips
af	acre-feet
afy	acre-feet per year
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Commission Plan
bgs	below ground surface
BMP	best management practice
BP	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
CalEE Mod	California Emissions Estimator Model
CalGEM	California Department of Conservation Geologic Energy Management Division
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAW	California American Water
CBC	California Building Code
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESA	California Endangered Species Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

Abbreviations and Acronyms

CO_2	carbon dioxide
CO_2e	Carbon dioxide equivalent
CO	Carbon monoxide
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPD	Cordova Recreation and Parks Department
CUPA	Certified Unified Program Agencies
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DOF	California Department of Finance
DOT	Department of Transportation
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EDD	California Employment Development Department
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESL	Endangered Species List
FAR	floor-area ratio
FBSP	Folsom Boulevard Specific Plan
FCUSD	Folson-Cordova Unified School District
FESA	federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
GHG	greenhouse gas
gpcd	gallons per capita per day
GWh	gigawatt hours
GWP	Global warming potential
HAA	Housing Accountability Act
HASP	Health and Safety Plan
HCD	California Department of Housing and Community Development
HCP	Habitat Conservation Plan
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
IFC	International Fire Code
Ldn or DNL	Day-Night Sound Level

Abbreviations and Acronyms

Leq	Equivalent Continuous Noise Level
LHMP	Local Hazard Mitigation Plan
Ln	Statistical Sound Level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	Million metric tons of CO_2e
MOU	memorandum of understanding
MPO	metropolitan planning organizations
MRZ	Mineral Resource Zone
MTCO2e	Metric ton of CO_2e
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NHPA	National Historic Preservation Act of 1966
NIOSH	National Institute for Occupational Safety and Health
NO2	nitrogen dioxide
NOP	Notice of Preparation
Nox	oxides of nitrogen
NPDES	National Pollutant Discharge Elliminiation System
NPL	National Priorities List
NPPA	Native Plant Protection Act
NRHP	National Register of Historic Places
O_3	ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
P-C	Product-Consumption
PCE	Tetrachloroethylene
PM	particulate matter
ppm	parts per million
PPV	Peak Particle Velocity
PRC	California Public Resources Code
PRC	Public Resources Code
RCPD	Rancho Cordova Police Department
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RPS	Renewables Portfolio Standard

Abbreviations and Acronyms

RTAC	Regional Transportation Advisory Committee
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Government
SacRT	Sacramento Regional Transit District
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCP	Site Cleanup Program
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMFD	Sacramento Metropolitan Fire District
SMGB	California State Mining and Geology Board
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SOI	sphere of influence
SQDM	Stormwater Quality Design Manual
SQIP	Stormwater Quality Improvement Plan
SSQP	Sacramento Stormwater Quality Partnership
SVAB	Sacramento Valley Air Basin
SVE	soil vapor extraction
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	transportation demand management
TOD	Transit- Oriented Development
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound
ZCP	Zero Carbon Plan
ZE	zero-emission
ZEV	zero-emission vehicle
ZNE	zero net energy
µg/kg	micrograms/kilogram
µg/L	micrograms per liter
$\mu g/m_3$	microgram per cubic meter

1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) (State Clearinghouse No. 2023010102) addresses the environmental effects associated with the implementation of the proposed Mills Crossing Project (proposed project). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Rancho Cordova CEQA procedures. The City of Rancho Cordova, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, noise).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

1. Executive Summary

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts: Describes the significant unavoidable adverse impacts of the proposed project, the significant irreversible environmental changes associated with the project, and the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative and a Reduced Intensity Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by prior environmental review and were therefore not discussed in detail in this EIR.

Chapter 9. Organizations Consulted and Qualifications of Preparers: Lists the people and organizations that were contacted during the preparation of this EIR, and lists the people who prepared this EIR for the proposed project.

Appendices: The appendices for this document comprise these supporting documents:

- Appendix 2-1: NOP and NOP Comments
- Appendix 5.1-1: Air Quality & Greenhouse Gas Emissions Assessment
- Appendix 5.2-1: Biological Resource Assessment
- Appendix 5.3-1: Archeological Resources Inventory Report
- Appendix 5.4-1: Energy Calculations for Mills Crossing
- Appendix 5.6-1: Site Cleanup Plan for Mills Crossing
- Appendix 5.6-2: Site Cleanup Plan Addendum
- Appendix 5.6-3: Site Remediation Notice of Exemption
- Appendix 5.9-1: Noise Impact Assessment

1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a "Project EIR," defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

The City Council certified the Rancho Cordova General Plan EIR ("2006 EIR" or "2006 General Plan EIR") on June 26, 2006 (State Clearinghouse Number 2005022137). The 2006 General Plan EIR is incorporated by reference. In the section discussing Tiering, CEQA Guidelines Section 15152 provides that:

(a) "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

(b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed;

(c) Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand

(d) Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which

(1) Were not examined as significant effects on the environment in the prior EIR; or

(2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means;

(e) Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.

(f) A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.

(g) When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR

(h) The rules in this section govern tiering generally. Several other methods to streamline the environmental review process exist, which are governed by the more specific rules of those provisions. Where multiple methods may apply, lead agencies have discretion regarding which to use.

This DEIR relies on the analysis of general matters in the 2006 EIR focused on the area defined as the Folsom Boulevard Planning Area by the 2006 General Plan EIR. This DEIR evaluates the potential environmental impacts that might reasonably be anticipated to result from the development of the proposed project. The analysis in this DEIR is specific to the conditions of the 9.85-acre site within the larger Rancho Cordova Planning Area and the impacts of the proposed project. As such, this Project DEIR is intended to fully analyze the impacts of the proposed project.

1.3 PROJECT LOCATION

The 9.85-acre project site encompasses the following Assessor's Parcel Numbers (APNs): 076-0020-019, -20, -21, -22. The project site is located at the corner of Folsom Boulevard and La Loma Drive in the City of Rancho Cordova, Sacramento County. The City of Rancho Cordova is surrounded by unincorporated Sacramento County to the north, south, east, and west (see Figure 3-1, *Regional Location,* in Chapter 3*, Project Description*).

1.4 PROJECT SUMMARY

The proposed project would feature a variety of uses including commercial, residential, open space, and community event space on the 9.85-acre site. The community-commercial uses on-site located at the south portion of the site would include a community health clinic; an events and meeting space; an arts center; a community-commercial building with office and studio spaces and a commercial kitchen; and a commercial-retail building featuring a fresh market and a café. The residential uses on the northern portion of the site would include a multifamily affordable apartments and zero lot line townhouse-style homes. The open spaces on the site would include 1.3 to 1.5 acres of neighborhood and community green space and a 0.75- to 1.0-acre plaza and green space in the south-central portion of the site.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (§ 15126.6[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluated the comparative merits of the alternatives." The DEIR has determined that there would be no significant and unavoidable impacts from the implementation of the proposed project. Therefore alternatives in this DEIR were based, in part, on their potential ability to reduce or eliminate the impacts determined to be potentially significant for implementation of the proposed project. Project alternatives are assessed in further detail in Chapter 7, *Alternatives to the Proposed Project*.

1.6 NO-PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project/Existing General Plan Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6[e]). Pursuant to CEQA, this alternative is based on current plans and consistent with available infrastructure and community services. Therefore, the No Project Alternative assumes that the proposed project would not be adopted and development on the site would be consistent with the projected buildout in the General Plan.

1.6.1 Reduced Development Alternative

The Reduced Development Alternative would reduce residential and nonresidential development and increase the amount of public open space at the project site. The reduced development alternative designates 33 percent of the site for residential uses, 33 percent for non-residential uses, and 34 percent for open space.

1.7 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.8 AREAS OF CONTROVERSY

The State CEQA Guidelines Sections 15123(b)(2) and (3) require that a DEIR identify areas of controversy known to the lead agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. A Notice of Preparation (NOP) for the project was circulated on January 6, 2023, with a 30-day public review period ending on February 6, 2023. The following issues of concern were identified during the review period of the distribution of the NOP during the public scoping meeting held on January 19, 2023:

- Removal of on-site trees
- Crime and safety concerns associated with the project
- Overcrowding in the housing portion of the project
- Parking concerns on surrounding residential streets
- Waste collection for the project
- Increased traffic and freeway congestion; improvements to freeway exits
- Design conformity with surrounding uses
- Noise generated by the project
- Flooding concerns on surrounding streets due to the southwesterly slope of the project site
- Emergency access to and from the site
- Project's contribution of parkland
- Project proposes too much parking
- Project's proposed roadways and access points create hazards

1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AIR QUALITY			
Impact 5.1-1: The proposed project is consistent with the applicable air quality management plan.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-2: The proposed project could result in a cumulatively considerable net increase of a criteria pollutant that the project region is nonattainment under federal or state ambient air quality standards (including releasing emissions which exceed quantitative threshold for ozone precursors).	Potentially significant	AQ-1 **Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce fugitive Dust.** The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. The following measures are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures. ● Control of fugitive dust is required by District Rule 403 and enforced by District staff. ● Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ● Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ● Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ● Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ● All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ● Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated	
Impact 5.1-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation measures required.	Less than significant
Impact 5.1-4: The proposed project would not result in other emissions that would adversely affect a substantial number of people	Less than significant	No mitigation measures required.	Less than significant
5.2 BIOLOGICAL RESOURCES			
Impact 5.2-1: Development of the proposed project could significantly impact the following sensitive species: special status birds and bats	Potentially significant	BIO-1: To protect nesting birds, no project activity shall begin from February 1 through August 31 unless a qualified wildlife biologist completes the following surveys. Separate surveys and avoidance requirements are listed below for nesting birds and raptors. If project construction begins between February 1 through August 31, a qualified biologist shall perform a preconstruction nesting bird survey within seven days prior to construction (or less if recommended by CDFW), within the project work area for all birds protected under the MBTA, including raptors. If any active nests are observed, these nests shall be designated a sensitive area and protected by an avoidance buffer established by a qualified biologist in coordination with CDFW. The avoidance buffer shall be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest, or that the nest is otherwise no longer active. BIO-2: A qualified biologist shall conduct a survey for suitable bat roosting habitat within 14 days of construction activities. If no suitable roosting habitat is identified, no further measures are necessary. If suitable roosting habitat is identified and proposed for removal, a qualified biologist shall conduct an evening bat emergence survey that may include acoustic monitoring to determine whether bats are present. If roosting bats are found, consultation with CDFW prior to initiation of construction activities will be required. If bats are not found during the preconstruction surveys, no further measures are necessary.	Less than significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-2: Development of the proposed project would not result in the loss of any riparian habitat or other sensitive natural community nor on state or federally protected wetland	No impact	No mitigation measures are required.	No impact
Impact 5.2-3: The proposed project could affect wildlife movement of special status species	Potentially significant	Implement mitigation measure BIO-1 and BIO-2.	Less than significant
Impact 5.2-4: The proposed project would not conflict with the City's tree preservation ordinance or with the provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional or state habitat conservation plan	Less than significant	No mitigation measures are required.	Less than significant
5.3 CULTURAL RESOURCES			
Impact 5.3-1: Development of the project could impact an identified historic resource	No impact	No mitigation measures are required.	No impact
Impact 5.3-2: Development of the project could impact archaeological resources	Potentially significant	CUL-1 If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find: ● If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. ● If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.	
Impact 5.3-3: Grading activities could potentially disturb human remains	Potentially significant	CUL-2 If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.	Less than significant
5.4 ENERGY			
Impact 5.4-1: Project construction and operation would not cause wasteful, inefficient, or unnecessary energy use.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-2: The project would not conflict with a State or local plan for renewable energy or energy efficiency.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-3: The proposed project would not require the relocation or construction of new or expanded energy facilities that would result in significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Potentially significant	GHG-1 Implement SMAQMD Tier 1 Best Management Practices. The implementing agency will require the Project to implement Sacramento Metropolitan Air Quality Management District Tier 1 Best Management Practices: ● BMP 1: projects shall be designed and constructed without natural gas infrastructure. ● BMP 2: projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready. GHG-2 Implement SMAQMD Tier 2 Best Management Practices. The implementing agency will require the Project to implement Sacramento Metropolitan Air Quality Management District Tier 2 Best Management Practices: ● BMP 3: The project applicant shall coordinate with the City of Rancho Cordova to implement feasible transportation demand management (TDM) strategies, which would decrease the vehicle miles traveled generated by the proposed project as follows: ○ The project community office space component must achieve a 15 percent reduction in VMT per worker compared to the existing average VMT per capita for Sacramento County. ○ The project residential component must achieve a 15 percent reduction in VMT per resident compared to the existing average VMT per capita in Sacramento County. ○ The project retail component must achieve no net increase in total VMT Examples of potential measures include (but are not limited to): paid parking, employee telecommuting, employee shuttle service, expansion of transit service coverage/ subsidized transit fares, enhanced bicycle and pedestrian connections, and flexible work schedules. In the case that the necessary VMT reductions are infeasible, the purchasing and retiring GHG/carbon offsets from a SMAQMD-approved registry is required. Approved registries may include but are not limited to any of the following: (i) the Climate Action Reserve, the American Carbon Registry and Verra; (ii) any entity approved at any time by the California Air Resources Board to act as an "offset	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		project registry" under the state's cap-and-trade program; (iii) other regulatory or voluntary credits that demonstrate, based on substantial evidence, that the offsets are real, permanent, quantifiable, verifiable, enforceable, and additional.	
Impact 5.5-2: The proposed project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than significant	No mitigation measures are required.	Less than significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: The project could potentially create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials	Potentially significant	HAZ-1 **Implement Central Valley Regional Water Quality Control Board approved Site Cleanup Plan.** Prior to the issuance of construction permits, the project applicant shall complete all recommendations from the Site Cleanup Plan and Addendum to the Site Cleanup Plan prepared by Tetra Tech (Appendix 5.6-1, dated March 16, 2022, and Appendix 5.6-2, August 30, 2023) for the proposed project into the project's construction plans. Short-term soil vapor extraction (SVE) will be conducted to remove the impacted soil vapor that migrated to this area. Up to 15 SVE wells will be installed and operated as extraction and/or venting wells to expedite the pore volume flushing of the vadose zone (Section 3.9) for an approximate duration of two months. The City Engineer will transmit testing results to the Central Valley Regional Water Quality Control Board for review and concurrence before issuing construction permits. The City Engineer will also ensure that the project's construction plans incorporate all applicable recommendations of the Site Cleanup Plan and comply with all applicable requirements of the Central Valley Regional Water Quality Control Board. The City inspectors will ensure that the procedures and requirements included in the construction plans are followed and documented. Documentation will be part of the mitigation monitoring and reporting program.	Less than significant
Impact 5.6-2: The proposed project could potentially 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	Potentially significant	Implement Mitigation Measure HAZ-1	Less than significant
Impact 5.6-3: The proposed project could potentially emit hazardous emissions or handle	Potentially significant	Implement Mitigation Measure HAZ-1	Less than significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school			
Impact 5.6-4: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled under Government Code Section 65962.5; which could create a significant hazard to the public or the environment	Potentially significant	Implement Mitigation Measure HAZ-1	Less than significant
Impact 5.6-5: The proposed project would not conflict with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	Less than significant	No mitigation measures are required	Less than significant
Impact 5.6-6: The proposed project could potentially impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Potentially significant	Implement Mitigation Measure HAZ-1	Less than significant
Impact 5.6-7: The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires	Less than significant	No mitigation measures are required	Less than significant
5.7 LAND USE AND PLANNING			
Impact 5.7-1: Project implementation would not divide an established community	Less than significant	No mitigation measures are required	Less than significant
Impact 5.7-2: Project implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	No mitigation measures are required	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 MINERAL RESOURCES			
Impact 5.7-1: The proposed project would not result in the loss of availability of a known mineral resource nor 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.	Less than significant	No mitigation measures are required.	Less than significant
5.9 NOISE			
Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.8-2: The proposed project would not result in a substantial permanent increase in ambient noise levels in excess of City standards during the project's operation phase	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.8-3: The project would not generate excessive groundborne vibration during construction or operation.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.8-4: The proximity of the project site to an airport would not result in exposure of future residents or workers to airport-related noise	Less than significant	No mitigation measures are required.	Less than significant
5.10 POPULATION AND HOUSING			
Impact 5.9-1: The Mills Crossing project would not induce unplanned population growth either directly or indirectly within the project area	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.9-2: Project implementation would not result in substantially displace existing people and/or the construction of replacement housing elsewhere	Less than significant	No mitigation measures are required.	Less than significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.11-1: The proposed project would introduce new structures, residents, and workers into the Sacramento Metropolitan Fire District service boundaries; however this increase would not require the need for additional fire protection facilities	Less than significant	No mitigation measures are required.	Less than significant
POLICE PROTECTION			
Impact 5.11-2: The proposed project would introduce new structures, residents, and workers into the Rancho Cordova Police Department service boundaries;however this increase would not require the need for additional police protection facilities or personnel	Less than significant	No mitigation measures are required.	Less than significant
SCHOOL SERVICES			
Impact 5.11-3: The proposed project would generate 57 new students into the FCUSD which would impact the school enrollment capacities of area schools	Less than significant	No mitigation measures are required.	Less than significant
LIBRARY SERVICES			
Impact 5.11-4: The proposed project would introduce new residents into the Sacramento Public Library System/Rancho Cordova Library service boundaries, thereby increasing the requirement for library facilities and personnel	Less than significant	No mitigation measures are required.	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 RECREATION			
Impact 5.12-1: The proposed project would increase the use existing neighborhood and regional parks and other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.12-2: Project implementation would require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	Less than significant	No mitigation measures are required.	Less than significant
5.13 TRIBAL CULTURAL RESOURCES			
Impact 5.13-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is: i) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	Potentially significant	TCR -1 Prior to issuance of grading permits, a qualified Tribal monitor/consultant shall be identified to be on call during ground-disturbing activities. The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Wilton Rancheria Tribal Government and is listed under the NAHC Tribal Contact list for the area of the project location. A Native American monitor shall be retained by the Lead Agency or owner of the project to be on-site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments that have commented on the project shall provide the Native American monitor. The monitor/consultant will only be present on site during the construction phases that involve ground-disturbing activities. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources. TCR-2: If any tribal cultural are discovered during excavation and/or construction activities, construction shall stop within 100 feet of the find, and the qualified Tribal monitor/consultant shall be consulted to determine whether the resource requires further study. The Tribal monitor/consultant shall make recommendations to the Cityto protect the discovered resources. All tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified	Less than significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		tribal monitor/consultant. If the resources are Native American in origin, the Wilton Rancheria Tribal Government shall coordinate with the landowner regarding treatment and curation of these resources. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 1506.5[f]).	
5.14 UTILITIES AND SERVICE SYSTEMS			
Impact 5.14-1: The proposed project would not require the relocation or construction of new or expanded wastewater treatment facilities, the construction of which would cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.14-2: The proposed project would result in the determination of a wastewater treatment provider which 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.	Less than significant	No mitigation measures are required,	Less than significant
Impact 5.14-3: The proposed project would not require the relocation or construction of new or expanded water facilities, which could cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.14-4: CAW would have sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.14-5: The proposed project would not require the relocation or construction of new or expanded storm drainage facilities, the construction of which would cause significant environmental effects	Less than significant	No mitigation measures are required.	Less than significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.14-6: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of waste reduction goals	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.14-7: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste	Less than significant	No mitigation measures are required.	Less than significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is a public document designed to provide decision-makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA § 21067). The City of Rancho Cordova has the principal responsibility for approval of the Mills Crossing project. For this reason, the City of Rancho Cordova is the CEQA lead agency for this project.

The DEIR intends to provide sufficient information on the potential environmental impacts of the proposed Mills Crossing project to allow the City of Rancho Cordova to make an informed decision regarding the approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed Mills Crossing project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Rancho Cordova issued a Notice of Preparation (NOP) for public review from January 6 to February 6, 2023. Comments received during the public review period are in Appendix 2-1. Table 1-1, *Notice of Preparation Comment Letters*, summarizes the comments received during the public comment period.

The City of Rancho Cordova conducted an in-person public scoping meeting on Thursday, January 19, 2023, and public comments are summarized and noted under "Scoping Meeting" in Table 1-1.

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
Agency			
Sacramento Municipal Utility District (SMUD)	01/07/2023	• SMUD requires the project acknowledge impacts related to: - Overhead and/or underground transmission and distribution line easements - Utility line routing - Electrical load needs/requirements - Energy efficiency - Climate change - Cumulative impacts related to the need for increased electrical delivery. - Potential need to relocate and/or remove any SMUD infrastructure that may be affected in or around the project area. • SMUD would like to have the following details related to the electrical infrastructure in the DSEIR's project description: - Existing 69/12kV OH/UG facilities south of Folsom Blvd. - Existing 12kV OH/UG facilities on the project site - Building foundation must have a minimum horizontal clearance of 5 feet from any SMUD trench. - Proposed SMUD facilities located on the customer's property outside of the existing or proposed PUE(s) may require a dedicated SMUD easement. - Applicant shall dedicate and provide a vehicular access road. - Requires a minimum 1.5-foot OUE adjacent to all public roads for 12kV facilities. - Developer shall dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication as a public utility easement for overhead and underground facilities and appurtenances. - If alternative locations are not provided, existing overhead/underground 12kV facilities will need to remain to maintain existing services not part of development. - If applicable existing overhead lines will be removed and existing underground cables will be relocated at developer's expense to maintain existing services within development.	Section 5.4, *Energy*

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
Pacific Gas and Electric Company (PG&E)	01/10/2023	• PG&E thanks for the notice and asks once detailed plans are available to send for review.	N/A
Native American Heritage Commission (NAHC)	01/13/2023	• The NAHC explains Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) which both have tribal consultation requirements. • The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. • AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. • SB 18 applies to all California tribes and local governments that adopt or amend general plans or specific plans or create open space designations. • NAHC recommends contacting the appropriate regional California Historical Research Information System (CHRIS) Center for an archaeological record search. • NAHC recommends if an archaeological inventory survey is required then prepare a professional report detailing the findings and recommendations of the records search and field study. • NAHC recommends contacting the NAHC for a Sacred Lands File search and a Native American Consultation List of appropriate tribes for consultation concerning the project site.	Section 5.13, *Tribal Cultural Resources*
Sacramento County Department of Transportation	01/25/2023	• Commenter anticipates based on the project's size; the project may generate enough traffic to cause impacts in Sacramento County. • Commenter asks the City to analyze the Folsom Blvd. at Horn Rd. Paseo Rio Way and Folsom Blvd. at Bradshaw Rd for LOS and queuing analysis. • Commenter states that if any County facilities are impacted from the project, then the Sacramento County would request to enter a Project Specific Reciprocal Funding Amendment with the City of Rancho Cordova.	Chapter 8, *Impacts Not Found to Be Significant*
Cordova Recreation and Park District (CRPD)	02/02/2023	• States the proposed project falls under the Quimby park land requirements for project with 50 or more lots. • The commenter states parcels have inconsistent labels, and it is unclear which parcels are intended to be City Open Space or Quimby park land dedications and recommends the DSEIR to clarify this issue. • CRPD anticipates standard Quimby dedication requirements be applied to all residential units per the Municipal Code, Chapter 22.40. • CRPD anticipates that standard Quimby dedication to be around 1.25 acres and the project may need to contribute towards maintenance of the Quimby Community Park. • Recommends CRPD be listed as the jurisdiction responsible for Quimby Parkland.	Section 5.12, *Recreation*

2. Introduction

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
		• States once the Quimby park land have been clarified then CRPD can provide more information about Quimby in-lieu fees, park impact fees, and on-going maintenance assessments for park land.	
Sacramento Regional Transit District (SacRT)	02/04/2023	• SacRT feels that the Mills Crossing project will provide benefits such as higher quality of life, increased transit ridership, reduced traffic congestion and driving, healthier lifestyle through more active transportation, and reduced pollution and environmental destruction. • SacRT is in support of the project because it incorporates: - Development patterns with a mix of commercial and residential. - High-density residential sites with planned pedestrian pathways and crossing to fixed-route transit options. - 55-60 multi-family affordable housing units. • SacRt requests review of a traffic impact analysis to further understand the methodology for planned number of parking spaces. • SacRt suggests revising the layout of affordable housing units be brought closer to the center of the community, around the neighborhood green space, and closer to the planned pathways to transit. SacRT argues that many residents of affordable housing units are likely to be transit-dependent; therefore, placing these units closer to transit options may be more beneficial.	Chapter 3, *Project Description* Chapter 8, *Impacts Not Found to Be Significant*
Central Valley Regional Water Quality Control Board (RWQCB)	02/06/2023	• States the Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. • States beneficial uses, water quality objectives, and Antidegradation Policy are State's water quality standards. • States the environmental review document should evaluate potential impacts to surface and groundwater quality. • Provides an overview of permitting requirements for Construction Storm Water General Permit, Clean Water Act Section 404 Permit. • Clean water Act Section 402, Waste Discharge Requirements, Dewatering Permit, Limited Threat General NPDES Permit, and NPDES Permit.	Chapter 8, *Impacts Found Not to Be Significant*
Sacramento Metropolitan Air Quality Management District (Sac Metro Air District)	02/06/2023	• Recommends the City utilize the Guide to Air Quality Assessment in Sacramento County (CEQA Guide) as a resource. • States the DEIR's construction analysis should disclose projected construction emissions of Criteria Pollutants, pollutants regulated by the Clean Air Act, using methods referenced in the CEQA Guide's chapter on Construction-Generated Criteria Air Pollutant and Precursor Emissions. If construction emissions are projected to exceed Sac Metro Air District thresholds, then the DEIR should incorporate mitigation measures from this chapter as well.	Section 5.1, *Air Quality* Section 5.5, *Greenhouse Gas Emissions*

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
		• States all projects must implement Sac Metro Air District Basic Construction Emission Control Practices. • States the DEIR's analysis should disclose projected operational emissions of Criteria Pollutants using methods referenced in CEQA Guide's chapter on Operational Criteria Air Pollutant and Precursor Emissions. If project exceed Sac Meto Air District's operational emissions, then the project proponent develop an Air Quality Mitigation Plan (AQMP) using methods in the CEQA Guide. • Recommends using its Recommended Guidance for Land Use Emission Reductions to develop AQMP measures. • Requires the operational analysis of Criteria Pollutants include an analysis of health effects. The operational analysis should also study consistency with local and regional plans such as the City's Folsom Boulevard Specific Plan and SACOG Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS). • Recommends using mitigation methods referend in the CEQA Guide's chapter on GHG Emissions if GHG emissions from the project exceed the Sac Metro Air District's thresholds. • States to review if an Authority to Construct and Permit to Operate is needed before installing or operating new equipment or processes that may release or control air pollutants pursuant to Sac Metro Air District Rule 201. • Recommends the project be equipped with MERV-13 or higher-rated air filtration systems to serve as a clean air center during wildfire smoke events and an onsite renewable energy system to provide emergency power. • Recommend the DEIR evaluate project support of bicycle and pedestrian transportation as consistent with adopted policies to encourage multi-modal transportation such as the Folsom Boulevard Specific Plan • Recommends the project incorporate strategies to reduce urban heat island effect from the Urban Heat Island Mitigation Project such as certified cool roofs, cool pavement, new air quality supportive tree species.	
Organization			
Sacramento Area Bicycle Advocates – Marven E. Norman	02/09/2023	• Argues the proposed project would introduce several hazards by design and the DEIR should acknowledge and mitigate these hazards. • States there is an unacceptable number of options for entering the parking structure off La Loma Drive. • States the intersection at La Loma Drive and Folsom Blvd does not provide enough space to allow all turning movements into the garage resulting in an additional threat to bicyclists using the Class II bike lanes which exist on La Loma Drive.	Chapter 8, *Impacts Not Found to Be Significant*

2. Introduction

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
		• States the new street proposed by the project which runs from La Loma Drive to El Caprice DR would create a speeding problem and cut-through traffic. States the EIR must acknowledge and mitigate this hazard. • Recommends using AB 45 (Friedman 2021) to keep speeds and traffic counts low. • States the project should remove the on-street parking along the new street and instead narrow the street by using wider sidewalks and bioswales/planter boxes with trees. The commenter states incorporating this measure would keep speeds low and potentially improve water quality and runoff. • Commenter states that if on-street parking is kept in the design then at least provide demarcation between traveled way and parking bay along the new street. • Suggest making all crosswalks associated with the project site raised crosswalks and incorporating bulbouts. • States the studies done for the project should not ignore other forms of transportation in the analysis given the location of the project directly adjacent to the rail transit station. • States that any offsite traffic mitigation deemed to be necessary for the project not contradict and undermine the existing active transportation plans for the City, County, Caltrans, or other entities.	
Individual			
Nancy Marsh	01/05/2023	• States parking seems excessive considering how much street parking is available. • Suggest Folsom Lake College parking lot be leased to events since its never full. • States Public transportation should be encouraged as the space is right across the street from buses and light rail. • Suggest reducing parking and add more green space or a craft center (like in Davis). • Asks to please landscape with native plants and trees and recommends using CA Native Plant Society as a resource. • Recommends no more crepe myrtle but instead adding oak or CA sycamore.	Chapter 3, *Project Description* Section 5.2, *Biological Resources* Chapter 8, *Impacts Not Found to Be Significant*
Scoping Meeting	01/19/2023	**On-site trees** • Commenter is concerned about the preservation of the existing trees on-site. • Commenter states that oak trees are protected in the City. • Commenter counted 24 trees on-site and feels that the design's smaller replacement trees will not adequately replace the existing trees. **Project contribution to crime/safety concerns** • Commenter asserts that the existing area surrounding the project contains a number of low-income apartment communities that have contributed crime, litter, and overall decay in the community.	Section 5.2, *Biological Resources* Section 5.11, *Public Services* Chapter 8, *Impacts not found to be Significant* Section 5.14, *Utilities*

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
		• Commenter is concerned with how the project may exacerbate these issues by catering to risky demographics such as students and low-income renters. • Commenter further suggests that a sub-station be built on or in proximity to the site. **Overcrowding/parking/waste collection** • Commenter states concern that future project residents, assumed to be young-adult students, will contribute overcrowding in the units proposed under the project's housing portion. • Commenter further expresses concern that the project's proposed parking will not be sufficient to accommodate all residents' vehicles due to possible overcrowding in units and commenter's assumption that residents' vehicles will be larger than average vehicles. • Commenter claims that the surrounding community will be overburdened with parking issues due to the project's lack of accommodation for parking. • Commenter suggests that the traffic analysis account for parking issues. • Commenter claims that as a result of overcrowding there will be on-street parking issues. • Commenter also expresses concerns that issues will arise over the solid waste collection logistics, including the number and storage of bins on-site. **Traffic** • Commenter expressed concerns that the project will significantly exacerbate existing traffic issues on La Loma Drive and other streets in the project vicinity. • A number of commenters echoed this concern. • Commenter suggests isolating the traffic study to the project area. **Use of the light rail** • Commenter expresses that the project's goal to reduce vehicle trips through its proximity to a light rail stop does not consider realistic use of the light rail. • Commenter states the light rail's route only extends from Folsom to Sacramento which limits its viability as an option to replace most vehicle trips. • Commenter implies that the project should not consider the light rail's effect in reducing traffic, parking and other vehicle related concerns. **Design conformity with surrounding uses** • Commenter states that the project's design should consider and conform with the surrounding development of the community. • **Wildlife**Commenter expresses concern about the presence of wild turkeys in the existing community. • Commenter implies that the project may exacerbate the issue. **Noise** • Commenters discussed the possibility of noise issues attributed to the event center uses from the proposed project.	

2. Introduction

Table 1-1 Notice of Preparation Comments

Agency/Organization/ Individual	Date	Summary of Comments	DEIR Section Where Comment Is Addressed
		• Commenter also expressed concerns about noise from parking. **Existing community infrastructure and housing condition** • Commenters expressed concern that the existing community's apartment building, roads and associated infrastructure are unmaintained and create hazards and eyesores in the community. • Commenter states that the City should be investing in improving the condition of the existing community as opposed to the proposed project. **Flooding/slope on property** • Commenter states that the property contains a notable incline; the north side of the property is significantly higher than the south portion. • Several commenters expressed concern that this condition could contribute to flooding issues on-site as well as in the surrounding streets by increasing the hardscape on-site. • Commenter suggests that the project include storm drainage upgrades and that the EIR address the drainage issues. • Commenter further states that a 'wet pit' is present on the site, indicating a potential jurisdictional water/habitat. **Emergency access** • Commenter expresses concern about access to the site, stating that the project only includes two points of ingress/egress which could create potential issues with internal circulation and access for emergency vehicles. **Mistletoe tree parasite** • Commenter states that a number of trees in the community are affected by mistletoe. • Commenter suggests that the City invest in the maintenance of trees and implement a tree maintenance program. **Solar panel hazard** • Commenter expresses concern that the project will contribute toxic/hazardous waste through its use of solar panels.	

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the initial study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, but issues identified as Less Than Significant or No Impact are addressed in Chapter 8, *Impacts Not Found to Be Significant*.

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the comments received in response to the NOP and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2.3.1 Unavoidable Significant Adverse Impacts

This DEIR determined that there would be no significant and unavoidable adverse impacts, as defined by CEQA, that would result from the implementation of the proposed project. Therefore, a "statement of overriding considerations" is not required to approve the project.

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City of Rancho Cordova.

- Rancho Cordova General Plan Draft Environmental Impact Report, prepared by Rancho Cordova, March 13, 2006.
- *Rancho Cordova General Plan,* prepared by Rancho Cordova*,* June 26, 2006.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Rancho Cordova will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City of Rancho Cordova for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at the City Hall and online.

- Rancho Cordova City Hall, 2729 Prospect Park Drive, Rancho Cordova, CA 95670
- https://www.cityofranchocordova.org/residents/new-businesses-and-projects/mills-crossing

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the Mills Crossing project will be completed as part of the Final EIR, prior to consideration of the project by the Rancho Cordova City Council.

3. Project Description

3.1 ENVIRONMENTAL SETTING

3.1.1 Project Location

The 9.85-acre project site encompasses the following Assessor's Parcel Numbers (APNs): 076-0020-019, -20, -21, -22. The project site is located at the corner of Folsom Boulevard and La Loma Drive in the City of Rancho Cordova, Sacramento County. The City of Rancho Cordova is surrounded by unincorporated Sacramento County to the north, south, east, and west (see Figure 3-1, *Regional Location*).

3.1.2 Project Site History

The project site includes a former dry cleaning site that operated from 1971 through 2003 located on the northwest portion of the project site (See Figure 5.6-1, Project Remediation Map in Chapter 5.6, *Hazards and Hazardous Materials*). The project site was found to have elevated levels of tetrachloroethylene (also known as perchloroethylene or "PCE") found in groundwater. The project site was previously remediated via a soil vapor extraction system from 2010 to 2016 and one groundwater extraction well from 2014 to 2017 (Appendix 5.6-1). The City of Rancho Cordova bought the property in 2018 and is working on addressing residual PCE in soil vapor that still exceeds screening levels (SWRCB 2024). The 2021 soil vapor data show that PCE concentrations in soil vapor exceed the San Francisco Bay Regional Water Quality Control Board's Environmental Screening Levels (ESLs) for vapor concentrations in the former dry cleaner area located on the northwest portion of the project site. The PCE concentrations exceeded the residential ESL for vapor intrusion consideration, which corresponds to a carcinogenic risk of 10-6. The City plans to perform additional site remediation including soil and sewer line excavation in the former dry cleaner area and contingency in-situ soil treatment at a deeper depth in the former parking lot area.[1] Section 5.6 provides additional details about potential hazards and hazardous materials at the project site.

3.1.3 Existing and Surrounding Uses

The project site is currently vacant. The project site was previously developed as a commercial shopping center, but all of the previous buildings have since been demolished, leaving only the parking lot remaining. A few scattered trees are found in weedy patches within and around the perimeter of the project site. The project site also has a sloping incline located on the northwest portion of the project site on La Loma Drive. The project site is surrounded by residential uses to the north, residential uses and Folsom Lake College/Rancho Cordova

[1] The proposed remediation activities have been exempt under State CEQA Guidelines Section 15304(f). This remediation work is not part of the proposed project because it needs to be completed whether or nor the proposed project goes forward. Also, the remediation work and should be completed before any approval of the proposed project and prior to construction from the proposed project.

to the east, light industrial uses to the south, and commercial and residential uses to the west. Figure 3-2, *Aerial Photograph,* shows the project site in its local context. Section 4.0, *Environmental Setting*, includes a more detailed description of the existing environmental setting.

3.1.4 Existing Zoning and Land Use Designations

The project site is zoned Residential Mixed-Use – Folsom Boulevard Specific Plan (RMU [FBSP]). The RMU (FBSP) Zoning District is intended to designate property for the development of medium and high-density housing (between 6.1 and 40 dwelling units per acre) that may incorporate office and/or commercial services. While the predominant use of the development is residential, the City encourages the vertical and/or horizontal integration of commercial and/or office uses that are compatible with the residential development.

The project site has a land use designation of Residential Mixed-Use (FB-RMU).

3.2 STATEMENT OF OBJECTIVES

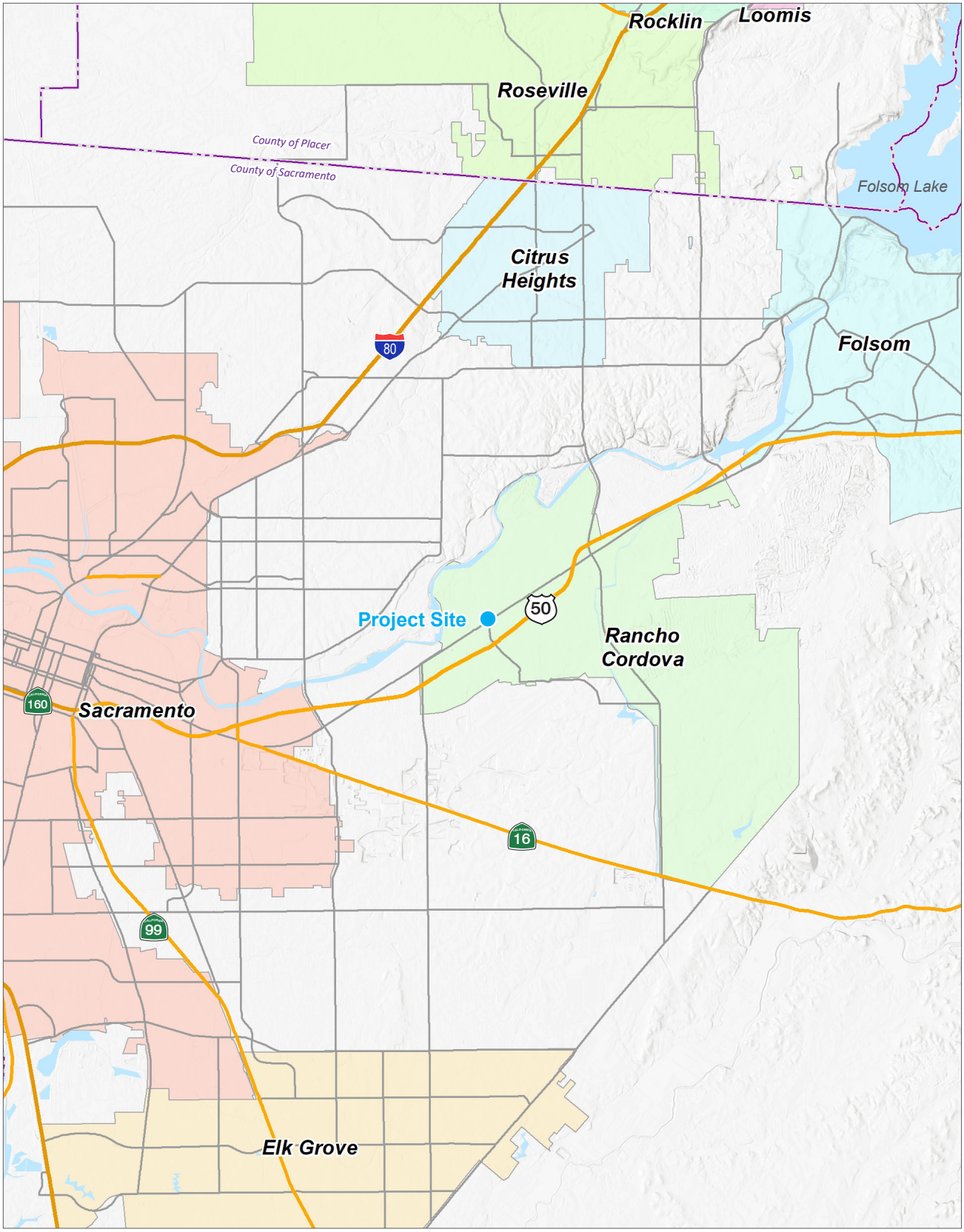
Objectives for the Mills Crossing Project will aid decision makers in their review of the project and associated environmental impacts:

1. Provide for a mix of uses onsite by developing residential, commercial, and recreational uses on infill and underutilized parcels near the Mather Field/Mills Station.
2. Increase the City's housing stock by providing a range of housing density types, including affordable housing.
3. Increase employment opportunities in the City.
4. Improve the jobs-housing balance in the City of Rancho Cordova and provide new housing close to jobs and services.
5. Promote healthy living and physical activity by providing open space areas and opportunities to utilize alternative transportation options available proximate to the site, including the Mather Field/Mills Station.

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])



Source: Generated using ArcMap, Inc. 2022.

0 3
Scale (Miles)

Note: Unincorporated county areas are shown in white.

Figure 3-1
Regional Location

Source: Nearmap, Inc. 2022.

0 270
Scale (Feet)

Project Boundary

Figure 3-2
Aerial Photograph

3.3.1 Description of the City's General Plan Environmental Impact Report

The Environmental Impact Report for the City of Rancho Cordova General Plan ("2006 EIR") was approved by the Rancho Cordova City Council on June 26, 2006. The 2006 EIR was proposed to replace the General Plan which the City adopted from Sacramento County upon incorporation in July 2003. As indicated in the 2006 EIR, the project site is located in the Folsom Boulevard Planning Area, and a Specific Plan was prepared for this Planning Area after the adoption of the 2006 General Plan.

As indicated above, the project site is zoned RMU (FBSP) which allows between 6.1 and 40 dwelling units per acre. As such, the project site could allow between 61 units and 394 units. As the project site is within the Mather Mills Opportunity Site, additional development standards are provided, which indicate that there is no minimum or maximum floor area ratio (FAR) for the project site.

3.3.2 Description of the Proposed Project

The proposed project would include community-commercial buildings, housing, public open space, and a parking structure. Figure 3-3, *Conceptual Site Plan,* shows the layout of the proposed uses on the project site. In order to accommodate the proposed uses lisred below, the necessary entitlements include:

- A Specific Plan Amendment to rezone portions of the Mills Crossing project site area from a Residential Mixed-Use (RMU) zone to a Commercial Mixed-Use (CMU), Medium Density Residential (MDR), and High-Density Residential (HDR) zone. As shown in Figure 3-4, *Zoning Option 1*, and 3-5, *Zoning Option 2*, to view the potential new configuration for the Mills Crossing Project site. Figure 3-4 shows 2.96 acres MDR, 4.79 acres CMU, and 1.09 acres HDR, and Figure 3-5 shows 3.05 acres MDR, 4.79 acres CMU, and 1.0 acres HDR. The remaining RMU areas will be dedicated as a public right of way. (See Section 3.3.3*, Project Site Rezone Designation*, for more information on the individual zones)

- A Tentative Subdivision Map to create between five and nine new parcels for the proposed uses.

- Major Design Review for new construction.

Community-Commercial Buildings

The community-commercial buildings would include up to 140,000 square feet of uses, and would include the following:

- Health and Wellness
  - Community Health Clinic—up to 30,000 square feet

- Events and Meetings Space
  - Space for meetings, community and cultural events, banquet, and weddings—up to 15,000 square feet

- Arts Center (Subtotal—up to 35,000 square feet)
  - Flex Theater (black/white/green box)—up to 18,000 square feet

- Flexible Classrooms and Rehearsal Space—up to 6,000 square feet
- Production/Artist's Studios—up to 4,000 square feet
- Gallery/Exhibits—up to 4,000 square feet
- Administrative Space—up to 3,000 square feet

- Community-Commercial Building (Subtotal—up to 52,500 square feet)
  - Commercial Office-Anchor—up to 25,000 square feet
  - Commercial Office-Shared—up to 10,000 square feet
  - Flexible Studios 1—up to 5,000 square feet
  - Flexible Studios 2—up to 7,500 square feet
  - Commercial Kitchen—up to 5,000 square feet

- Commercial-Retail (Subtotal—up to 7,500 square feet)
  - Fresh Market, Food and Beverage, Café, Retail—up to 5,000 square feet
  - Café—up to 2,500 square feet

Housing

The proposed project would provide up to 120 dwelling units, as follows:

- Between 55 and 60 Multifamily Affordable Apartments
- Between 50 and 60 Zero Lot Line Townhouse-Style Homes for Sale

Public Open Space

The proposed project would include up to 2.5 acres of public open space as follows:

- Between 1.3 and 1.5 acres of Neighborhood and Community Greens
- Between 0.75 and 1.0-acre of Plaza and Green Space

Parking Structure

The proposed project would include a parking structure with between 275 and 325 parking spaces.

Internal Circulation and Access

Figure 3-3, *Conceptual Site Plan,* shows the conceptual internal roadways and access points into and out of the project site. The project site would be accessible via Folsom Boulevard to the south, La Loma Drive to the west, and El Caprice east of the project site.

Source: City of Rancho Cordova 2022.

0 100
Scale (Feet)

Project Boundary

Figure 3-3
Conceptual Site Plan

Source: City of Rancho Cordova 2024.

0 100
Scale (Feet)

Figure 3-4
Zoning Option 1

Source: City of Rancho Cordova 2024.

0 100
Scale (Feet)

Figure 3-5
Zoning Option 2

Infrastructure Requirements

Electrical Infrastructure

As discussed in Chapter 2, *Introduction*, the Sacramento Municipal Utility District (SMUD) commented on the Notice of Preparation for the proposed project and described the potential electrical infrastructure requirements associated with construction and operation of the proposed project (see Appendix 2-1). The following are requirements that the proposed project would adhere to with respect to SMUD's electrical infrastructure:

- The project applicant shall conduct a pre-engineering meeting with all utilities to ensure proper clearances are maintained for structural setbacks of less than 14-feet.
- Building foundations would have a minimum horizontal clearance of 5 feet from any SMUD trench. The project applicant would verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.
- A minimum 12.5-foot Public Utility Easement (PUE) adjacent to all public roads for 12kV facilities is required.
- Proposed SMUD facilities located on the project site outside of the existing or proposed PUE(s) may require a dedicated SMUD easement.
- The project applicant shall dedicate and provide a vehicular access road; SMUD will supply the minimum specifications during the acquisition process. (or: The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface).
- The project applicant shall dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10 feet adjacent thereto) as a public utility easement for overhead and underground facilities and appurtenances.
- If alternative locations are not provided, existing overhead/underground 12kV facilities would need to remain in order to maintain existing services not part of development.
- If applicable, existing overhead lines will be removed and existing underground cables will be relocated at project applicant's expense to maintain existing services for surrounding development.

3.3.3 Project Site Rezone Designations

The proposed zoning designations and associated standards are as follows:

- **Commercial Mixed-Use (CMU).** This district is intended to designate property for vibrant commercial and mixed-use development. While a predominantly commercial district, the CMU category is designed to

provide for the integration of retail and service commercial uses with office and/or residential uses. In multiple-story buildings, retail uses are the predominant use on the ground floor. This district designates property for the development of residential uses with a density between 10 and 18 dwelling units per acre

- **High Density Residential (HDR).** This district designates property for the development of residential uses with a density between 20.1 and 40.0 dwelling units per acre. The HDR district is intended for higher-density residential development, such as apartments, condominiums, lofts, and other multi-story residential uses. This district is typically located along major roadways and transit corridors near and adjacent to or within service and employment centers. High-density residential development is designed to be pedestrian- and transit-friendly

- **Medium Density Residential (MDR). This** district designates property for the development of a wide range of housing types with a density range between 6.1 and 18.0 dwelling units per acre. The MDR district is intended for higher-density single-family homes (attached or detached), condominiums, and small apartment complexes. This district provides a compatible transition between the lower-density residential neighborhoods of the city and the urban centers.

3.3.4 Construction and Operation

Construction

Construction activities would involve the removal of vegetation and paved areas; grading to finished design elevations; excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks, and landscaping. Equipment used during construction may include, but is not limited to, crawler tractors, tractors, loaders, backhoes, excavators, graders, scrapers, cranes, forklifts, generator sets, welders, pavers, paving equipment, rollers, and air compressors. It is anticipated that construction of the project would occur from 2024 through 2029.

Operation

The proposed project would result in up to 120 dwelling units which, assuming 2.68 persons per household as included in the General Plan EIR, would result in approximately 322 residents. The project would include up to 140,000 square feet of community-commercial uses. The open space proposed for the project site (up to 2.5 acres) would be publicly accessible.

3.4 INTENDED USES OF THE DEIR

This Draft EIR (EIR) is a project EIR that examines the environmental impacts of the proposed project. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. This DEIR intends to evaluate the environmental impacts of the proposed project, thereby enabling the City of Rancho Cordova, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

3. Project Description

Lead Agency	Action
City of Rancho Cordova City Council	■ Development Agreement ■ Specific Plan Amendment ■ Tentative Subdivision Map ■ Site Plan Approval ■ Development Agreement ■ Major Design Review ■ Building Permit ■ Certify EIR and Adopt Mitigation Monitoring and Reporting Program
Responsible Agencies	**Action**
Central Valley Regional Water Quality Control Board	■ Issuance of National Pollutant Discharge Elimination System (NPDES) Permit ■ Issuance of Construction Permit

3.4.1 References

State Water Resources Control Board (SWRCB). 2024 (accessed). GeoTracker: Lily Company (T10000000403). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T1000000040.

4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective" (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Rancho Cordova is located entirely within Sacramento County, California. Sacramento County is bounded by Placer and Sutter counties to the north, San Joaquin County to the south, Yolo and Solano counties to the west, and El Dorado and Amador counties to the east. Sacramento County covers approximately 1,015 square miles of land, the majority of which consists of flat grassland and oak woodlands with foothill areas to the west and east of the County line. The land uses in the surrounding counties vary from flat agricultural lands in Yolo, Solano, and San Joaquin counties, to foothill areas in Sutter and Amador counties, and mountain terrains in Placer and El Dorado counties. See Figure 3-1, *Regional Location*, in Chapter 3, *Project Description*.

4.2.2 Regional Planning Considerations

Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Community Strategy

SACOG is responsible for the preparation of, and updates to, the MTP/SCS for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2020 MTP/SCS was adopted by the SACOG board on November 18, 2019. The MTP/SCS is a long-range plan for transportation improvements in the region and provides a 20-year transportation vision and a corresponding list of projects. The plan is based on projections for growth in population, housing, and jobs. SACOG determines the regional growth projections by evaluating baseline data (existing housing units and employees, jobs/housing ratio, and share of regional growth for housing units and employees), historic reference data (based on five- and ten-year residential building permit averages and historic county-level employment statistics), capacity data (General Plan data for each jurisdiction), and current MTIP data about assumptions used in the most recent MTP/SCS. SACOG staff then meets with each jurisdiction to discuss and incorporate more subjective considerations about planned growth for each area. Finally, SACOG makes a regional growth forecast for new homes and new jobs based on an economic analysis

provided by a recognized expert to estimate regional growth potential based on market analysis and related economic data, which is incorporated into the MTP/SCS.

Sacramento Metropolitan Air Quality Management District (SMAQMD)

The SMAQMD is the regional agency responsible for air quality regulation within Sacramento County. The agency regulates air quality through its planning and review activities and has permit authority over most types of stationary emission sources. SMAQMD can require operators of stationary sources to obtain permits, impose emission limits, set fuel or material specifications, and establish operational limits to reduce air emissions. The SMAQMD regulates new or modified stationary sources of criteria air pollutants and toxic air contaminants. All areas designated as nonattainment are required to prepare plans showing how the area would meet the air quality standards by its attainment dates. The following are the most recent air quality plans applicable to the area of the proposed project:

- Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan
- SMAQMD's Triennial Report and Air Quality Plan Revision
- PM_{10} Implementation/Maintenance Plan and Redesignation Request for Sacramento County
- $PM_{2.5}$ Maintenance Plan and Redesignation Request

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in a number of State regulations. Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32, the Global Warming Solutions Act (2006), was passed by the State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 that outlined the State's plan for achieving the 2020 targets of AB 32.

In 2008, SB 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for the year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, with programs for meeting the SB 32 reduction target.

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55-18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 renewable/zero carbon sources in 2045.

Senate Bill 743

On September 27, 2013, SB 743 was signed into law and started a process that has fundamentally changed transportation impact analysis for CEQA compliance. With the adoption of SB 375, the state signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and contribute to the reduction of GHG emissions, as required by the California Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code § 21099[b][1]).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. Under the new guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, were required beginning July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of the level of service, but these metrics can no longer be the basis for determining transportation impacts under CEQA.

Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan)

The Central Valley Regional Water Quality Control Board (RWQCB) adopted the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan) in 1975, and the most recent edition reflects amendments through May 2018. The purpose of the Basin Plan is to designate beneficial uses of waters within the Sacramento and San Joaquin River basins, establish water quality objectives to protect those beneficial uses and implement a program needed to achieve those objectives. The Basin Plan establishes water quality standards for both surface and ground waters.

The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain water quality standards. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the Clean Water Act.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

Project Location

The 9.85-acre project site encompasses the following Assessor's Parcel Numbers (APNs): 076-0020-019, -20, -21, -22. The project site is at the corner of Folsom Boulevard and La Loma Drive in the City of Rancho Cordova, Sacramento County. The City of Rancho Cordova is surrounded by unincorporated Sacramento County to the north, south, east, and west (see Figure 3-1, *Regional Location*).

The site is approximately 0.48 miles north of US Route 50 (US-50) and approximately 115 feet north of the Sacramento Regional Transit District's (SacRT) Mather Field Mills light rail station on the SacRT Gold Line. Primary access to the site is via Folsom Boulevard and La Loma Drive.

Existing Land Use

The project site is vacant and includes grassy and paved areas. This includes a parking area in the western portion of the property and a landscaped area in the eastern portion. According to the City's directory, the site was previously developed with commercial and retail properties; however, all structures have since been demolished. The project site is surrounded by residential uses to the north, residential uses and Folsom Lake College/Rancho Cordova Center to the east, light industrial uses and the Mather Field Mills Light Rail station to the south, and commercial and residential uses to the west. Figure 3-2, *Aerial Photograph,* shows the project site in its local context.

4.3.2 Environmental Resources and Infrastructure

Aesthetics

The project site is currently vacant with a residual parking lot and associated concrete roads covering a large portion of the site. The project site is approximately 0.76 mile southeast of the American River; no other scenic features exist near the project site.

Biological Resources

The project site is situated on leveled flat terrain with elevations ranging from 77 to 82 feet above sea level. The project site includes the previously developed area and surrounding ruderal grassland. No buildings are on-site, but foundations and paved areas remain. A few scattered trees are found in weedy patches around the perimeter. Refer to Section 5.2, *Biological Resources*, for a detailed analysis of the existing street network and the Specific Plan's impacts on biological resources.

Air Quality

The project site is in the Sacramento Valley Air Basin (SVAB), which includes the counties of Butte, Colusa, Glenn, Placer, Sacramento, Shasta, Solano, Sutter, Tehama, Yolo, and Yuba. Ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are the criteria air pollutants of primary concern in this analysis because of their nonattainment status with respect to the applicable National ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) in the SVAB.

Cultural Resources

The project site is currently vacant and is not listed as a state or national historic resource. Refer to Section 5.3, *Cultural Resources*, for more information on historical, archaeological, and paleontological resources.

Geology and Landform

The project site is in the Great Valley geomorphic province of California. The geology of the Great Valley (Valley) is characterized by thick, Jurassic- through Holocene-aged sedimentary deposits. The California Geological Survey (CGS) and the United States Geological Survey (USGS) have mapped a large portion of the valley as being underlain by Quaternary-aged Riverbank formation. The geological formations underlying the project site consist mostly of Cenozoic Quaternary gravelly alluvial and glacial deposits from the ancestral channel of the American River, which date back to the mid-Pleistocene age or approximately 600,000 years.

Hydrology

As shown on Figure 3-2, *Aerial Photograph*, the project site is vacant and largely consists of concrete hardscape and unmaintained grass. Though the site is nearly flat, the northwestern portion of the site is several feet above grade at La Loma Drive. The southwestern portion of the site slopes down southwest. Under existing conditions, stormwater is carried through the site's natural drainage via sheet flow to the southern portion of the site. Additionally, existing storm drains and curb-and-gutter improvements are along La Loma Drive and Folsom Boulevard.

Noise

The noise environment surrounding the project site consists primarily of traffic on surrounding roadways, including Folsom Boulevard and La Loma Drive. Noise associated with the light rail operations can also be heard from the project site. Refer to Section 5.9, *Noise*, of the DEIR, for additional information concerning the existing noise environment.

Public Services and Utilities

The Sacramento Metropolitan Fire District (SMFD) provides fire protection services, fire suppression, inspection, plan checking, emergency transportation and medical services, public education, advanced life support, and rescue services to the City of Rancho Cordova, including the project site. SMFD station 61 is located approximately 0.97-mile east of the project site. The City of Rancho Cordova Police Department (RCPD) is contracted through the Sacramento County Sheriff's Department (SCSD) Patrol Services. Patrol

Services operate the SCSD towing and parking enforcement, community resources and service centers, emergency operations, and specialized patrol units. The project site would be served by the Folsom Cordova Unified School District and in the attendance area of Cordova Meadows Elementary School, which is 0.31 mile north of the project site; Mills Middle School, which is approximately 0.8 mile northeast of the project site; and Cordova High School, which is 0.92 mile northeast of the project site. Refer to Section 5.11, *Public Services*, of the DEIR, for additional information concerning the existing public services.

Sanitary sewer service for the proposed project would be provided by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (Regional San). SASD operates and maintains the laterals and mainline pipes for wastewater conveyance and collection from the source to the Regional San interceptors. The project site is within the Suburban-Rosemont Public Water System service area which covers a portion of eastern Rancho Cordova along the American River. For stormwater drainage, the City's Stormwater Division protects these waterways by preventing pollutants from entering the drainage system. Republic Services Inc. currently provides solid waste and recycling collection services to the City. Solid waste is transported to Forward Landfill in Manteca California. Refer to Section 5.14, *Utilities and Service Systems*, for additional information concerning the existing wastewater treatment and collection systems, water supply and distribution systems, storm drainage, and solid waste collection and disposal.

Transportation

Regional access to the project site is provided by US-50, which is 0.48 mile south of the site. The City is also regionally connected by the SacRT's light rail system, which connects Rancho Cordova to Sacramento and Folsom via the Gold Line. The Mather Field Mills light rail stop is south of the project site across Folsom Boulevard.

4.3.3 General Plan and Zoning

The project site is zoned Residential Mixed-Use (RMU) under the Folsom Boulevard Specific Plan (FBSP). The FBSP RMU Zoning District is intended to designate property for the development of medium- and high-density housing (between 6.1 and 40 dwelling units per acre) that may incorporate office and/or commercial services. While the predominant use of the development is residential, the City encourages the vertical and/or horizontal integration of commercial and/or office uses that are compatible with the residential development. The project site has a land use designation of Residential Mixed-Use (FB-RMU).

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site-specific, such as cultural resources and geology and soils, and others may have impacts outside the City boundaries, such as regional air quality. Generally, the growth projections that are identified in the City of Rancho Cordova General Plan have been utilized for the general plan forecast year conditions. Table 4-1, *Related Cumulative Projects in the City of Rancho Cordova,* provides a list of cumulative projects in the city.

Table 4-1 Related Cumulative Projects in the City of Rancho Cordova

Project/Applicant Name	Location	Project Type/Size
City of Ranch Cordova		
Rio Del Oro Specific Pan	Northeast of Sunrise Boulevard and Douglas Road	Variety of housing types and styles; 12,189 units
Montelena	Southwest corner of Douglas Road and Rancho Cordova Parkway	Single-family detached housings; 806 units
Anatolia IV	Southwest corner of Chrysanthy Boulevard and Rancho Cordova Parkway	Single-family detached housings; 139 units
North Douglas	The northeast corner of Douglas Road and Americanos Boulevard	Single-family detached housings; 686 units
Arista Del Sol	West of Grantline Road, 1 mile south of Douglas Road	Single-family detached housings; 389 units
Sunridge Lot J	Southeast corner of Douglas Road and Rancho Cordova Parkway	Single-family detached housings; 740 units
Sundance	West of Sunrise Boulevard, approximately a 1/4 mile south of Douglas Road	Townhomes; 129 units
Grantline 208	South of Douglas Road and east of Rancho Cordova Parkway	Single-family detached housings; 502 units
Douglas 103	The southeast corner of Douglas Road and Borderlands Drive	Single-family detached housings; 198 units
Douglas 98	Southwest corner of Douglas Road and Grantline Road	Single-family detached housings; 528 units
The Ranch	East of Rancho Cordova Parkway, approximately 1/2 mile south of Douglas Road	Single Family Detached (Traditional and Active Adult); 1,329 units
Callahan	East of Rancho Cordova Parkway and south of North Campus Road	Variety of housing types and styles; 553 units
Gilmartin/Trevor	East of Rancho Cordova Parkway and north of Kiefer Boulevard	Variety of housing types and styles; 1,043 units
Shalako	East of Sunrise Boulevard and south of Kiefer Boulevard	Variety of housing types and styles; 1,050 units
Grantline 220	West of Grant Line Road and south of Chrysanthy Boulevard	Variety of housing types and styles; 910 units

Table 4-1 Related Cumulative Projects in the City of Rancho Cordova

Project/Applicant Name	Location	Project Type/Size
Sierra Sunrise	East of Americanos Boulevard and south of North Campus Road	Variety of housing types and styles; 1,046 units
Westborough Specific Plan	South of Folsom Boulevard and east of Folsom South Canal	Variety of housing types and styles; 3,898 units

Source: Rancho Cordova 2023.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact. The following is a summary of the approach and extent of cumulative impacts, which are further detailed in each environmental topical section:

- **Air Quality.** Air quality impacts include regional (cumulative) impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the SVAB.
- **Energy.** While energy impacts are site-specific, they contribute to the consumption and demand for energy in the region and are compared to regional totals.
- **Greenhouse Gas Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the project-level analysis in Section 5.5 also provides the analysis to determine whether the project would make a cumulatively considerable contribution to significant cumulative GHG emissions impact.
- **Noise.** Cumulative traffic noise impacts are based on the traffic study, which considers the regional growth based on citywide and regional projections. Cumulative construction impacts are based on nearby projects that may have concurrent construction schedules. Cumulative operational impacts are based on existing development combined with the project and reasonably foreseeable nearby future development.
- **Population and Housing.** Cumulative impacts are based on regional demographic projections in regional plans (e.g., SACOGs MTP/SCS).

4.5 REFERENCES

Rancho Cordova, City of. 2023, February 21 (accessed). Major Development and Projects. https://www.cityofranchocordova.org/departments/community-development/planning/major-developments-and-projects.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the DEIR. This scope was determined in the notice of preparation (NOP), which was published January 6, 2023 (see Appendix 2-1), and through public and agency comments received during the NOP comment period from January 6, 2023, through February 6, 2023 (see Appendix 2-1). Environmental issues and their corresponding sections are:

- 5.1 Air Quality
- 5.2 Biological Resources
- 5.3 Cultural Resources
- 5.4 Energy
- 5.5 Greenhouse Gas Emissions
- 5.6 Hazards and Hazardous Materials
- 5.7 Land Use and Planning
- 5.8 Mineral Resources
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Public Services and Recreation
- 5.12 Recreation
- 5.13 Tribal Cultural Resources
- 5.14 Utilities and Service Systems

Sections 5.1 through 5.14 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed. The DEIR has determined that there would be no significant and unavoidable impacts from the implementation of the proposed project.

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under ten major headings:

- Environmental Setting
- Thresholds of Significance
- Environmental Impacts

5. Environmental Analysis

- Plans, Programs, and Policies
- Cumulative Impacts
- Existing Regulations and Standard Conditions
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The DEIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the Mills Crossing Project (proposed project) to impact air quality in a local and regional context. This evaluation is based on the methodology recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. In this section, "emissions" refers to the actual quantity of pollutant, measured in pounds per day (lbs/day), and "concentrations" refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

The analysis in this section is based in part on the following technical report(s):

- *Air Quality & Greenhouse Gas Emissions Assessment: Mills Crossing*, ECORP Consulting, Inc., June 2023

A complete copy of this study is included in the technical appendices to this Draft SEIR (Appendix 5.1-1).

5.1.1 Environmental Setting

5.1.1.1 AIR POLLUTANTS OF CONCERN

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 5.1-1, *Criteria Air Pollutants- Summary of Common Sources and Effects.*

Table 5.1-1 Criteria Air Pollutants- Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health and Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death. Causes brown discoloration of the atmosphere.
NO_2	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain.
O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N_2O) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM_{10} & $PM_{2.5}$	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood- burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).

Table 5.1-1 Criteria Air Pollutants- Summary of Common Sources and Effects

SO_2	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: ECORP 2023 (Appendix 5.1-1).

Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease, and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the Sacramento Valley Air Basin (SVAB) follow the state and federal one- and eight-hour standards.

Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitric oxides (NO_X). Motor vehicle emissions are the main source of NO_X in urban areas. NO_X is very toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to NO_X increases susceptibility to respiratory infections, and lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of NO_X such as NO and NO_2, are attributed to the formation of O_3 and $PM_{2.5}$. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

Ozone

O_3 is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or reactive organic gases (ROGs) and NO_X undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicles and other internal combustion engine exhaust. NO_X forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM_{10}) and smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM_{10} is generally emitted directly as a result of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM_{10} generally settles out of the atmosphere rapidly and is not readily transported over large distances. $PM_{2.5}$ is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO_X, sulfur oxides (SO_X) and VOCs. $PM_{2.5}$ can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high $PM_{2.5}$ and PM_{10} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease.

According to the U.S. Environmental Protection Agency (EPA), some people are much more sensitive than others to breathing PM_{10} and $PM_{2.5}$. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

Sulfur Dioxide

SO_2 is produced by the combustion of sulfur-containing fuels, such as oil, coal, and diesel. SO_2 is a colorless gas with a strong odor. Like nitrogen dioxide, sulfur dioxide can irritate lung tissue and increase the risk of acute and chronic respiratory disease. Sulfur oxides also contribute to particulate matter formation (SACAQMD 2020). SO_2 is also generated by natural sources, such as volcanoes, and deposition in the environment contributes to soil and surface water acidification and acid rain (CAPCOA 2021).

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

Most recently, the California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

5.1.1.2 REGULATORY BACKGROUND

Federal Regulations

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the EPA to establish the National Ambient Air Quality Standards (NAAQS), with states retaining the option to adopt more stringent standards or to include other specific pollutants.

These standards are the levels of air quality considered safe, with an adequate margin of safety to protect public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. (Table 5.1-3 lists the federal attainment status of the SVAB for the criteria pollutants.)

State

California Clean Air Act

The California Clean Air Act (CCAA) allows the State to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California

Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California Ambient Air Quality Standards (CAAQS). CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. To comply with California law, the SMAQMD has rolled out a series of air quality plans and reports that constitute the SIP for the Sacramento County portion of the SVAB. The most recent report, the *2021 Sacramento County Second 10-Year PM_{10} Maintenance Plan*, is a comprehensive strategy to update emission inventories, demonstrates maintenance efforts and updated control measures, and establishes new motor vehicle emission budgets. Additional plans include the SMAQMD *2017 Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (including 2018 updates) and the *$PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento PM2.5 Nonattainment Area* (2013). These air quality planning documents present comprehensive strategies to reduce the O_3 precursor pollutants (ROG and NO_X) as well as PM emissions from stationary, area, mobile, and indirect sources.

Tanner Air Toxics Act and Air Toxics "Hot Spots" Information and Assessment Act

CARB's statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the State's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality

management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

Regional Regulations

Sacramento Metropolitan Air Quality Management District

The SMAQMD is the air pollution control agency for Sacramento County, including the project site. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the Sacramento County portion of the SVAB. The SMAQMD coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality. The SMAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities.

The following is a list of noteworthy SMAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 201: General Permit Requirements.** Any proposed project that includes the use of equipment capable of releasing emissions into the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a proposed project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a SMAQMD permit or a CARB portable equipment registration.

- **Rule 402: Nuisance.** The purpose of this rule is to limit emissions which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

- **Rule 403: Fugitive Dust.** The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust from non-combustion sources from being airborne beyond the property line from which the emission originates.

- **Rule 442: Architectural Coatings.** The purpose of this rule is to limit the emissions of volatile organic compounds from the use of architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the SMAQMD.

Local Regulations

City of Rancho Cordova General Plan

The existing General Plan Air Quality Element contains the following policies that address air quality

- **Policy AQ.1.2:** Evaluate projects for compliance with State and federal ambient air quality standards and the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance.
- **Policy AQ.2.1:** Promote strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and that encourage multiple forms of transportation for employees and patrons.
- **Policy AQ.2.2:** Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.
- **Policy AQ.2.3:** Encourage infill development as a way to reduce vehicle trips and improve air quality.
- **Policy AQ.2.5:** Utilize the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective when evaluating new development requests that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions or order to minimize health hazards, and implement all feasible best available control technology, as required by SMAQMD.

5.1.1.3 EXISTING CONDITIONS

Sacramento Valley Air Basin

CARB divides the state into air basins that share similar meteorological and topographical features. The project site lies in the SVAB, which comprises all of Butte, Colusa, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties and parts of Solano and Placer Counties. The air basin is relatively flat, bordered by mountains to the east, west, and north and by the San Joaquin Valley to the south. Air flows into the SVAB through the Carquinez Strait, moving across the Sacramento Delta, and bringing pollutants from the heavily populated San Francisco Bay Area. The climate is characterized by hot, dry summers and cool, rainy winters. Characteristic of SVAB winter weather are periods of dense and persistent low-level fog, which are most prevalent between storm systems. From May to October, the region's intense heat and sunlight lead to high ozone pollutant concentrations. Summer inversions are strong and frequent but are less troublesome than those that occur in the fall. Autumn inversions, formed by warm air subsiding in a region of high pressure, have accompanying light winds that do not provide adequate dispersion of air pollutants.

Meteorological Influences on Air Quality

Regional flow patterns affect air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions, such as moderate winds, disperse pollutants and reduce pollutant concentrations. However, the mountains surrounding the SVAB can create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right, and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical air flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the valley is characterized by stagnant morning air or light winds, with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north out of the valley. During about half of the days from July to September, however, a phenomenon called the Schultz Eddy prevents this from occurring. Instead of allowing the prevailing wind patterns to move north and carry the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of exceeding federal or state standards.

Ambient Air Quality

Ambient air quality at the project site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. The California Ambient Air Monitoring Network consists of more than 250 monitoring stations operated by federal, State, and local agencies (CARB 2023). O_3, PM_{10}, and $PM_{2.5}$ are the pollutant species most potently affecting the project site's region. The region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3 and PM_{10}. The Sacramento-Branch Center #2 air monitoring station (3847 Branch Center Road, Sacramento), located approximately 2.7 miles southwest of the project site, monitors ambient concentrations of PM_{10}. The Sacramento-Del Paso Manor air monitoring station (2701 Avalon Drive, Sacramento), located approximately 3.5 miles northwest of the project site, monitors ambient concentrations of O_3 and $PM_{2.5}$. Ambient emissions concentrations vary due to localized variation in emissions sources and climate conditions, but the concentrations from this air quality monitoring station should be considered "generally" representative of ambient concentrations in the area.

Table 5.1-2, *Summary of Ambient Air Quality Data*, summarizes the published data concerning O_3, $PM_{2.5}$ and PM_{10} from the Sacramento-Branch Center #2 monitoring station and the Sacramento-Del Paso Manor monitoring station. O_3, PM_{10}, and $PM_{2.5}$ are the pollutant species most potently affecting the region.

Table 5.1-2 Summary of Ambient Air Quality Data

Pollutant Standards	2019	2020	2021
O3: Sacramento-Del Paso Manor Monitoring Station			
Max 1-hour concentration (ppm)	0.087	0.120	0.110
Max 8-hour concentration (ppm) (state/federal)	0.069 / 0.069	0.085 / 0.085	0.091 / 0.091
Number of days above 1-hour standard (state/federal)	0/0	4/0	7/0
Number of days above 8-hour standard (state/federal)	0/0	10/10	18/17
PM_{10}: Sacramento-Branch Center #2 Monitoring Station			
Max 24-hour concentration (µg/m3) (state/federal)	55.0 / 53.0	203.0 / 201.0	58.0 57.0
Number of days above 24-hour standard (state/federal)	* / *	* / 7.7	25.4 / 0
$PM_{2.5}$: Sacramento- Del Paso Manor Monitoring Station			
Max 24-hour concentration (µg/m3) (state/federal)	41.4 / 41.4	147.3 / 147.3	95.4 / 90.0
Number of days above federal 24-hour standard	3.0	28.1	5.0

Source: ECORP 2023 (Appendix 5.1-1)
Note: µg/m^3 = micrograms per cubic meter; ppm = parts per million
* = Insufficient data available

Areas that do not meet the standards are classified as nonattainment areas. The NAAQS (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The CAAQS are not to be exceeded during a three-year period.

Table 5.1-3, *Attainment Status of Criteria Pollutants in the Sacramento County Portion of the SVAB*, shows that Sacramento County's portion of the SVAB is currently in nonattainment for O_3 and P_{10} under the CAAQS and in nonattainment for O_3 and $PM_{2.5}$ under the NAAQS.

Table 5.1-3 Attainment Status of Criteria Pollutants in the Sacramento County Portion of the SVAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Attainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment

Source: ECORP 2023 (Appendix 5.1-1).

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant.

Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the project site include residences directly adjacent to the west, north, and east.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.1.2.1 SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

The significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. According to the SMAQMD, an air quality impact is considered significant if the proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SMAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 5.1-4, *SMAQMD Regional Significance Thresholds*.

Table 5.1-4 SMAQMD Regional Significance Thresholds

Air Pollutant	Construction Phase		Operational Phase	
Reactive Organic Gases (ROG)	-		65 pounds/day	
Carbon Monoxide (CO)	-		-	
Nitrogen Oxides (NO_X)	85 pounds/day		65 pounds/day	
Sulfur Oxides (SO_X)	-		-	
Coarse Particulates (PM_{10})	*80 pounds/day (If all feasible BACT/BMP applied)	*14.6 tons/year	*80 pounds/day (If all feasible BACT/BMP applied)	*14.6 tons/year
Fine Particulate Matter ($PM_{2.5}$)	*82 pounds/day (If all feasible BACT/BMP applied)	*15 tons/year	*82 pounds/day (If all feasible BACT/BMP applied)	*15 tons/year

Source: ECORP 2023 (Appendix 5.1-1).
Notes: BACT= best available control technology; BMP = best management practices
* = The allowable threshold level is 0 pounds/day or 0 tons/year unless all SMAQMD recommended BACT/BMP are Implemented.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed any significance thresholds would not be considered cumulative considerable.

5.1.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

- **Impact 4.6.1** found that implementation of the General Plan land uses would conflict with land use assumptions used in 1994 SMAQMD Regional Ozone Attainment Plan, and policies and actions would not offset air pollution increases from new land uses. Refer to Chapter 4.6, Air Quality, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

- **Impact 4.6.2** found that implementation of the General Plan would result in construction activities that would contribute to particulate matter and regional ozone impacts. Despite the implementation of General Plan policies and action items that would provide partial mitigation they would not fully offset the air pollutant emissions from construction activities. Therefore, this impact was found to be significant and unavoidable. Refer to Chapter 4.6, Air Quality, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

- **Impact 4.6.3** found that implementation of the proposed general plan would result in operational activities that would increase air pollutant emissions that would exceed thresholds for ROG and NOx and other federal and state standards. Despite the implementation of the following mitigation measures, the mitigation measures would not fully offset the air pollutant emissions from operational activities and the EIR found the impact to be significant and unavoidable. The mitigation measures 4.6.3a and 4.6.3b describe Policy AQ.1.3 and Policy AQ 1.4 in the City's Air Quality Element. This is not a mitigation measure proposed for the Mills Crossing project.

  Mitigation Measures:
  - **MM 4.6.3a:** The following mitigation measure shall be added as a policy under General Plan Goal AQ.1: The City shall prohibit woodburning open masonry fireplaces in all new development. Fireplaces with EPA-approved inserts, EPA-approved stoves, and fireplaces burning natural gas will be allowed.

  - **MM 4.6.3b:** The following mitigation measure shall be added as a policy under General Plan Goal AQ.1: The City shall develop an incentive program to encourage homeowners to replace high pollution emitting non-EPA-certified wood stoves that were installed before the effective date of the applicable EPA regulation with newer, cleaner-burning EPA-certified wood stoves.

- **Impact 4.6.4** found that implementation of the General Plan would result in sources of toxic air contaminants that may affect nearby sensitive land uses. Mitigation measures would not offset TAC source emissions; therefore, this impact remained significant and unavoidable. The mitigation measures 4.6.4a and 4.6.4b describe a policy added as Action AQ.4.2.5 and Policy AQ.2.5 in the City's Air Quality Element. This is not a mitigation measure proposed for the Mills Crossing project.

Mitigation Measures:

- **MM 4.6.4a:** The following change is made to General Plan Policy AQ.4.2.5: Adoption of an ordinance that limits the amount of time diesel-powered trucks, buses, and other heavy vehicles may idle in accordance with California Air Resources Control Board rules for mobile TAC sources.
- **MM 4.6.4b:** The following shall be added as a new policy under General Plan Goal AQ.2: Utilize the guidelines in the California Air Resources Control Board's *Air Quality and Land Use Handbook: A Community Health Perspective* when evaluating new development requests that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions or order to minimize health hazards.

- **Impact 4.6.5** found that implementation of the General Plan would result in exposure to sensitive receptors to construction and long-term odorous emissions. The impacts were considered less than significant with the implementation of mitigation measures that included setbacks, protection for residential neighborhoods from future land uses, and disclosure of potential odorous emissions to potential property owners. The mitigation measure 4.6.5 describes a policy added as Policy AQ.1.5 in the City's Air Quality Element. This is not a mitigation measure proposed for the Mills Crossing project.

  Mitigation Measures:

  - **MM 4.6.5:** The following mitigation measure shall be added as a new policy under General Plan Goal AQ.1: Require odor impact analyses be conducted for evaluating new development requests that either could generate objectionable odors that may violate SMAQMD Rule 402 or any subsequent rules and regulations regarding objectionable odors near sensitive receptors or locate new sensitive receptors near existing sources of objectionable odors. Should objectionable odor impacts be identified, odor mitigation shall be required in the form of setbacks, facility improvements or other appropriate measures

- **Impact 4.6.6** found that implementation of the proposed General Plan along with potential development of the Planning Area would exacerbate existing regional problems with ozone and particulate matter. Despite implementing mitigation measures, the mitigation measures would not fully offset the impacts of ozone and particulate matter. Therefore, this impact was found to be significant and unavoidable. The mitigation measures 4.6.3a, 4.6.3b, 4.6.4a, and 4.6.4b describe Policy AQ.1.3, Policy AQ 1.4, Action AQ.4.2.5, and Policy AQ.2.5 in the City's Air Quality Element. This is not a mitigation measure proposed for the Mills Crossing project.

  Mitigation Measures:

  - Implement mitigation measures MM 4.6.3a and b and MM 4.6.4a and b.

Folsom Boulevard Specific Plan (FBSP)

The proposed project is located within the Mather Mills Opportunity Site, the FBSP highlights the advantage of being near a light rail station. The proximity to this light rail station would help reduce vehicle trips and help improve air quality. The Mather Mills Opportunity Site is characterized as a compact, urban, and walkable environment for commercial and residential use. There are no mitigation measures regarding air quality listed in the FBSP that would be applicable to the proposed project.

5.1.4 Environmental Impacts

5.1.4.1 METHODOLOGY

Air quality impacts were assessed in accordance with methodologies recommended by the SMAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated primarily using CalEEMod model defaults for Sacramento County, though the timing of construction was adjusted to reflect the anticipated construction schedule of 2024 through 2029. Operational air pollutant emissions were based on the land use mix identified in Section 1.0 of Appendix 5.1-1 and traffic trip generation rates provided by Nelson/Nygaard (2023). Two design features attributable to the proposed project are accounted for in the emissions modeling calculations, specifically the proposed project's proximity to transit and its number of affordable/below-market residential units.

5.1.4.2 IMPACT ANALYSIS

Impact 5.1-1: The proposed project is consistent with the applicable air quality management plan. [Threshold AQ-1]

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SVAB, which is under the jurisdiction of the SMAQMD. SMAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SVAB is in nonattainment. The SMAQMD is required to submit air quality plans and rate-of-progress milestone evaluations in accordance with the federal Clean Air Act. The SMAQMD air quality attainment plans and reports, which include the 2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2018), 2021 Sacramento County Second 10-Year PM_{10} Maintenance Plan, and PM2.5 Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area (2013), present comprehensive strategies to reduce the O_3 precursor pollutants (ROG and NOx) as well as PM emissions from stationary, area, mobile, and indirect sources.

A project is consistent with regional air quality planning efforts in part if it is consistent with the population and housing assumptions that were used in the development of the SMAQMD air quality plans and does nothing to inhibit the region's achievement of air quality standards. Growth projections in the City of Rancho Cordova are based largely on the City of Rancho Cordova General Plan. As such, projects that propose development consistent with the growth anticipated by the General Plan would generally be consistent with the SMAQMD regional air quality planning efforts. The project site is located within the Folsom Boulevard Specific

Plan area and has a City of Rancho Cordova General Plan land use designation of Residential Mixed- Use (FB-RMU). The site is zoned Residential Mixed-Use – Folsom Boulevard Specific Plan (RMU [FBSP]). The Folsom Boulevard Specific Plan is the primary planning tool the city uses to guide future development and redevelopment within the Specific Plan area. It seeks to increase the density of both housing and commercial activity; increase pedestrian, bicycle, and transit trips to, from, and through the area; increase the visibility of the corridor as a destination; and change the dynamic and image to that of a high demand, thriving urban area. The RMU (FBSP) zoning district is intended to designate property for the development of medium- and high-density housing (between 6.1 and 40 dwelling units per acre) that may incorporate office and/or commercial services. While the predominant use of the development is residential, the city encourages the vertical and/or horizontal integration of commercial and/or office uses that are compatible with the residential development. The project site proposes a mix of uses onsite by developing residential, commercial, and recreational uses on infill and underutilized parcels. As such, the proposed project is consistent with the City's General Plan, Folsom Boulevard Specific Plan, and City Zoning Code and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site. Furthermore, as shown in Table 5.1-5, *Construction-Related Emissions*, and Table 5.1-6, *Operational-Related Emissions*, all project emissions would fall below SMAQMD significance thresholds. For these reasons, the proposed project would not conflict with SMAQMD's air quality planning.

The proposed project is considered "infill development" as it proposes to redevelop a previously developed property and enhance the physical design of the urban environment. Under Public Resources Code (PRC) Section 21061.3, an "infill site" is defined as a site that "has been previously developed for qualified urban uses." In turn, a "qualified urban use" is defined, pursuant to PRC Section 21072, as "a residential, commercial, or public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." These aspects of the proposed project would result in the generation of a reduced amount of criteria air pollutant emissions. According to the EPA, redevelopments (namely at brownfield sites such as the project site) produce 32 to 57 percent less emissions per capita relative to conventional developments; this is because the number of daily vehicle trips and daily vehicle miles traveled (VMT) associated with the redevelopment tend to be lower compared with development on vacant land.

The proposed project would be located in close proximity to the Mather Field/Mills Light Rail Station, which is directly across Folsom Boulevard from the project site and can be accessed via a pedestrian crosswalk with stop-traffic control. The public transit accessibility would result in fewer vehicle trips and VMT compared to the statewide average and encourage walking and nonautomotive forms of transportation, thus resulting in the reduction of, or no increase in, transportation-related emissions, a primary goal of SMAQMD air quality planning. Furthermore, the site is fronted by a Class II bike lane on Folsom Boulevard.

The project site can be identified for its "location efficiency." Location efficiency describes the location of the project site relative to the type of urban landscape it's proposed to fit within, such as an "urban area," "compact infill," or "suburban center." The project site represents an urban/compact infill location within an area of the city developed with residential and commercial uses. The project site is served by existing public transportation as previously described; it is within an active urban center surrounded with many existing offsite office, commercial, and residential buildings. The proposed project would locate additional residential land uses in close proximity to existing offsite office, commercial, and residential uses. Therefore, the proposed project would provide future project site's residents with potential work opportunities and commercial service options in close proximity to the site. Additionally, the proposed project would locate potential employment

opportunities for residents already living in the vicinity. The location efficiency of the project site would result in synergistic benefits that would reduce vehicle trips and VMT compared to the statewide average and would result in corresponding reduction of transportation related air pollutant emissions, a primary goal of SMAQMD air quality planning.

The proposed project would increase housing density in the vicinity over current conditions. Increased density reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies to reduce emissions, a primary goal of SMAQMD air quality planning.

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant

Impact 5.1-2: The proposed project could result in a cumulatively considerable net increase of a criteria pollutant that the project region is nonattainment under federal or state ambient air quality standards (including releasing emissions which exceed quantitative threshold for ozone precursors). [Threshold AQ-2]

Construction Phase

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the proposed project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation.

Construction-generated emissions associated with the proposed project were calculated using CalEEMod version 2022.1 (see Section 5.1.4.1, *Methodology*, above). See Appendix 5.1-1 for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis. Construction activities would be subject to Mitigation Measure AQ-1 (below), which would implement the SMAQMD's Basic Construction Emission Control Practices, known as Best Management Practices (BMP) during the proposed project's construction phase. The application of mitigation measure AQ-1 ensures that the construction of the proposed project will not have significant air quality impacts.

Predicted maximum daily construction-generated emissions for the proposed project are summarized in Table 5.1-5, *Construction-Related Emissions*. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SMAQMD's thresholds of significance.

5. Environmental Analysis
AIR QUALITY

Table 5.1-5 Construction-Related Emissions

Construction Year	Pollutant					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily (pounds per day)						
1	3.72	36.00	34.10	0.05	1.78	1.51
2	5.28	22.90	39.80	0.05	3.69	1.45
3	5.11	21.60	38.70	0.05	3.61	1.37
4	5.01	20.80	37.80	0.05	3.54	1.31
5	4.80	19.70	36.90	0.05	3.46	1.23
SMAQMD Significance Threshold	-	*85 pounds/day*	-	-	**80 pounds/day (If all feasible BACT/BMP applied)*	**82 pounds/day (If all feasible BACT/BMP applied)*
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Annual (tons per year)						
1	0.4	3.6	3.4	<0.0	0.2	0.1
2	0.6	2.8	4.4	<0.0	0.4	0.2
3	0.7	2.8	4.6	<0.0	0.5	0.2
4	0.6	2.7	4.5	<0.0	0.5	0.2
5	0.6	2.5	4.4	<0.0	0.4	0.2
SMAQMD Significance Threshold	-	-	-	-	**14.6 tons/year*	**15 tons/year*
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: ECORP 2023 (Appendix 5.1-1)
Notes:
Emission reduction/credits for construction emissions are applied based on the required implementation of SMAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include sweeping/cleaning adjacent roadway access areas daily, water exposed surfaces twice daily, and limit speeds on unpaved roads to 15 miles per hour. Emissions taken of the season, summer or winter, with the highest outputs. Building construction, paving and painting are assumed to occur simultaneously.
* = The allowable threshold level is 0 pounds/day or 0 tons/year unless all SMAQMD recommended BACT/BMP are implemented

As shown in Table 5.1-5, emissions generated during the proposed project's construction phase would not exceed the SMAQMD's daily or annual thresholds of significance with the implementation of mitigation measure AQ-1. This mitigation measure ensures that the SMAQMD's BACT/BMPs are implemented; which, according to air district regulations, allows the particulate matter significance threshold to be non-zero (allowing PM_{10} to be 80 pounds/day or 14.6 tons/year and $PM_{2.5}$ to be 82 pounds/day or 15 tons/year). Without the implementation of mitigation measure AQ-1, the proposed project's construction emissions would be over the threshold of 0 pounds/day and thus have a significant effect.

The City of Rancho Cordova General Plan's Air Quality Element, Policy AQ.1.2 1 promotes the thresholds and standards set out by the SMAQMD and ensures the enforcement of the air pollution control measures during construction periods. Specifically, Policy AQ.1.2.1 requires the evaluation of projects for compliance with SMAQMD thresholds of significance. With mitigation measure AQ-1, criteria pollutant emissions generated during the proposed project's construction phase would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from project criteria pollutants would occur.

Operation Phase

Implementation of the proposed project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Long-terms operational emissions attributable to the proposed project are identified in Table 5.1-6, *Operational-Related Emissions*, and compared to the operational significance thresholds promulgated by the SMAQMD. The PM_{10} and $PM_{2.5}$ non-zero thresholds are reliant on the implementation of the SMAQMD's BACT/BMPs for land use development project operations. The following are the recommendations made by the SMAQMD for land use development project operations:

- Compliance with District rules that control operational PM and NO_X emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators, and other PM control rules that may apply to equipment to be located at the project site.
- Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of energy at a residential or a non-residential land use.
- Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects. Residential project measures include requirements for electric vehicle charging and fireplaces.

The proposed project would comply with the above recommendations in order to justify the use of a nonzero operational threshold for PM_{10} and $PM_{2.5}$. In addition, the General Plan EIR includes mitigation measures to reduce potential source air quality pollutants such as ROGs, NO_x, and PM_{10} from stationary sources.

Table 5.1-6 Operational-Related Emissions

Emission Source	Pollutant (Pounds Per Day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions						
Area	8.76	0.16	18.60	0.01	0.02	0.02
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	17.30	15.30	168.00	0.40	36.0	9.33
Total	**26.06**	**15.46**	**186.60**	**0.41**	**36.02**	**9.35**
SMAQMD Significance Threshold	*65 pounds/day*	*65 pounds/day*	-	-	**80 pounds/day*	**82 pounds/day*
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Annual (tons per year)						
Area	6.24	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	15.60	18.00	139.00	0.36	36.00	9.33
Total	**21.84**	**18.00**	**139.00**	**0.36**	**36.00**	**9.33**
SMAQMD Significance Threshold	*65 pounds/day*	*65 pounds/day*	-	-	**80 pounds/day*	**82 pounds/day*
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: ECORP 2023 (Appendix 5.1-1).

Notes: Emission projections are predominately based on the land use mix identified in Section 1.0 of Appendix 5.1-1 and traffic trip generation rates from DKS Associates (2023).
* = The allowable threshold level is 0 pounds/day or 0 tons/year unless all SMAQMD recommended BACT/BMP are implemented.

As shown in Table 5.1-6, the proposed project's emissions would not exceed any SMAQMD thresholds for any criteria air pollutants during operation. The CEQA thresholds of significance established by the SMAQMD are designed to meet the objectives of these air quality planning documents and in doing so achieve and maintain attainment status with state and federal standards. As noted above, the proposed project would increase the emission of certain pollutants but would not exceed the thresholds of significance established by the SMAQMD for purposes of reducing air pollution and its deleterious health effects.

As identified in Table 5.1-3, the Sacramento County portion of the SVAB is listed as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, and PM_{10}. O_3 is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 5.1-6, the proposed project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, PM_{10}, and $PM_{2.5}$, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified (SJVAPCD 2014; SCAQMD 2014). The technical challenges include the following:

- O_3 is not formed at the location of sources/emissions, which necessitates the use of complex and more sophisticated modeling that is not reasonably feasible for the proposed project at this time.

  > For the so-called criteria pollutants, such as O_3, it may be more difficult to quantify health impacts. O_3 is formed in the atmosphere from the chemical reaction of NO_x and VOC in the presence of sunlight. It takes time and the influence of meteorological conditions for these reactions to occur, so O_3 may be formed at a distance downwind from the sources. (SCAQMD 2014, p.11)

- The quantity of precursor emissions is not proportional to local O_3 and secondary PM concentration, which necessitates the use of complex and more sophisticated modeling that is not reasonably feasible for the proposed project at this time.

  > Ground level O_3 (smog) is not directly emitted into the air but is formed when precursor pollutants such as NOx and VOCs [ROG] are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight. Once formed, O_3 can be transported long distances by wind. Because of the complexity of O_3 formation, a specific tonnage amount of NOx or VOCs [ROG] emitted in a particular area does not equate to a particular concentration of O_3 in that area. (SJVAPCD 2014, p.4)

  > Secondary PM, like O_3, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SOx and NOx. Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area. (SJVAPCD 2014, p.5)

It is noted that the CEQA thresholds of significance established by the SMAQMD are designed to meet the objectives of these air quality planning documents and in doing so achieve and maintain attainment status with

state and federal standards. As noted above, the proposed project would increase the emission of certain pollutants, but would not exceed the thresholds of significance established by the SMAQMD for purposes of reducing air pollution and its deleterious health effects. When considering the project's emissions in the context of the total emissions inventory of the SVAB[1], it is evident that the project's contribution is minimal.[2] This negligible increase is not anticipated to delay the attainment of regional air quality standards.

The overall strategy for reducing air pollution and related health effects in the SMAQMD is contained in the *SMAQMD 2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, *2021 Sacramento County Second 10-Year PM10 Maintenance Plan*, and *$PM_{2.5}$ Implementation/Maintenance Plan* and *Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area*. These air quality planning documents present comprehensive strategies to reduce the O_3 precursor pollutants (ROG and NO_x) as well as PM emissions from stationary, area, mobile, and indirect sources. Each of these air quality planning documents provide control measures that reduce emissions to attain and maintain federal ambient air quality standards such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods.

Level of Significance Before Mitigation: Impact 5.1-2 would be potentially significant

Mitigation Measures

AQ-1 **Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust.** The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. The following measures are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

[1] All anthropogenic emission sources in the SVAB are estimated to emit 157.6 tons of ROG daily, 129.4 tons of NOx daily, 585.7 tons of CO daily, 2.9 tons of SOx daily, 157.9 tons of PM_{10} daily, and 44.9 tons of $PM_{2.5}$ daily (CARB 2017).

[2] The project's emissions represent approximately 0.007%, 0.006%, 0.022%, 0.006%, 0.011%, 0.010% of the total SVAB emissions for ROG, NOx, CO, SOx, PM_{10}, and $PM_{2.5}$, respectively.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Level of Significance After Mitigation: Impact 5.1-2 would be less than significant.

Impact 5.1-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

Sensitive receptors are children, the elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive Receptor locations may include hospitals, schools, daycare centers, and such other locations as the Air District Board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5)). The nearest sensitive receptors to the project site include residences directly adjacent to the west, north, and east.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term proposed project-generated emissions of DPM, ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The Sacramento County portion of the SVAB is listed as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3 and PM_{10}. Thus, existing O_3, PM_{10} and $PM_{2.5}$ levels in the SVAB are at unhealthy levels during certain periods. However, as shown in Table 5.1-6 the proposed project would not exceed the SMAQMD significance thresholds for construction emissions and therefore no regional health effects from the proposed project criteria pollutants would occur.

The health effects associated with O_3 are generally associated with reduced lung function. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of ROG and NOx in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function, and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics but healthy

adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing, and pulmonary congestion

Studies show associations between short-term O_3 exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O_3 may increase the risk of respiratory-related deaths. The concentration of O_3 at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O_3 concentration reaches 80 parts per billion. Because the proposed project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SMAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SVAB, the proposed project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The project site would not involve construction activities that would result in CO emissions in excess of the SMAQMD thresholds. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM and PM_{10} contains $PM_{2.5}$ as a subset. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident (OEHHA 2015). However, such assessments should be limited to the period/duration of activities associated with the project. The duration of the proposed construction activities would constitute only a fraction of the total 30-year exposure period. In addition, construction emissions would occur intermittently throughout the day and would not occur as a constant plume of emissions from the project site and would vary on a day-to-day basis. Due to this relatively short period of exposure and minimal particulate emissions on site, DPM generated by the proposed project would not result in concentrations causing significant health risks. Concentrations of mobile equipment-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (100 meters) (Zhu et al. 2002). Additionally, as shown in Table 5.1-5, the proposed project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SMAQMD's thresholds, which are set to be protective of human health and account for cumulative emissions in the SVAB. For the reasons previously described under Impact 5.1-2, the increases of these pollutants generated by the proposed project would not on their own generate an increase in the number of days exceeding the NAAQS or CAAQS standards. As previously demonstrated, project PM_{10} or $PM_{2.5}$ emissions represent approximately 0.011 percent, 0.010 percent of the total SVAB emissions for PM_{10}, and

$PM_{2.5}$, respectively. Therefore, PM_{10} and $PM_{2.5}$ emissions, when combined with the existing PM emitted regionally, would have minimal health effect on people located in the immediate vicinity of the project site.

Due to the intermittent and temporary nature of construction activities, and the dispersive properties of DPM emissions, as well as the fact that PM emissions would be far less than the SMAQMD emission threshold, short-term construction would not expose sensitive receptors to DPM emission levels that would result in a health hazard. The proposed project's emissions are not expected to cause any increase in related regional health effects for these pollutants. The proposed project's construction phase would not expose people to substantial amounts of air toxic concentrations.

Operational Air Contaminants

The health risk public-notification thresholds adopted by the SMAQMD Board is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. Examples of projects that emit toxic pollutants over long-term operations include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards. Operation of the proposed project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the proposed project; nor would the proposed project attract additional mobile sources that spend long periods queuing and idling at the site. As such, the project would not emit TACs during normal operations and TACs are not anticipated to be present at the project site. Thus, a formal health risk assessment will not be required for the project. Onsite project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors, and the proposed project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours.

However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Sacramento County portion of the SVAB is designated as in attainment. Detailed modeling of project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast

Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control district for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards. In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight- hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. Specifically, the Bay Area Air Quality Management District concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The proposed project is anticipated to result in 4,354 daily traffic trips (Appendix 5.1-1). Thus, the proposed project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day), and there is no likelihood of the project site traffic exceeding CO values.

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant

Mitigation Measures

No mitigation measures required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

Impact 5.1-4: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

The human nose is the primary sensing device for odors. The ability to detect odors varies considerably among the population and overall is quite subjective. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person may be perfectly acceptable to another. An unfamiliar odor is more

easily detected and is more likely to cause complaints than a familiar one. This is due to a phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor, and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor signifies the nature of the smell experience, such as flowery or sweet. Intensity, on the other hand, refers to the strength of the odor, as described by using the word "strong." Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the proposed project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SMAQMD, land uses commonly considered to be potential sources of noxious odorous emissions include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. The proposed project does not include any uses identified by the SMAQMD as being associated with odors.

Level of Significance Before Mitigation: Impact 5.1-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-4 would be less than significant.

5.1.5 Cumulative Impacts

Air pollution is largely a cumulative impact. The proposed project is not sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the proposed project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulatively considerable. As identified in the analysis above, the project would not exceed significance thresholds or otherwise result in any project-level impact. Thus, the project is considered less than cumulatively considerable in terms of air quality-related impacts.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.1-2, 5.1-3, 5.1-4 and 5.1-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.1-1** The proposed project could generate short-term emissions in exceedance of SMAQMD's threshold criteria.

5.1.7 Mitigation Measures

Impact 5.1-1

AQ-1 The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. The following measures are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

5.1.8 Level of Significance After Mitigation

These mitigation measures would reduce potential impacts associated with air quality to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to air quality have been identified.

5.1.9 References

California Air Pollution Control Officers Association (CAPCOA). 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf

California Air Resources Board (CARB). 2023, October 2 (accessed). Ambient Air Monitoring: Regulatory. https://ww2.arb.ca.gov/our-work/programs/ambient-air-monitoring-regulatory#:~:text=The%20California%20Ambient%20Air%20Monitoring,%2C%20State%2C%20and%20local%20agencies.

ECORP Consulting Inc. (ECORP). 2023, June. Air Quality & Greenhouse Gas Emissions Assessment: Mills Crossing, Rancho Cordova, California. Appendix 5.1-1.

Office of Environmental Health Hazard Assessment (OEHHA). 2015. Guidance Manual for Preparation of Health Risk Assessments.

Sacramento Metropolitan Air Quality Management District (SAC AQMD). 2020. "Introduction." Chapter 1 of *Guide to Air Quality Assessment in Sacramento County*. https://www.airquality.org/LandUseTransportation/Documents/Ch1IntroAq4-25-2020.pdf.

San Joaquin Air Pollution Control District (SJVAPCD). 2014. Amicus Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, *Friant Ranch, L.P.: Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S219783.

South Coast Air Quality Management District (SCAQMD). 2014. Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae: Sierra Club v. County of Fresno (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S219783.

Zhu, Y., W. C. Hinds, S. Kim, and S. Shen. 2002. "Study of Ultrafine Particles Near a Major Highway with Heavy-Duty Diesel Traffic." *Atmospheric Environment* 36:4323–4335.

5.2 BIOLOGICAL RESOURCES

This chapter describes the regulatory framework and existing conditions in the project site related to biological resources, and the potential impacts of the project on biological resources.

The analysis in this section is based in part on the following technical report(s):

- *Biological Resources Assessment for the Mills Crossing Project*, ECORP Consulting, Inc., March 2023

A complete copy of this study is included as Appendix 5.2-1, *Biological Resource Assessment*.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

This section summarizes key federal, state, and local regulations, plans, and programs that provide protection and management of sensitive biological resources to the City of Rancho Cordova and the project site.

Federal and State Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se but warrant consideration in the preparation of biological resources assessments.

Sensitive Natural Communities

The CDFW maintains the California Natural Community List, which provides a list of vegetation alliances, associations, and special stands as defined in A Manual of California Vegetation Online along with their respective state and global rarity ranks. Natural communities with a state rarity rank of S1, S2, or S3 are considered sensitive natural communities. Depending on the policy of the lead agency, impacts to sensitive natural communities may be considered significant under CEQA.

Porter-Cologne Water Quality Act

The Regional Water Quality Control Board (RWQCB) implements water quality regulations under the federal CWA and the Porter-Cologne Water Quality Act. These regulations require compliance with the National Pollutant Discharge Elimination System (NPDES), including compliance with the California Storm Water NPDES General Construction Permit for discharges of stormwater runoff associated with construction activities. General Construction Permits for projects that disturb 1 or more acres of land require development and implementation of a Stormwater Pollution Prevention Plan. Under the Porter-Cologne Water Quality Act, the RWQCB also regulates actions that would involve "discharging waste, or proposing to discharge waste, within any region that could affect the water of the state" (Water Code 13260(a)). Waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code 13050 (e)). The RWQCB regulates all such activities, as well as dredging, filling, or discharging materials into Waters of the State that are not regulated by the U.S. Army Corps of Engineers due to a lack of connectivity with a navigable water body. The RWQCB may require issuance of Waste Discharge Requirements for these activities.

California Fish and Game Code Special Protections for Birds

Sections 3800, 3513, and 3503 of the California Fish and Game Code specifically protect birds.

- **Section 3800** states that it is unlawful to take nongame birds, such as those occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds, except when in accordance with regulations of the commission or a mitigation plan approved by CDFW for mining operations.
- **Section 3503** of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird. Subsection 3503.5 prohibits the take, possession, or destruction of any birds and their nests in the orders Strigiformes (owls) or Falconiformes (hawks and eagles).
- **Section 3513** specifically prohibits the take or possession of any migratory nongame bird as designated in the MBTA

Native Plant Protection Act

The NPPA of 1977 was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW and provided in California Fish and Game Code Sections 1900-1913. The Fish and Wildlife Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA of 1984 (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

Local Regulations

City of Rancho Cordova General Plan

The Natural Resources Element of the Rancho Cordova General Plan includes goals and policies for protection of natural resources. The following policies are relevant to biological resources:

- **Policy NR.1.1:** Incorporate large and interconnected wildlife corridors in new development areas to provide ample space for animal movement
- **Policy NR.1.2:** Conserve Swainson's hawk habitat
- **Policy NR.1.4:** Discourage the planting of invasive species
- **Policy NR.1.5:** Ensure the protection of wildlife through the establishment of programs to control feral pet populations.
- **Policy NR.2.1:** Require mitigation that provides for "no net loss" of wetlands.
- **Policy NR.2.2:** Ensure that direct and indirect effects to wetland habitats are minimized by environmentally sensitive project siting and design, to the maximum extent feasible.
- **Policy NR.4.1:** Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value

- **Policy NR.5.1:** Promote water conservation within existing and future urban uses
- **Policy NR.5.3:** Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff

Rancho Cordova Municipal Code: Chapter 19.12, Preservation and Protection of Private Trees

It is the intent of this chapter to establish regulations for the protection, removal, and preservation of landmark trees and protected trees, as defined herein, to retain as many trees as possible consistent with the purpose hereof and the reasonable economic enjoyment of all property in the city. For the purpose of this chapter, "protected tree" means the following:

- Native oak—such as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*)—having a trunk diameter of at least six inches or greater.
- Any tree species other than a native oak having a trunk diameter of at least 12 inches or greater on nonresidential property.
- Any tree species other than a native oak having a trunk diameter of at least 24 inches or greater
- on residential property.
- Any tree planted as a requirement tree for site development, tree permit condition, landscape plan removal replacement, or other designated condition by the public works director or planning director.
- "Protected tree" does not include any trees for sale within the city sold by a nursery.

5.2.1.2 EXISTING CONDITIONS

Site Characteristics and Land Use

The project site is located on leveled flat terrain with elevations ranging from 77 to 82 feet above mean sea level. Historically, the site was developed and had several structures and associated parking lots until 2019. A few scattered trees are found in weedy patches around the perimeter of the project site.. A few scattered trees are found in weedy patches within and around the perimeter of the project site.

Aquatic Resources

An aquatic resources assessment to identify potential water of the U.S./State on the project site found no aquatic resources. Therefore, there are no potential waters of the U.S./State on the site.

Table 5.2-1, *Evaluation of Special-Status and Wildlife Species for the Project Site,* lists the special-status plant and wildlife species identified in a literature search as potentially occurring on the project site. Table 5.2-1 includes the listing status for each species, a brief habitat description, and a determination on the potential for it to occur in or near the project site.

Summary

As shown in Table 5.2-2, 10 special status plant species, 6 special status invertebrate, 11 special-status fish species, 2 special status amphibian species, 3 special status reptile species, and a special-status mammal (American badger) were identified as having the potential to occur on the project site based on literature review. However, upon further analysis and reconnaissance of site visit, all species were determined to be absent due to the lack of suitable habitat or because the project site was outside the range of the species. A total of 44 special-status bird species were identified as having the potential to occur within the project site; however, only 7 species owed this potential to either their presence in the project site or because the project site presented a suitable habitat for these species to occur.

Further descriptions of the seven special-status bird species and four special status mammals are provided following Table 5.2-1.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Valley brodiaea (*Brodiaea rosea* ssp. *vallicola*)	–	–	4.2	Occurs in old alluvial terraces and silt, sandy, or gravelly soils in vernal pools and swales within valley and foothill grassland (35'–1,100').	April–May	Absent. No suitable habitat within the project site.
Parry's rough tarplant (*Centromadia parryi* ssp. *rudis*)	–	–	4.2	Alkaline, vernally mesic areas, and seeps in valley and foothill grassland and vernal pools, sometimes found on roadsides (0'–330').	May–October	Absent. No suitable habitat within the project site.
Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*)	–	–	4.2	Chaparral, cismontane woodlands, and lower montane coniferous forest often along roadcuts (245'–3,000').	May–July	Absent. No suitable habitat within the project site.
Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*)	–	–	2B.2	Freshwater marshes and swamps (50'-920').	July–October	Absent. No suitable habitat within the project site.
Dwarf downingia (*Downingia pusilla*)	–	–	2B.2	Mesic areas in valley and foothill grassland, and vernal pools. Species has also been found in disturbed areas such as tire ruts and scraped depressions (5'–1,460').	March–May	Absent. No suitable habitat within the project site.
Stinkbells (*Fritillaria agrestis*)	–	–	4.2	Clay and sometimes serpentinite soils in chaparral, cismontane woodland, pinyon and juniper woodland, and valley and foothill grassland (35'–5,100').	March–June	Absent. No suitable habitat within the project site.
Boggs Lake hedge- hyssop (*Gratiola heterosepala*)	–	CE	1B.2	Marshes, swamps, lake margins, and vernal pools (35'–7,790').	April–August	Absent. No suitable habitat within the project site.
Hogwallow starfish (*Hesperevax caulescens*)	–	–	4.2	Sometimes alkaline in mesic areas with clay soil within valley and foothill grassland and shallow vernal pools (0'–1,655').	March–June	Absent. No suitable habitat within the project site.
Woolly rose-mallow (*Hibiscus lasiocarpos* var. *occidentalis*)	–	–	1B.2	Marshes and freshwater swamps. Often in riprap on sides of levees (0'–395').	June–September	Absent. No suitable habitat within the project site.
Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*)	–	–	1B.2	Mesic areas in valley and foothill grassland. Species has an affinity for slight disturbance such as farmed fields (100'–750').	March–May	Absent. No suitable habitat within the project site.
Alkali-sink goldfields (*Lasthenia chrysantha*)	–	–	1B.1	Alkaline vernal pools (0'–655').	February–April	Absent. No suitable habitat within the project site.

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Legenere (*Legenere limosa*)	–	–	1B.1	Various seasonally inundated areas including wetlands, wetland swales, marshes, vernal pools, artificial ponds, and floodplains of intermittent drainages (5'–2,885').	April–June	Absent. No suitable habitat within the project site.
Heckard's pepper- grass (*Lepidium latipes* var. *heckardii)*	–	–	1B.2	Alkaline flats within valley and foothill grasslands (5'–655').	March–May	Absent. No suitable habitat within the project site.
Hoary navarretia (*Navarretia eriocephala*)	–	—	4.3	Vernally mesic areas in cismontane woodland and valley and foothill grassland (345'–1,310').	May–June	Absent. No suitable habitat within the project site.
Pincushion navarretia (*Navarretia myersii* ssp. *myersii*)	–	–	1B.1	Often acidic soils in vernal pools (65'–1,085').	April–May	Absent. No suitable habitat within the project site.
Slender Orcutt grass (*Orcuttia tenuis*)	FT	CE	1B.1	Vernal pools, often gravelly (115'–5,775').	May–September	Absent. No suitable habitat within the project site.
Sacramento Orcutt grass (*Orcuttia viscida*)	FE	CE	1B.1	Vernal pools (100'–330').	April–July	Absent. No suitable habitat within the project site.
Sanford's arrowhead (*Sagittaria sanfordii)*	–	–	1B.2	Shallow marshes and freshwater swamps (0'–2,135').	May–October	Absent. No suitable habitat within the project site.
Saline clover (*Trifolium hydrophilum*)	–	–	1B.2	Marshes and swamps, mesic and alkaline areas in valley and foothill grassland, and vernal pools (0'–985').	April–June	Absent. No suitable habitat within the project site.
Invertebrates						
Conservancy fairy shrimp (*Branchinecta lynchi*)	FE	–	–	Vernal pools/wetlands.	November–April	Absent. No suitable habitat within project site.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	–	–	Vernal pools/wetlands.	November–April	Absent. No suitable habitat within project site.
Crotch bumble bee *(Bombus crotchii)*	–	CC	–	Primarily nests underground in open grassland and scrub habitats from the California coast east to the Sierra Cascade and south to Mexico.	March–September	Absent. No suitable habitat within project site.
Monarch butterfly *(Danaus plexippus)*	FC	–	–	Adult monarchs west of the Rocky Mountains typically overwinter in sheltered wooded groves of Monterey pine, Monterey cypress, and gum eucalyptus along coastal California, then disperse in spring throughout California, Nevada, Arizona, and parts of Oregon and Washington. Adults require milkweed and additional	Any season	Absent. No suitable habitat within project site.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
				nectar sources during the breeding season. Larval caterpillars feed exclusively on milkweed.		
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)	FT	–	–	Elderberry shrubs.	Any season	Absent. No suitable habitat (Elderberry shrubs) within project site.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	–	–	Vernal pools/wetlands.	November–April	Absent. No suitable habitat within project site.
Fish						
Green sturgeon (Distinct Population Segment, [DPS]) (*Acipenser medirostris* pop. 1)	FT	–	SSC	Anadromous; undammed cold- water rivers having relatively deep pools with large substrates.	N/A	Absent. No suitable habitat within project site.
Delta smelt (*Hypomesus transpacificus*)	FT	CE	–	Sacramento-San Joaquin Delta.	N/A	Absent. No suitable habitat within project site.
River lamprey (*Lampetra ayresii*)	–	–	SSC	Spawning adults in clear gravel riffles of streams; feeding adults in estuaries and ocean. Ammocoetes in sandy and muddy pools of spawning streams.	N/A	Absent. No suitable habitat within project site.
Pacific lamprey (*Lampetra tridentata*)	–	–	SSC	Anadromous; undammed streams rivers, streams, and creeks with gravel spawning substrates.	N/A	Absent. No suitable habitat within project site.
Hardhead (*Mylopharodon conocephalus*)	–	–	SSC	Relatively undisturbed streams at low to mid elevations in the Sacramento-San Joaquin and Russian River drainages. In the San Joaquin River, scattered populations found in tributary streams, but only rarely in the valley reaches of the San Joaquin River.	N/A	Absent. No suitable habitat within project site.
Steelhead (CA Central Valley Evolutionarily Significant Unit [ESU]) (*Oncorhynchus mykiss*)	FT	–	–	Undammed rivers, streams, creeks	N/A	Absent. No suitable habitat within project site.
Chinook salmon (Central Valley fall/late fall-run ESU) (*Oncorhynchus tshawytscha*)	–	–	SSC	Undammed rivers, streams, creeks in the Sacramento and San Joaquin River systems.	N/A	Absent. No suitable habitat within project site.
Chinook salmon (Central Valley spring-run ESU) (*Oncorhynchus tshawytscha*)	FT	CT	–	Undammed rivers, streams, creeks in the Sacramento and San Joaquin River systems.	N/A	Absent. No suitable habitat within project site.

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Chinook salmon (Sacramento River winter-run ESU) *(Oncorhynchus tshawytscha)*	FE	CE	–	Undammed reaches of the mainstem and tributaries to the Sacramento River downstream of Shasta Reservoir.	N/A	Absent. No suitable habitat within project site.
Sacramento splittail (*Pogonichthys macrolepidotus*)	–	–	SSC	San Francisco Bay estuary and Central Valley lakes and rivers. Spawns in upstream floodplains and backwater sloughs.	N/A	Absent. No suitable habitat within project site.
Longfin smelt (*Spirinchus thaleichthys*)	FC	CT	SSC	Freshwater and coastal estuaries.	N/A	Absent. No suitable habitat within project site.
Amphibians						
California tiger salamander (Central California DPS) (*Ambystoma californiense*)	FT	CT	WL	Vernal pools, wetlands (breeding) and adjacent grassland or oak woodland; needs underground refuge (e.g., ground squirrel and/or gopher burrows). Largely terrestrial as adults.	March–May	Absent. No suitable habitat within the project site.
Western spadefoot (*Spea hammondii*)	–	–	SSC	California endemic species of vernal pools, swales, wetlands and adjacent grasslands throughout the Central Valley.	March–May	Absent. No suitable habitat within the project site.
Reptiles						
Northwestern pond turtle (*Actinemys marmorata*)	–	–	SSC	Requires basking sites and upland habitat up to 0.5 km from water for egg laying. Uses ponds, streams, detention basins, and irrigation ditches.	April–September	Absent. No suitable habitat within project site.
Blainville's (Coast) horned lizard (*Phrynosoma blainvillii*)	–	–	SSC	Formerly a wide- spread horned lizard found in a wide variety of habitats, often in lower elevation areas with sandy washes and scattered low bushes. Also occurs in Sierra Nevada foothills. Requires open areas for basking, but with bushes or grass clumps for cover, patches of loamy soil or sand for burrowing and an abundance of ants. In the northern Sacramento area, this species appears restricted to the foothills between 1000 to 3000 feet from Cameron Park (El Dorado County) north and west to Grass Valley and Nevada City.	April–October	Absent. No suitable habitat within project site.
Giant garter snake (*Thamnophis gigas*)	FT	CT	–	Freshwater ditches, sloughs, and marshes in the Central Valley. Almost extirpated from the southern parts of its range.	April–October	Absent. No suitable habitat within project site.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Birds						
Western grebe *(Aechmophorus occidentalis)*	–	–	BCC	Winters on salt or brackish bays, estuaries, sheltered seacoasts, freshwater lakes, and rivers. Nests on freshwater lakes and marshes with open water bordered by emergent vegetation.	Nesting: June–August	Absent. No suitable habitat within the project site.
Clark's grebe *(Aechmophorus clarkii)*	–	–	BCC	Winters on salt or brackish bays, estuaries, sheltered seacoasts, freshwater lakes, and rivers. Breeds on freshwater to brackish marshes, lakes, reservoirs and ponds, with a preference for large stretches of open water fringed with emergent vegetation	Nesting: June–August	Absent. No suitable habitat within the project site.
Yellow-billed cuckoo (*Coccyzus americanus*)	FT	CE	–	Breeds in California, Arizona, Utah, Colorado, and Wyoming. In California, they nest along the upper Sacramento River and the South Fork Kern River from Isabella Reservoir to Canebrake Ecological Reserve. Other known nesting locations include Feather River (Butte, Yuba, Sutter counties), Prado Flood Control Basin (San Bernardino and Riverside counties), Amargosa River and Owens Valley (Inyo County), Santa Clara River (Los Angeles County), Mojave River and Colorado River (San Bernardino County). Nests in riparian woodland. Winters in South America.	June 15–August 15	Absent. No suitable habitat within the project site.
Black swift *(Cypseloides niger)*	–	–	BCC, SSC	In California, nests from Cascade-Sierra Nevada region south to Tulare and Mono counties; coastal ranges (Santa Cruz south to San Luis Obispo counties), San Gabriel, San Bernardino, and San Jacinto Mountains. Nests on ledges or shallow caves on steep rock faces, usually behind waterfalls. Winter range, unknown, but thought to be northern and western South America, and West Indies.	Nesting: May–September	Absent. No suitable habitat within the project site.

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Vaux's swift *(Chaetura vauxi)*	–	–	BCC, SSC	In California, breeds along the coastal zone from Del Norte County south to Santa Cruz County; Yosemite National Park, possibly Warner and Whites Mountains and Sequoia National Park Nest in late stage coniferous forests and deciduous forests mixed with coniferous. Winters from central Mexico to South America.	May–August	Absent. No suitable nesting habitat within the project site.
Greater sandhill crane *(Antigone canadensis tabida)*	–	CT	CFP	Breeds in NE California, Nevada, Oregon, Washington, and BC, Canada; winters from CA to Florida. In winter, they forage in burned grasslands, pastures, and feed on waste grain in a variety of agricultural settings (i.e., corn, wheat, milo, rice, oats, and barley), tilled fields, recently planted fields, alfalfa fields, row crops and burned rice fields.	March–August (breeding); September–March (wintering)	Absent. No suitable habitat within the project site.
Marbled godwit (*Limosa fedoa*)	–	–	BCC	Nests in Montana, North and South Dakota, Minnesota, into Canada. Winter range along Pacific Coast from British Columbia south to Central America, with small numbers wintering in interior California. Wintering habitat includes coastal mudflats, meadows, estuaries, sandy beaches, sandflats, and salt ponds.	Migrant/ Wintering CA: August–April	Absent. No suitable habitat within the project site.
Short-billed Dowitcher *(Limnodromus griseus)*	–	–	BCC	Nests in Canada, southern Alaska; winters in coastal California south to South America; wintering habitat includes coastal mudflats and brackish lagoons.	Migrant/ Wintering: late-August–May	Absent. No suitable habitat within the project site.
California gull (nesting colony) *(Larus californicus)*	–	–	BCC, CDFW WL	Nesting occurs in the Great Basin, Great Plains, Mono Lake, and south San Francisco Bay. Winters along Pacific Coast from southern British Columbia south to Baja California and Mexico. In California, winters along coast and inland (Central Valley, Salton Sea).	Nesting: April–August	Absent. No suitable habitat within the project site.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Black tern *(Chlidonias niger)*	–	–	BCC, SSC	Breeding range includes northeastern California, Central Valley, Great Plains of U.S. and Canada; winters in Central and South America; nesting habitat includes shallow freshwater marsh with emergent vegetation, prairie sloughs, lake margins, river islands, and cultivated rice fields.	Nesting: May–August	Absent. No suitable habitat within the project site.
California least tern *(Sternula antillarum browni)*	FE	CE	CFP	Nests along Pacific Coast from San Francisco Bay south the Mexico; nests colonially, on sand or dried mudflats, sand or shell islands, and gravel and sand pits and rarely in agricultural fields, parking lots, airports, and flat/graveled rooftops.	April–August	Absent. No suitable habitat within the project site.
Double-crested cormorant *(Nannopterum auritum)*	–	–	CDFW WL	Nests near ponds, lakes, artificial impoundments, slow-moving rivers, lagoons, estuaries, and open coastlines and typically forages in shallow water. Non-nesters are found in many coastal and inland waters.	April–August	Absent. No suitable habitat within the project site.
Least bittern *(Ixobrychus exilis)*	–	–	SSC	Freshwater and brackish marshes with dense, tall aquatic and semiaquatic vegetation intersperse with clumps of woody vegetation and open water, and rarely salt marshes and mangrove swamps.	April–July	Absent. No suitable habitat within the project site.
Osprey (nesting) (*Pandion haliaetus*)	–	–	CDFW WL	Nesting habitat requires close proximity to accessible fish, open nest site free of mammalian predators, and extended ice-free season. The nest in large trees, snags, cliffs, transmission/communication towers, artificial nest platforms, channel markers/ buoys.	March–September	Absent. No suitable habitat within the project site.
White-tailed kite (nesting) (*Elanus leucurus*)	–	–	CFP	Nesting occurs within trees in low elevation grassland, agricultural, wetland, oak woodland, riparian, savannah, and urban habitats.	March–August	Potential to Occur. Trees onsite and adjacent to the project site provide suitable nesting habitat.

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Golden eagle (nesting and wintering) (*Aquila chrysaetos*)	–	–	BCC, CFP	Nesting habitat includes mountainous canyon land, rimrock terrain of open desert and grasslands, riparian, oak woodland/savannah, and chaparral. Nesting occurs on cliff ledges, river banks, trees, and human-made structures (e.g., windmills, platforms, and transmission towers). Breeding occurs throughout California, except the immediate coast, Central Valley floor, Salton Sea region, and the Colorado River region, where they can be found during winter.	Nest: (February–August); winter CV (October–February)	Absent. No suitable habitat within the project site.
Northern harrier (*Circus hudsonius*)	–	–	SSC	Nests on the ground in open wetlands, marshy meadows, wet/lightly grazed pastures, (rarely) freshwater/brackish marshes, tundra, grasslands, prairies, croplands, desert, shrub-steppe, and (rarely) riparian woodland communities.	April–September	Absent. No suitable habitat within the project site.
Cooper's hawk (nesting) (*Accipiter cooperii*)	–	–	CDFW WL	Nests in trees in riparian woodlands in deciduous, mixed and evergreen forests, as well as urban landscapes	March–July	Potential to Occur. Trees onsite and adjacent to the project site provide suitable nesting habitat.
Bald eagle (nesting and wintering) (*Haliaeetus leucocephalus)*	Delisted	CE	CFP, BCC	Typically nests in forested areas near large bodies of water in the northern half of California; nest in trees and rarely on cliffs; wintering habitat includes forest and woodland communities near water bodies (e.g., rivers, lakes), wetlands, flooded agricultural fields, open grasslands.	February–September (nesting); October–March (wintering)	Absent. No suitable habitat within the project site
Swainson's hawk (nesting) (*Buteo swainsoni*)	–	CT	BCC	Nesting occurs in trees in agricultural, riparian, oak woodland, scrub, and urban landscapes. Forages over grassland, agricultural lands, particularly during disking/harvesting, irrigated pastures	March–August	Absent. There is no suitable nesting or foraging habitat present.
Ferruginous hawk (wintering) (*Buteo regalis*)	–	–	BCC, CDFW WL	Rarely breeds in California (Lassen County); winter range includes grassland and shrubsteppe habitats from Northern California (except northeast and northwest corners) south to Mexica and east to Oklahoma, Nebraska, and Texas.	September–March	Absent. No suitable habitat within the project site

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Burrowing owl (burrow sites) (*Athene cunicularia*)	–	–	BCC, SSC	Nests in burrows or burrow surrogates in open, treeless, areas within grassland, steppe, and desert biomes. Often with other burrowing mammals (e.g., prairie dogs, California ground squirrels). May also use human- made habitat such as agricultural fields, golf courses, cemeteries, roadside, airports, vacant urban lots, and fairgrounds.	February–August	Potential to Occur. Suitable habitat present within the project site.
Short-eared owl (*Asio flammeus*)	–	–	BCC, SSC	Nests in large expanses of prairie, coastal grasslands, heathlands, shrub- steppe, tundra, and agricultural areas.	March–July (breeding); August–March (wintering in Central Valley)	Absent. No suitable habitat within the project site
Nuttall's woodpecker *(Dryobates nuttallii)*	–	–	BCC	Resident from northern California south to Baja California. Nests in tree cavities in oak woodlands and riparian woodlands.	Nesting: April–July	Potential to Occur. Oak trees onsite represent suitable nesting habitat.
Merlin *(Falco columbarius)*	–	–	CDFW WL	Breeds in Oregon, Washington north into Canada. Winters in southern Canada to South America, including California. Breeds near forest openings, fragmented woodlots, and riparian areas. Wintering habitat includes wide variety, open forests, grasslands, tidal flats, plains, and urban settings.	September–April (wintering in the Central Valley);	Absent. No suitable habitat within the project site

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
American peregrine falcon (*Falco peregrinus anatum*)	Delisted	Delisted	BCC, CFP	In California, breeds in coastal region, northern California, and Sierra Nevada. Nesting habitat includes cliff ledges and human-made ledges on towers and buildings. Wintering habitat includes areas where there are large concentrations of shorebirds, waterfowl, pigeons or doves.	CA Residents nest in February–June	Absent. No suitable habitat within the project site.
Prairie falcon (*Falco mexicanus*)	–	–	BCC, CDFW WL	Found in open habitat at all elevations up to 3,350 meters (Steenhof 2013). Nests on cliffs and bluffs in arid plains and steppes; In California, nesting throughout state except northwest corner, along immediate coast, and the Central Valley floor. Winters throughout California, in open habitats, such as grasslands in Central Valley.	March–July (breeding); September–February (wintering in Central Valley)	Absent. No suitable habitat within the project site.
Olive-sided flycatcher (*Contopus cooperi*)	–	–	SSC, BCC	Nests in montane and northern coniferous forests, in forest openings, forest edges, semiopen forest stands. In California, nests in coastal forests, Cascade and Sierra Nevada region. Winters in Central to South America.	Nesting: May–August	Absent. No suitable habitat within the project site
Loggerhead shrike (*Lanius ludovicianus*)	–	–	BCC, SSC	Found throughout California in open country with short vegetation, pastures, old orchards, grasslands, agricultural areas, open woodlands. Not found in heavily forested habitats.	March–July	Absent. No suitable habitat within the project site
Yellow-billed magpie (nesting) (*Pica nuttalli*)	–	–	BCC	Endemic to California; found in the Central Valley and coast range south of San Francisco Bay and north of Los Angeles County; nesting habitat includes oak savannah with large in large expanses of open ground; also found in urban parklike settings.	April–June	Potential to Occur. Trees onsite provide suitable nesting habitat.
Oak titmouse (*Baeolophus inornatus*)	–	–	BCC	Nests in tree cavities within dry oak or oak-pine woodland and riparian; where oaks are absent, they nest in juniper woodland, open forests (e.g., gray, Jeffrey, Coulter, pinyon pines and Joshua tree).	Nesting: March–July	Potential to Occur. Oak trees onsite represent suitable nesting habitat.

5. Environmental Analysis
BIOLOGICAL RESOURCES

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Bank swallow (nesting) (*Riparia riparia*)	–	CT	–	Nests colonially along coasts, rivers, streams, lakes, reservoirs, and wetlands in vertical banks, cliffs, and bluffs in alluvial, friable soils. May also nest in sand, gravel quarries and road cuts. In California, breeding range includes northern and central California.	May–July	Absent. No suitable habitat within the project site
Purple martin (nesting) (*Progne subis*)	–	–	SSC	In California, breeds along coast range, Cascade-northern Sierra Nevada region and isolated population in Sacramento. Nesting habitat includes montane forests, Pacific lowlands with dead snags; the isolated Sacramento population nests in weep holes under elevated highways/bridges. Winters in South America.	May–Aug	Absent. No suitable habitat within the project site
Wrentit (*Chamaea fasciata*)	–	–	BCC	Coastal sage scrub, northern coastal scrub, chaparral, dense understory of riparian woodlands, riparian scrub, coyote brush and blackberry thickets, and dense thickets in suburban parks and gardens. Nesting: March- August	March–August (Nesting)	Absent. No suitable habitat within the project site
Song sparrow "Modesto" (*Melospiza melodia heermanni*)	–	–	BCC, SSC	Resident in central and southwest California, including Central Valley; nests in marsh, scrub habitat	April–June	Absent. No suitable habitat within the project site
Yellow-breasted chat (*Icteria virens*)	–	–	SSC	In California, breeds in Klamath Mountains, inner Northern Coast Range south to San Francisco Bay, locally distributed from Santa Clara County south to San Diego County Sacramento and San Joaquin valleys, along west slope of Sierra Nevada from the Feather River to Kern River, Mono and Inyo counties. In the west, nesting habitat includes dense riparian and shrubby.	May–August	Absent. No suitable habitat within the project site
Yellow-headed blackbird (*Xanthocephalus xanthocephalus*)	–	–	SSC	In California, breeds in the Great Basin region, along Colorado River south to Baja California, Salton Sea, Kern, Ventura, Riverside, San Diego and possibly Orange, Lake counties and locally in the Central Valley, Nests are constructed over deep water in emergent vegetation of prairie wetlands, quaking aspen	April–July	Absent. No suitable habitat within project site

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
				parklands, mountain meadows, forest edges, large lakes.		
Tricolored blackbird (nesting colony) (*Agelaius tricolor*)	–	–	BCC, SSC	Breeds locally west of Cascade-Sierra Nevada and southeastern deserts from Humboldt and Shasta counties south to San Bernardino, Riverside and San Diego Counties. Central California, Sierra Nevada foothills and Central Valley, Siskiyou, Modoc and Lassen Counties. Nests colonially in freshwater marsh, blackberry bramble, milk thistle, triticale fields, weedy (mustard, mallow) fields, giant cane, safflower, stinging nettles, tamarisk, riparian scrublands and forests, fiddleneck and fava bean fields.	March–August	Absent. No suitable habitat within the project site.
Bullock's oriole (*Icterus bullockii*)	–	–	BCC	Breeding habitat includes riparian and oak woodlands.	Nesting: March–July	Potential to Occur. Oak trees onsite represent suitable nesting habitat.
Saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*)	–	–	BCC, SSC	Breeds in salt marshes of San Francisco Bay; winters San Francisco south along coast to San Diego County.	Nesting: March–July	Absent. No suitable habitat within the project site.
Yellow warbler (*Setophaga petechia*)	–	–	SSC, BCC	Breeding range includes most of California, except Central Valley (isolated breeding locales on Valley floor, Stanislaus, Colusa, and Butte counties), Sierra Nevada range above tree line, and southeastern deserts. Nesting habitat includes riparian vegetation near streams and meadows. Winters in Mexico south to South America.	May–August	Absent. No suitable habitat within the project site

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
Lawrence's goldfinch (*Spinus lawrencei*)	–	–	BCC	Breeds in Sierra Nevada and inner Coast Range foothills surrounding the Central Valley and the southern Coast Range to Santa Barbara County east through southern California to the Mojave Desert and Colorado Desert into the Peninsular Range. Nests in arid and open woodlands with chaparral or other brushy areas, tall annual weed fields, and a water source (e.g., small stream, pond, lake), and to a lesser extent riparian woodland, coastal scrub, evergreen forests, pinyon-juniper woodland, planted conifers, and ranches or rural residences near weedy fields and water.	Nesting: March–September	Absent. No suitable nesting habitat within the project site.
Grasshopper sparrow (*Ammodramus savannarum*)	–	–	SSC	In California, breeding range includes most coastal counties south to Baja California; western Sacramento Valley and western edge of Sierra Nevada region. Nests in moderately open grasslands and prairies with patchy bare ground. Avoids grasslands with extensive shrub cover; more likely to occupy large tracts of habitat than small fragments; removal of grass cover by grazing often detrimental.	May–August	Absent. No suitable nesting habitat within the project site.
Belding's savannah sparrow (*Passerculus sandwichensis beldingi*)	–	CE	BCC	Resident coastally from Point Conception south into Baja California; coastal salt marsh.	Year-round resident; nests March–August	Absent. No suitable nesting habitat within the project site.
Mammals						
American badger (*Taxidea taxus*)	–	–	SSC	Drier open stages of most shrub, forest, and herbaceous habitats with friable soils.	Year round resident (breeds summer–early fall).	Absent. No suitable habitat within project site.
Pallid bat (*Antrozous pallidus*)	–	–	SSC	Crevices in rocky outcrops and cliffs, caves, mines, trees (e.g., basal hollows of redwoods, cavities of oaks, exfoliating pine and oak bark, deciduous trees in riparian areas, and fruit trees in orchards). Also roosts in various human structures such as bridges, barns,	April–September	Potential to Occur. Trees onsite provide potential roosting habitat.

Table 5.2-1 Evaluation of Special-Status Plant and Wildlife Species for the Project Site

Common Name (Scientific Name)	Status			Habitat Description	Observation Period	Potential to Occur On-Site
	ESA	CESA	Other			
				porches, bat boxes, and human occupied as well as vacant buildings.		
Western red bat *(Lasiurus blossevillii)*	–	–	SSC	Roosts in foliage of trees or shrubs; Day roosts are commonly in edge habitats adjacent to streams or open fields, in orchards, and sometimes in urban areas. There may be an association with intact riparian habitat (particularly willows, cottonwoods, and sycamores).	April–September	Low Potential to Occur. Trees onsite provide marginal roosting habitat.

FE FESA listed, Endangered.
FT FESA listed, Threatened.
BCC USFWS Bird of Conservation Concern
CR CESA- or NPPA-listed, Rare.
CT CESA- or NPPA-listed, Threatened
CC Candidate for CESA listing as Endangered or Threatened
CE CESA or NPPA listed, Endangered.
CFP California Fish and Game Code Fully Protected Species (Sections 3511-birds, 4700-mammals, 5050-reptiles/amphibians
1B CRPR/Rare or Endangered in California and elsewhere
2B Plants rare, threatened, or endangered in California but more common elsewhere
3 CRPR/Plants About Which More Information is Needed – A Review List
4 CRPR/Plants of Limited Distribution – A Watch List
0.1 Threat Rank/Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)
0.2 Threat Rank/Moderately threatened in California (20–80% occurrences threatened/moderate degree and immediacy of threat)
0.3 Threat Rank/Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

Birds

White-Tailed Kite

White-tailed kite is not listed pursuant to either the California or federal ESAs; however, the species is fully protected under Section 3511 of the California Fish and Game Code. The white-tailed kite is a common resident in the Central Valley and the entire length of the California coast and all areas up to the Sierra Nevada foothills and southern deserts. In northern California, white-tailed kite nesting occurs from March through early August, actively peaking from March through June. Nesting occurs in trees with riparian, oak woodland, savannah and agricultural communities that are near foraging areas such as low elevation grasslands, agricultural, meadows, farmlands, savannahs, and emergent wetlands. There are eight CNDDB occurrences of this species within five miles of the project site. In addition, the onsite and adjacent trees provide suitable nesting habitat.

Cooper's Hawk

The Cooper's hawk (*Accipiter cooperii*) is not listed pursuant to either the California or federal Endangered Species Acts. However, it is a CDFW watch list species. Typical nesting and foraging habitats include riparian woodland, dense oak woodland, and other woodlands near water. Cooper's hawk nest throughout California from Siskiyou County to San Diego County, and including the Central Valley. Breeding occurs during March through July, with a peak from May through July. There is one CNDDB occurrence of this species within five miles of the project site, and the trees onsite and adjacent provide suitable nesting habitat.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is not listed pursuant to either the California or federal Endangered Species Acts; however, it is designated as a bird of conservation concern by the USFWS and a species of special concern by the CDFW. Burrowing owls inhabit dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. They can also inhabit developed areas such as golf courses, cemeteries, roadsides within cities, airports, vacant lots in residential areas, school campuses, and fairgrounds (Poulin et al. 2020). This species typically uses burrows created by fossorial mammals, most notably the California ground squirrel (*Spermophilus beecheyi*) but may also use man-made structures such as concrete culverts or pipes; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt. The breeding season typically occurs between February 1 and August 31. There are eight CNDDB occurrences of this species within five miles of the project site. No California ground squirrel burrows were observed during the site reconnaissance, but several cracks in the old foundations and pavement onsite were observed. While no evidence of burrowing owl presence was observed, the site reconnaissance did not constitute a protocol level survey or burrowing owl habitat assessment. The project site provides a suitable habitat for this species.

Nuttall's Woodpecker

The Nuttall's woodpecker (*Dryobates nuttallii*) is not listed and protected under either state or federal Endangered Species Acts but is considered a USFWS bird of conservation concern. They are resident from Siskiyou County to Baja California. Nuttall's woodpeckers nest in tree cavities primarily within oak woodlands, but also can be found in riparian woodlands. Breeding occurs during April through July. There are no CNDDB occurrences of

this species within five miles of the project site; however, the oak trees on-site provide suitable nesting habitat for Nuttall's woodpecker.

Yellow-Billed Magpie

The yellow-billed magpie (*Pica nuttalli*) is not listed pursuant to either the California or federal Endangered Species Acts but is considered a USFWS bird of conservation concern. This endemic species is a yearlong resident of the Central Valley and Coast Ranges from San Francisco Bay to Santa Barbara County. Yellow-billed magpies build large, bulky nests in trees in a variety of open woodland habitats, typically near grassland, pastures, or cropland. Nest building begins in late January to mid-February, which may take 6 to 8 weeks to complete, with eggs laid during April to May, and fledging during May to June. The young leave the nest about 30 days after hatching. Yellow-billed magpies are highly susceptible to West Nile virus, which may have been the cause of death to thousands of magpies during 2004 to 2006. There are no CNDDB occurrences of this species within five miles of the project site; however, on-site and adjacent trees provide suitable nesting habitat for the yellow-billed magpie to potentially occur.

Oak Titmouse

Oak titmouse (*Baeolophus inornatus*) are not listed and protected under either state or federal Endangered Species Acts but are considered a USFWS bird of conservation concern. Oak titmouse breeding range includes southwestern Oregon south through California's Coast, Transverse, and Peninsular ranges and western foothills of the Sierra Nevada into Baja California; they are absent from the humid northwestern coastal region and the San Joaquin Valley. They are found in dry oak or oak-pine woodlands but may also use scrub oaks or other brush near woodlands. Nesting occurs during March through July. There are no CNDDB occurrences of this species within five miles of the project site; however, on-site trees provide suitable nesting habitat for the Oak titmouse.

Bullock's Oriole

Bullock's oriole (*Icterus bullockii*) is not listed pursuant to either the California or federal Endangered Species Acts but is currently a species of bird of conservation concern according to the USFWS. In California, Bullock's orioles are found throughout the state except the higher elevations of mountain ranges and the eastern deserts. They are found in riparian and oak woodlands where nests are built in deciduous trees, but may also use orchards, conifers, and eucalyptus trees. Nesting occurs from March through July. There are no CNDDB occurrences of this species within five miles of the project site; however, on-site trees provide suitable nesting habitat for the Bullock's oriole.

Mammals

Pallid Bat

The pallid bat (*Antrozous pallidus*) is not listed pursuant to either the federal or California ESAs; however, this species is considered an SSC by CDFW. The pallid bat is a large, light-colored bat with long, prominent ears and pink, brown, or grey wing and tail membranes. This species ranges throughout North America from the interior of British Columbia, south to Mexico, and east to Texas. The pallid bat inhabits low-elevation (below

6,000 feet) rocky arid deserts and canyonlands, shrub-steppe grasslands, karst formations, and higher elevation coniferous forest (above 7,000 feet). This species roosts alone or in groups in the crevices of rocky outcrops and cliffs, caves, mines, trees, and in various human structures such as bridges and barns. Pallid bats are feeding generalists that glean a variety of arthropod prey from surfaces as well as capturing insects on the wing. Foraging occurs over grasslands, oak savannahs, ponderosa pine forests, talus slopes, gravel roads, lava flows, fruit orchards, and vineyards. Although this species utilizes echolocation to locate prey, often they use only passive acoustic cues. This species is not thought to migrate long distances between summer and winter sites. There are no CNDDB occurrences of this species within five miles of the project site; however, on-site trees provide a potential roosting habitat for the pallid bat.

Western Red Bat

The western red bat (*Lasiurus blossevillii*) is not listed pursuant to either the California or federal Endangered Species Acts; however, this species is considered a species of special concern by CDFW. The western red bat is easily distinguished from other western bat species by its distinctive red coloration. This species is broadly distributed, its range extending from southern British Columbia in Canada through Argentina and Chile in South America and including much of the western United States. This solitary species day roosts primarily in the foliage of trees or shrubs in edge habitats bordering streams or open fields, in orchards, and occasionally urban areas. They may be associated with intact riparian habitat, especially with willows, cottonwoods, and sycamores. This species may occasionally utilize caves for roosting as well. They feed on a variety of insects, and generally begin to forage one to two hours after sunset. This species is considered highly migratory; however, the timing of migration and the summer ranges of males and females may be different. Winter behavior of this species is poorly understood. There are no CNDDB occurrences of this species within five miles of the project site. The on-site and adjacent trees provide marginal roosting habitat for the western red bat to have a low potential to occur.

Protected Trees

There are several trees within the project site that may be protected by the City of Rancho Cordova Tree Protection Plan. An initial site reconnaissance for trees has been completed. Identified trees within the project site included valley oak (*Quercus lobata*), walnut (*Juglans hindsii*) and potentially Chinese pistache (*Pistache chinensis*), and Fremont's cottonwood (*Populus fremontii*).

Riparian Habitats and Sensitive Natural Communities

Northern Claypan Vernal Pool, Northern Hardpan Vernal Pool, Northern Volcanic Mud Flow Vernal Pool, Valley Needlegrass Grassland, Elderberry Savanna, and Great Valley Oak Riparian Forest are sensitive natural communities that were identified during the literature review as occurring in the vicinity of the project site. However, no sensitive natural communities or riparian habitats were observed within the project site during the field assessment.

Critical Habitat and Wildlife Movement Corridors and Nursery Sites

There is no designated Critical Habitat mapped within the project site (USFWS 2023). The ruderal grassland in the project site is a relatively small and fragmented and close to residential development, the light rail station and is subject to regular human presence. The project site does not contain habitat areas or corridors with significant potential for wildlife movement. For the literature research, nursery sites were include but are not limited to concentrations of nest or den sites such as heron rookeries or bat maternity roosts. No nursery sites have been documented within the project site and none were observed during the site reconnaissance.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

B-1 Have a substantial 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.

B-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

B-4 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.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.2.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

- **Impact 4.10.1** found that implementation of the General Plan would lead to habitat loss for endangered, threatened, rare, proposed, candidate status species, and plant species identified by the California Native Plant Society with a rating of List 1B . Although the plan aims to partially mitigate impacts, habitat changes from the proposed Land Use Map will still cause significant and unavoidable impacts on listed species. The

EIR includes General Plan policies and action items, as well as mitigation measures in order to minimize these impacts:

- **MM 4.10.1a.** The following shall be incorporated into the Natural Resources Element as a policy under Goal NR.1: The City shall require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed plant and/or wildlife species based upon the City's biological resource mapping provided in the General Plan EIR or other technical materials. This evaluation shall be conducted prior to the authorization of any ground disturbance.

- **MM 4.10.1b.** The following measure shall be incorporated as an action item immediately under the above policy (MM 4.10.1a): For those areas in which special status species are found or likely to occur or where the presence of species can be reasonably inferred, the City shall require mitigation of impacts to those species. Mitigation shall be designed by the City in coordination with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan.

- **MM 4.10.1c.** The following measure shall be incorporated into the Natural Resources Element as a policy under Goal NR.1: The City shall encourage creation of habitat preserves that are immediately adjacent to each other in order to provide interconnected open space areas for animal movement.

- **MM 4.10.1d.** The following measure shall be incorporated into the Natural Resources Element as an action item under Policy NR.1.4: The City shall adopt and maintain a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import.

- **MM 4.10.1e.** The following measure shall be incorporated into the Natural Resources Element as a policy under Goal NR.2: The City shall require that drainage improvements that discharge into areas of wetlands to be preserved are, to the maximum extent feasible, designed to mimic the undeveloped surface water flow conditions of the area in terms of seasonality, volume and flow velocity

- The General Plan's goals, policies, and mitigation measures aim to partially mitigate the impact on special-status listed species in the General Plan Planning Area. However, Impact 4.10.1 determined that the General Plan Land Use Map will result in significant and unavoidable habitat changes, leading to the overall loss of listed species and their habitats in the Planning Area.

- **Impact 4.10.2** determined that implementation of the General Plan would cause the overall loss of non-listed special-status species and their habitat. The EIR includes General Plan policies and action items, as well as Mitigation Measures 4.10.1a through e in order to minimize these impacts; however these policies, actions, and measures would not fully mitigate impacts to non-listed special status species in the entire General Plan Area. Therefore the impacts on listed species from the General Plan was determined significant and unavoidable.

- **Impact 4.10.3** determined that implementation of the General Plan would significantly impact foraging habitat for raptors, migratory birds, and other wildlife. The EIR includes General Plan policies, actions, and

Mitigation Measure 4.10.3 which states the City shall require that impacts to riparian habitats be mitigated at a no net loss of existing function and value based on field survey and analysis of the riparian habitat to be impacted. However, Impact 4.10.3 determined that the General Plan could still lead to the loss or degradation of large open areas used by certain species, which is considered significant and unavoidable due to the extent of urban development in the Planning Area.

- **Impact 4.10.4 d**etermined that implementation of the General Plan would cause significant adverse impacts on the U.S.'s jurisdictional waters, potentially causing a loss of wetland resources and habitat value. The EIR includes General Plan policy and actions aimed at mitigating impacts to jurisdictional waters of the U.S. However, the development within the Planning Area would affect the overall habitat value and wetland resources in the area; therefore this impact would be significant and unavoidable to jurisdictional waters of the U.S. within the Planning Area.

- **Impact 4.10.5** determined that implementation of the General Plan would substantially interfere with the movement of special status and common wildlife species. Since development of vacant areas with grassland and/or similar cover types would still occur, movement corridors would be restricted or impeded by development. The EIR includes General Plan policy and actions aimed at mitigating impacts to the movement of species throughout the Planning Area including mitigation measures:

  - **MM 4.10.5a.** Modify Policy NR.3.2 to read: Create or retain the natural topographic relief and meandering alignment of natural creek corridors in the construction of new channels and the modification of existing channels, and prohibit the placement of concrete within creeks and channels. The following mitigation measures shall be incorporated into the City of Rancho Cordova General Plan as new policies under Goal NR.1.

  - **MM 4.10.5b.** The following mitigation measures shall be incorporated into the City of Rancho Cordova General Plan as a new policy under Goal NR.1: The City shall avoid the placement of new roadways within habitat preserves to the maximum extent feasible.

  - **MM 4.10.5c.** The following mitigation measures shall be incorporated into the City of Rancho Cordova General Plan as a new policy under Goal NR.1: In such cases where habitat preserves are crossed by a roadway, or where two adjacent preserves are separated by a roadway, the roadway shall be designed or updated with wildlife passable fencing separating the roadway from the preserve and/or shall incorporate design features that allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles and pedestrians on the roadway

  However Impact 4.10.5 determined that although the General Plan policies aim to minimize wildlife movement impacts in Planning Area corridors, they would not fully protect existing corridors formed by grassland and other non-riparian, non-wooded undeveloped land in the City. Further mitigation isn't feasible without prohibiting development of most undeveloped land, so overall impacts on movement corridors not associated with wooded areas or wetlands remain significant and unavoidable.

- **Impact 4.10.6** determined that implementation of General Plan would significantly impact native and landmark trees, including oaks, in the City. The EIR includes General Plan policies and action items aimed

to protect landmark and oak trees in the City as well as large wooded areas and urban trees. However, Impact 4.10.6 determined that there are no feasible mitigation measures to fully offset the loss of native trees. Therefore this impact would be significant and unavoidable.

- **Impact 4.10.7** determined that implementation of the General Plan would not conflict with a Habitat Conservation Plans, Natural Community Conservation Plans, or biological resources recovery plans of Federal or State agency since none had been adopted at the time.

- **Impact 4.10.8** determined that implementation of the General Plan, along with past and future projects, would cause a significant loss of biological resources in the region. The EIR includes General Plan policies, associated action items and mitigation measures MM 4.10.1a through e, MM 4.10.3, and MM 4.10.5a through c which would reduce the General Plan's contribution to cumulative biological impacts in the region. However, the General Plan's contribution to cumulative and significant biological resource impacts for the region would still be cumulatively considerable and is considered a significant and unavoidable impact. The only mitigation for such impacts would be to restrict the majority of development in the General Plan which is not considered feasible. Therefore, this impact was determined significant and unavoidable.

5.2.4 Environmental Impacts

5.2.4.1 IMPACT ANALYSIS

Impact 5.2-1: Development of the proposed project could significantly impact the following sensitive species: special status birds and bats. [Threshold B-1]

Development allowed by the proposed project could potentially impact special-status species.

Special Status Birds. The are seven special-status bird species with the potential to occur on the project site, including one species listed under Section 3511 of the California Fish and Game Code, one CDFW watch list species, and five species designated as birds of conservation concern by the USFWS or CDFW. In addition, non-special status migratory birds could nest in the project site. All native or naturally occurring birds and their nests are protected under both California Fish and Game Code Section 3503 (active bird nests) and the MBTA. Construction activities in or near habitat for special-status birds could result in nest disturbance or destruction, which could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Construction activities could also result in the loss of foraging habitat for several bird species. Loss of special-status and non-special status bird eggs or nests, or any activities resulting in nest abandonment, could constitute a significant impact.

Special Status Bats. The project site contains potential roosting and foraging habitat for special-status bats, including the western red bat and pallid bat. Potential impacts to bats could result from construction-related disturbance of bat roosts, destruction of active roosts, or the loss of individuals.

Development activities from the proposed project could disturb the habitat of special status species resulting in significant impact.

Level of Significance Before Mitigation: Impact 5.2-1 would be potentially significant.

Mitigation Measures

BIO-1: To protect nesting birds, no project activity shall begin from February 1 through August 31 unless a qualified wildlife biologist completes the following surveys. Separate surveys and avoidance requirements are listed below for nesting birds and raptors. If project construction begins between February 1 through August 31, a qualified biologist shall perform a preconstruction nesting bird survey within seven days prior to construction (or less if recommended by CDFW), within the project work area for all birds protected under the MBTA, including raptors. If any active nests are observed, these nests shall be designated a sensitive area and protected by an avoidance buffer established by a qualified biologist in coordination with CDFW. The avoidance buffer shall be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest, or that the nest is otherwise no longer active.

BIO-2: A qualified biologist shall conduct a survey for suitable bat roosting habitat within 14 days of construction activities. If no suitable roosting habitat is identified, no further measures are necessary. If suitable roosting habitat is identified and proposed for removal, a qualified biologist shall conduct an evening bat emergence survey that may include acoustic monitoring to determine whether bats are present. If roosting bats are found, consultation with CDFW prior to initiation of construction activities will be required. If bats are not found during the preconstruction surveys, no further measures are necessary.

Level of Significance After Mitigation: Impact 5.2-1 would be less than significant.

Impact 5.2-2: Development of the proposed project would not result in the loss of any riparian habitat or other sensitive natural community nor on state or federally protected wetland. [Threshold B-2] [Threshold B-3]

No sensitive natural communities or riparian habitats were observed within the project site during the field assessment. There were no aquatic resources identified or observed during the field assessment. In addition, as shown in Figure 3-2, *Aerial Photograph*, there are no riparian, natural habitat, or wetlands onsite (USFWS 2023). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat, sensitive natural communities, or wetlands. There would be no impact.

Level of Significance Before Mitigation: Impact 5.2-2 would have no impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-2 would have no impact.

Impact 5.2-3: The proposed project could affect wildlife movement of special status species. [Threshold B-4]

Corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

The project site is a previously disturbed/developed site that is surrounded by development and therefore does not support significant wildlife use or movement corridors. The project site does not include known nursery sites and no evidence of a wildlife nursery site was observed during the field reconnaissance. Therefore, the proposed project is not expected to impact wildlife nursery sites. Although the project site is frequently disturbed, the trees on-site could be used for special status species by birds and bats listed in Impact 5.2-1. Therefore, development allowed under the proposed project could disturb the movement of special status species resulting in potentially significant impacts.

In addition, the City's General Plan Natural Resources Element contains policies that address potential impacts on corridors, such as Policy NR 1.1 which encourages incorporation of large and interconnected wildlife corridors in new development areas to provide ample space for animal movement.

Level of Significance Before Mitigation: Impact 5.2-3 would be potentially significant.

Mitigation Measures

Implement mitigation measures BIO-1 and BIO-2.

Level of Significance After Mitigation: Impact 5.2-3 would be less than significant.

Impact 5.2-4: The proposed project would not conflict with the City's tree preservation ordinance or with the provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional or state habitat conservation plan. [Thresholds B-5 and B-6]

The City of Rancho Cordova Municipal Code Chapter 19.12, Preservation and Protection of Private Trees, establishes regulations for the protection, removal, and preservation of landmark trees and protected trees. The proposed project is required to comply with Chapter 19.12 for the preservation and protection of private trees once a certain size is reached. Future development within the project boundary would remove protected trees, if required. The project would follow the procedures established in Chapter 19.12, such as submitting a brief statement of the reasons for removal or major trimming written by a certified arborist and obtaining a tree removal permit from the City. The General Plan includes Policy NR.4.1 which is intended to conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value. Following the regulations in the City's municipal code as well as the policies in the general plan would result in a less than significant impact.

There are no HCPs, NCCPs, or other habitat conservation plans that apply to the proposed project. No impact would occur in this regard.

Level of Significance Before Mitigation: Impact 5.2-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-4 would be less than significant.

5.2.5 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the project site and the City. Many other projects in the City could impact sensitive species directly and/or indirectly through impacts on those species' habitats. Other projects would be required to comply with existing laws and regulations protecting biological resources. The proposed project would have a potentially significant impact on sensitive species and their habitats; however, with the implementation of mitigation measures BIO-1 and BIO-2, impacts to biological resources would be reduced to less than significant. Therefore, the project's contribution to cumulative impacts on biological resources would not be cumulatively considerable.

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-2 and 5.2-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1:** Development of the proposed project could significantly impact the following sensitive species: special status birds and bats.
- **Impact 5.2-3:** The proposed project could affect wildlife movement of special status species.

In addition, cumulative impacts would be potentially significant unless the City applies mitigation measures BIO-1 and BIO-2. All impacts including cumulative impacts would be less than significant with the application of the mitigation measures listed below.

5.2.7 Mitigation Measures

Impact 5.2-1

BIO-1 To protect nesting birds, no project activity shall begin from February 1 through August 31 unless a qualified wildlife biologist completes the following surveys. Separate surveys and avoidance requirements are listed below for nesting birds and raptors. If project construction begins between February 1 through August 31, a qualified biologist will perform a preconstruction nesting bird survey within seven days prior to construction (or less if

recommended by CDFW), within the project work area for all birds protected under the MBTA, including raptors. If any active nests are observed, these nests shall be designated a sensitive area and protected by an avoidance buffer established by a qualified biologist in coordination with CDFW. The avoidance buffer shall be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest, or that the nest is otherwise no longer active.

BIO-2: A qualified biologist shall conduct a survey for suitable bat roosting habitat within 14 days of construction activities. If no suitable roosting habitat is identified, no further measures are necessary. If suitable roosting habitat is identified and proposed for removal, a qualified biologist shall conduct an evening bat emergence survey that may include acoustic monitoring to determine whether bats are present. If roosting bats are found, consultation with CDFW prior to initiation of construction activities will be required. If bats are not found during the preconstruction surveys, no further measures are necessary

5.2.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to biological resources to a level that is less than significant. No significant unavoidable adverse impacts to biological resources have been identified.

5.2.9 References

U.S. Fish and Wildlife Service (USFWS). 2023 (accessed). USFWS Resource Report List. Information for Planning and Conservation. Internet website: https://ecos.fws.gov/ipac.

5.3 CULTURAL RESOURCES

Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Mills Crossing Project to impact cultural resources in the City of Rancho Cordova. The analysis in this section is based in part on the following information:

- *Archeological Resources Inventory Report for the Mills Crossing Project*, ECORP Consulting Inc., March 2023

A complete copy of this report is in the technical appendices of this DEIR, Appendix 5.3-1.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

Native American Graves Protection and Repatriation Act

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

State

California Register of Historical Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register of Historical Resources (CRHR) is the authoritative guide to the state's significant historical and archaeological resources.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

To be eligible for listing in the CRHR, a resource must meet at least one of the following criteria:

A. Associated with events that have made a significant contribution to broad patterns of local or regional history or the cultural heritage of California or the United States.

B. Associated with the lives of persons important to local, California or national history.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possess high artistic values.

D. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. (PRC Section 5024.1[c])

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. In summary, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion D, it maintains the potential to yield significant scientific or historic information or specific data.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California PRC. In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

Local

The Open Space, Parks, and Trails and Cultural and Historic Resources Element of the Rancho Cordova General Plan includes the following policies pertaining to cultural resources:

- **Policy CHR.1.2:** Establish and promote programs that identify, maintain, and protect buildings, sites, or other features of the landscape possessing historic or cultural significance.
- **Policy OSPT.2.4:** Ensure that where land designated or proposed to be designated for open space contains Native American historical, cultural and sacred sites, the City consults with the tribe as to the level of confidentiality required to protect the site and as to appropriate dignity to afford the site in any management plan.

5.3.1.2 EXISTING CONDITIONS

The project site is located within the city limits of Rancho Cordova, which is located in the lower Sierran Foothill region of California. Short grasses and oak trees are evident on the project site and portions of the property are paved with asphalt. The immediate surrounding area consists of extensive residential and commercial development and the broader surrounding area consists of gently rolling terrain. Elevations range from 75 to 80 feet above mean sea level. The American River is 4,000 feet to the west and the Cordova creek is less than 0.5 mile to the north of the project site.

5.3.1.3 CULTURAL SETTING

Regional Pre-contact History

It is generally believed that human occupation of California began at least 10,000 years before present (BP). The archaeological record indicates that between approximately 10,000 and 8,000 BP, a predominantly hunting economy existed, characterized by archaeological sites containing numerous projectile points and butchered large animal bones. Animals that were hunted probably consisted mostly of large species still alive today. Bones of extinct species have been found but cannot definitively be associated with human artifacts. Although small animal bones and plant grinding tools are rarely found within archaeological sites of this period, small game and floral foods were probably exploited on a limited basis. A lack of deep cultural deposits from this period suggests that groups included only small numbers of individuals who did not often stay in one place for extended periods.

Around 8,000 BP, there was a shift in focus from hunting toward a greater reliance on plant resources. Archaeological evidence of this trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter. This period, which extended until around 5,000 BP, is sometimes referred to as the Millingstone Horizon. Projectile points are found in archaeological sites from this period, but they are far fewer in number than from sites dating to 8,000 BP. An increase in the size of groups and the stability of settlements is indicated by deep, extensive middens at some sites from this period.

Archaeological evidence indicates that reliance on both plant gathering and hunting continued as in the previous period, with more specialized adaptation to environments in sites dating to after about 5,000 BP. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Flaked-stone tools became more refined and specialized, and bone tools were more common. New peoples from the Great Basin began entering Southern California during this period. These immigrants, who spoke a language of the Uto-Aztecan linguistic stock, seem to have displaced or absorbed the earlier population of Hokan-speaking peoples. During this period, known as the Late Horizon, population densities increased, and settlement became concentrated in villages and communities along the coast and interior valleys. Regional subcultures also started to develop, each with its own geographical territory and language or dialect. These were most likely the basis for the groups that the first Europeans encountered during the 18th century. Despite the regional differences, many material culture traits were shared among groups, indicating a great deal of interaction. The presence of small projectile points indicates the introduction of the bow and arrow into the region sometime around 2,000 BP.

Local Pre-contact History

This section provides a regional overview with contextual elements drawn from California's Central Valley Region, the Western Foothills Region, and from the transition zone itself where the project site lies. This section also references climactic changes that swept the Sierra Nevada, which were a catalyst for population movement that led to cultural change in the foothills. Archeologists and the Central California Taxonomic System (CCTS) proposed a linear, uniform sequence of cultural succession in Central California and defined Early, Middle, and Late horizons for cultural change. Archeologists recalibrated the cultural, temporal, and spatial units sequence into three broad periods: the Paleoindian Period , the three-staged Archaic period, and the Emergent Period). The three divisions of the Archaic Period correspond to climate changes. This is the most recently developed sequence and is now commonly used to interpret Central California prehistory. The aforementioned periods are characterized by the following.

Paleoindian Period

This period began when the first people began to inhabit what is now known as the California culture area. It was commonly believed these first people (i.e., hunters and gatherers) subsisted on big game and minimally processed foods, presumably with no trade networks. More recent research indicates these people may have been more sedentary, relied on some processed foods, and traded. Populations likely consisted of small groups traveling frequently to exploit plant and animal resources.

Archaic Period

This period was characterized by an increase in plant exploitation for subsistence, more elaborate burial accoutrements, and increase in trade network complexity. The three divisions that correspond to pre-contact climate change are characterized by the following aspects.

Lower Archaic Period

This period is characterized by cycles of widespread floodplain and alluvial fan deposition. Artifact assemblages from this period include chipped-stone crescents and early wide-stemmed points, marine shell beads, eastern Nevada obsidian, and obsidian from the north Coast Ranges. These types of artifacts found on the sites dating to this period indicate trade was occurring in multiple directions. A variety of plant and animal species were also utilized, including acorns, wild cucumber, and manzanita berries.

Middle Archaic Period

This period is characterized by a drier climate. The technical analysis report states that archeologists identified two distinct settlement/subsistence patterns in this period: the Foothills Tradition and the Valley Tradition. Functional artifact assemblages consisting primarily of locally sourced flaked-stone and groundstone cobbles characterize the Foothills Tradition, while the Valley Tradition was generally characterized by diverse subsistence practices and extended periods of sedentism. Sites associated with later portions of the Middle Archaic are located near the project site include CA-SAC-107 and CABUT- 233, both of which produced elaborate material culture and diverse dietary and technological assemblages.

Upper Archaic Period

This period is characterized by abrupt change to wetter and cooler environmental climate conditions. Much greater cultural diversity is evident from this period. More specialized artifacts, such as bone tools, ceremonial blades, polished and groundstone plummets, saucer and saddle *Olivella* shell beads, *Haliotis* shell ornaments, and a variety of groundstone implements are characteristic of this period.

Emergent Period

This period is most notably marked by the introduction of the bow and arrow, the emergence of social stratification linked to wealth, and more expansive trade networks signified by the presence of clam disk beads that were used as currency.

Ethnography

Prior to the arrival of Euro-Americans in the region, indigenous groups speaking more than 100 different languages and occupying a variety of ecological settings inhabited California. Researchers subdivided California into four subculture areas: Northwestern, Northeastern, Southern, and Central. When the first European explorers entered the regions between 1772 and 1821, an estimated 100,000 people, about one-third of the state's native population lived in the Central Valley. At least seven distinct languages of Penutian stock were spoken among these populations: Wintu, Nomlaki, Konkow, River Patwin, Nisenan, Miwok, and Yokuts. Common linguistic roots and similar cultural and technological characteristics indicate that these groups shared a long history of interaction. The Central area encompasses the current project site and includes the Nisenan or Southern Maidu. Ethnographically, the project site is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. Nisenan inhabited the drainages of the Yuba, Bear, and American Rivers, and the lower reaches of the Feather River, extending from the east banks of the Sacramento River on the west to the mid- to high elevations of the western flank of the Sierra Nevada to the east. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south. The Sacramento River bounded the territory on the west, and in the east, it extended to a general area within a few miles of Lake Tahoe.

Regional History

Spanish sea explorer Juan Rodriguez Cabrillo, who was dispatched north by the Viceroy of New Spain to look for the Northwest Passage, was the first European to set foot in California in 1542. Cabrillo traveled to Catalina Island, San Pedro Bay, San Diego Bay, and the northern Channel Islands. Sebastian Vizcaino explored the coast up to Monterey in 1602, and the English explorer Francis Drake visited the Miwok Native American community at Drake's Bay or Bodega Bay in 1579. With the Spanish Portolá land expedition in 1769, Spanish missions, presidios, and pueblos were first established in California. After Mexico gained its independence in 1821, California was renamed Alta California, a Mexican province with Monterey as its capital. American trapper Jedediah Smith traversed this area in 1827.

Project Site History

The project site is in the City of Rancho Cordova, which lies west of the Sierra Nevada Mountains within the foothills. After the discovery of gold at Coloma, immigrants began to pour into the Sierra Nevada foothills. In the spring of 1848, while enroute to Sutter's Fort, two Mormon immigrants discovered gold near the confluence of the north and south forks of the American River at a site known as Mormon Island.

Virtually overnight, numerous mining camps sprang up on both sides of the American River to exploit the easily accessible placer gold deposits. Chief among them were Alabama Bar, Slate Bar, Sailor Bar, Bean's Bar, Mississippi Bar, and Negro Bar. Mississippi Bar is two miles north of the project site on the northern side of the American River.

The project site lies within the 35,000-acre Rio de los Americanos land grant along the southern bank of the American River. The Mexican governor of Alta California issued it to William Leidesdorff in 1844. Leidesdorff was a San Francisco merchant who died in 1848. Joseph L. Folsom, a former U.S. Army captain who came to San Francisco during the Gold Rush, purchased the Rio de los Americanos land grant from Leidesdorff's estate. Folsom founded the town of Granite City on the land grant. It was renamed Folsom after his death in 1855. That same year the town was being laid out, and the Sacramento Valley Railroad was completed from Sacramento to Folsom in 1856. It facilitated shipment of goods from Sacramento to the mining areas to the east. The Sacramento Valley Railroad was acquired by the Southern Pacific Railroad in 1889.

After completion of the railroad from Sacramento to Folsom, Folsom became a transportation hub and supply center for gold miners heading east into the Sierra Nevada foothills. Stage and freight lines met the train and many commercial enterprises lined Sutter Street to supply the miners. A newspaper, the *Folsom Telegraph*, has been in continuous publication since 1856. Mills Crossing Station was situated along the railroad route from Sacramento to Folsom. It was constructed in 1911 in Mills, located in present-day Rancho Cordova. It served the local farming community and travelers on their way to the Sierra Nevada Mountains. The building consisted of a grocery store, tavern, and post office, and the second floor served as a place for grand social events such as balls and weddings.

Mining

The discovery of gold initiated the 1849 California Gold Rush, bringing thousands of miners and settlers to California and the Sierra Nevada foothills. Virtually overnight, numerous mining camps sprang up on both sides of the American River to exploit the easily accessible placer gold deposits. Federal mining acts of 1866 and 1872 allowed exploration for mineral deposits on public lands and provided a means for miners to acquire ownership of mines on public lands.

Mining is the dominant historical theme in the project site and in the surrounding lands. The region later known as the Folsom Mining District was extensively placer mined during the Gold Rush. The Folsom area was originally settled in 1849 by African American miners; by 1855, Chinese miners were reworking abandoned digs, and many of them were employed at various regional mines up through the 1880s. Initially, during the early 1850s, surface deposits (usually less than 3 feet deep) were placer mined through a series of small hand-dug excavations. The surface gravels were washed by pan or by higher-volume methods that employed rockers, long toms, and/or sluice boxes. These activities were often initially concentrated along drainages and swales. Ground sluicing, a technique that uses water (not under pressure) to break down gold-bearing gravels, could have occurred any time from the 1850s until the turn of the 20th century. Low-pressure hydraulic mining took place at Rebel Hill, near Folsom, sometime between the mid-1850s and 1884.

The project site is within the boundaries of the American River Placer Mining District, which consists of smaller districts such as the Alder Creek Corridor Mining District, Prairie Diggings Mining District, and others. The district includes thousands of acres of land that was subjected to placer mining by hand and mechanical methods using water from the south fork of the American River since gold was discovered in California in 1848. The American River Placer Mining District includes extensive diggings, mining camps, and canals and ditch systems, which encompass areas inland from the American River, including the project site.

By the early 1960s all profitable mining deposits in the area had been exploited, and mining activity in the project site ceased, leaving behind hundreds of acres of mining scars, tailings, and unwanted equipment. Slowly, where possible, nature began to reclaim the property. Folsom Dam was built in 1956, providing flood control and water rights for the Sacramento Valley and creating Folsom Lake, which attracted developers to construct homes and recreational facilities, enticing many residents and recreational visitors to the area.

5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

5.3.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

- **Impact 4.11.1** deemed the disturbance of cultural resources, including prehistoric sites and human remains would be considered a potentially significant impact. The EIR proposed General Plan policies and action items as mitigation measures to minimize impacts; however, the EIR determined this impact to be significant and unavoidable due to uncertainty about avoiding or mitigating all impacts.

- **Impact 4.11.2** found that the adoption of the Rancho Cordova General Plan could result in the potential disturbance of paleontological resources. Implementation of the General Plan Action Item and Mitigation Measure MM 4.11.2 which would require conducting paleontological studies and identifying paleontological resources would ensure that potential paleontological resource impacts are mitigated to less than significant.

- **Impact 4.11.3** considered the General Plan and future development in the region could significantly disrupt cultural resources and human remains. The EIR proposed General Plan policies and action items; however, the EIR determined this impact would be significant and unavoidable due to uncertainty about avoiding or mitigating all significant impacts.

- **Impact 4.11.4** found that development through the General Plan could potentially disturb paleontological resources, such as fossils and formations. Impact 4.11.4 applied Mitigation Measure 4.11.2 and proposed policies and action items to minimize impacts to less than cumulatively considerable.

5.3.4 Environmental Impacts

5.3.4.1 METHODOLOGY

Records Search

On January 17, 2023, a cultural resources records search was conducted for the project site at the North Central Information Center (NCIC) at the California State University, Sacramento. The research included a review of all recorded historic and prehistoric archaeological sites within 0.5 mile of the project site, as well as a review of known cultural resource surveys. In addition, ECORP examined the Built Environment Resource Directory, Archaeological Resources Directory, the National Register Information System, Office of Historic

Preservation, California Historical Landmarks, California Points of Historical Interest, Directory of Properties in the Historical Resources Inventory, and the California Points of Historical Interest (CPHI), various local historic registers, and historic maps.

Additional Research

In January 17, 2023, ECORP reviewed previous cultural resources studies conducted for the project site, online historic period maps and aerials and conducted additional research.

Field Survey

On February 15, 2023, ECORP examined the ground surface for indications of cultural resources and subsurface deposits but did not conduct subsurface investigations or artifact collections during the pedestrian survey.

5.3.4.2 IMPACT ANALYSIS

Impact 5.3-1: Development of the project could impact an identified historic resource. [Threshold C-1]

According to ECORP, online research indicated that the project site is within the boundaries of the previously recorded American River Placer Mining District (P-34-335). The field surveys did not identify any features or artifacts associated with the District. The American River Placer Mining District is a Super District that includes thousands of acres of land subjected to placer mining using water from the South Fork of the American River in 1848. A portion of CA-SAC-308H (Chinese diggings only; not inside the current project site) has been evaluated as eligible for the National Register of Historic Places (NRHP). However no physical features of the District are within the project site and therefore the proposed project will not directly or indirectly alter the integrity of the characteristics of the District that make it significant.

ECORP states that the proposed project would not adversely affect districts (such as P-34-335), sites, highways, structures, or objects listed in or eligible for listing in the NRHP (40 CFR 1508.27(b)(8)). No other cultural resources would be affected by the proposed project. Under Section 106, the undertaking (issuance of a federal permit) would not directly or indirectly alter any of the characteristics of the historic property (P-34 335) that qualify the property for inclusion in the National Register by diminishing the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Because there are no physical characteristics of the American River Placer Mining District within the Area of Potential Effect (APE), their integrity cannot be diminished (Appendix 5.3-1). Because the thresholds in 36 CFR 800.5(a)(1) have not been met, the project would not affect a historic property.

Currently, no structures exist on the project site, so no built structures on the project site would be demolished as part of the proposed project. Therefore, the proposed project would not impact historic resources; no impacts would occur.

Level of Significance Before Mitigation: Impact 5.3-1 would have no impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-1 would have no impact.

Impact 5.3-2: Development of the project could impact archaeological resources. [Threshold C-2]

Due to the presence of alluvium along the American River and given the likelihood of pre-contact archaeological sites along perennial waterways, there exists a low potential for buried pre-contact archaeological sites in the project site. While the aerial photographs and topographic maps depict structures on the property starting in the 1950s, the development of a shopping center in the 1960s and subsequent demolition of those buildings by 2009 removed any evidence of those structures. Additionally, structures constructed in urban areas after the 1940s had indoor plumbing and regular trash service, so the likelihood of buried deposits associated with structures constructed after that time is low. However there always remains the potential for ground-disturbing activities to expose previously unrecorded cultural and archeological resources. Therefore impacts would be potentially significant.

Level of Significance Before Mitigation: Impact 5.3-2 would be potentially significant

Mitigation Measures

CUL-1 If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.

Level of Significance After Mitigation: Impact 5.3-2 would be less than significant

Impact 5.3-3: Grading activities could potentially disturb human remains. [Threshold C-3]

The project site is currently undeveloped and would require ground disturbing and construction activities in order to accommodate the proposed project. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and Public Resources Code, Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 the Public Resources Code. Impacts would be potentially significant.

Level of Significance Before Mitigation: Impact 5.5-3 would be potentially significant.

Mitigation Measures

CUL-2 If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Level of Significance After Mitigation: Impact 5.5-3 would be less than significant

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to historic and archaeological resources is within a 0.5-mile radius of the project site, the same area as the records search. Other projects in the region could demolish or otherwise alter historical and archaeological resources. Other projects would be required to comply with CEQA

Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of PRC Section 21083.2.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.3-1.

Without mitigation, these impacts would be **potentially significant**:

- Impact 5.3-2: The proposed project could impact archeological resources.
- Impact 5.3-3:The proposed project could impact human remains.

5.3.7 Mitigation Measures

Impact 5.3-2

CUL-1 If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.

Impact 5.3-2

CUL-2 If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per Section 7050.5 of the

Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

5.3.8 Level of Significance After Mitigation

With the implementation of Mitigation Measures CUL-1 and CUL-2, impacts would be less than significant.

5.3.9 References

ECORP. 2023, March. Archaeological Resources Inventory Report for the Mills Crossing Project. Appendix 5.3-1.

5.4 ENERGY

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Mills Crossing project (proposed project) to result in impacts related to the consumption of energy resources, in accordance with Appendices F and G of the CEQA guidelines. Additionally, this section identifies and analyzes the potential impacts associated with the installation of energy infrastructure, per the Utilities and Service Systems threshold. The analysis in this section is based in part on the following technical report(s):

- *Air Quality & Greenhouse Gas Emissions Assessment for Mills Crossing*, ECORP Consulting, Inc., June 2023
- *Energy Calculations for Mills Crossing*, PlaceWorks, August 2023.

Complete copies of these reports are included in the technical appendices to this Draft EIR (Appendix 5.1-1 and Appendix 5.4-1, respectively).

A comment was received during the public review period for the Notice of Preparation (NOP) regarding this topic from the Sacramento Municipal Utility District (January 7, 2023). This comment is included in Appendix 2-2 and addressed in this section.

5.4.1 Environmental Setting

Section 21100(b)(3) of CEQA requires that an EIR include a detailed statement setting for the mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, an EIR should include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

In accordance with Appendix F and G of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of the proposed project and summarize its anticipated energy needs, impacts, and conservation measures. Information found herein, as well as related aspects of the proposed project's energy implications, are discussed in greater detail elsewhere in this EIR, including Sections 5.1, *Air Quality*, 5.5, *Greenhouse Gas Emissions*, and 5.12, *Transportation*.

5.4.1.1 REGULATORY BACKGROUND

Federal Regulations

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. In addition, on March 31, 2022, the National Highway Traffic Safety Administration finalized new fuel standards, which will increase fuel efficiency 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 miles per gallon for passenger vehicles and light trucks for model year 2026, which will be a 10 miles per gallon increase relative to model year 2021 (NHTSA 2023).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased CAFE Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2023).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

State Regulations

California Energy Commission

The California Energy Commission (CEC) was created in 1974 under the Warren-Alquist Act as the State's principal energy planning organization in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.

- Promote research, development and demonstration.
- Plan for and direct the state's response to energy emergencies.

California Public Utilities Commission

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-term, mid-term, and long-term strategies to assist in achieving these goals. This Plan sets forth the following four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020;
- All new commercial construction in California will be zero net energy by 2030;
- Heating, ventilation, and air conditioning will be transformed to ensure that its energy performance is optimal for California's climate; and
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's five billion-plus square feet of space accounts for 38 percent of the State's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, while space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top five facility types for electricity and gas consumption, accounting for approximately 10 percent of State's electricity and gas use.

The CPUC and CEC have adopted the following goals to achieve zero net energy (ZNE) levels by 2030 in the commercial sector:

- **Goal 1:** New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.
- **Goal 2:** 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- **Goal 3:** Transform the commercial lighting market through technological advancement and innovative utility initiatives.

Renewables Portfolio Standard

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) Program was established in 2002 under Senate Bills (SB) 1078 (Sher) and 107 (Simitian). The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the State's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The CPUC is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the State. For year 2020, the three largest retail energy utilities provided an average of 43 percent of its supplies from renewable energy sources. Community choice aggregators provided an average of 41 percent of their supplies from renewable sources (CPUC 2021).

Senate Bill 350

Governor Jerry Brown signed SB 350 on October 7, 2015, establishing tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California Independent System Operator into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the California Independent System Operator to those markets, pursuant to a specified process.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill also establishes an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 1020

SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires

all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (California Code of Regulations Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020. The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are generally 30 percent more energy efficient compared to the 2016 standards, and single-family homes are generally 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018).

Furthermore, on August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards became effective and replaced the 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission (CBSC) adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen")

was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the governor. The mandatory provisions of CALGreen became effective January 1, 2011. The 2019 CALGreen standards became effective on January 1, 2020, while the 2022 CALGreen standards became effective on January 1, 2023.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019).

Title 13 Article 4.8, Chapter 9, Section 2449, General Requirements for In-Use Off-Road Diesel-Fueled Fleets

Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9 was adopted on May 2, 2008 and limits non-essential idling of fleets to no more than five consecutive minutes at any location. This idling restriction applies to all vehicles in California with a diesel-fueled or alternative diesel-fueled off-road engine, unless a waiver provides sufficient justification that such idling is necessary. The airborne toxic control measure helps reduce public exposure to oxides of nitrogen, diesel particulate matter, and other criteria pollutant emissions from off-road diesel-fueled vehicles and reduces unnecessary diesel fuel consumption.

Green Building Executive Order S-20-04

In 2004, Executive Order (EO) S-20-04 was signed by the Governor, committing the State to take aggressive action to reduce State building electricity usage by retrofitting, building, and operating the most energy- and resource-efficient buildings by taking all cost-effective measures described in the Green Building Action Plan for facilities owned, funded, or leased by the State and to encourage cities, counties, and schools to do the same. It also calls for State agencies, departments, and other entities under the direct executive authority of the Governor to cooperate in taking measures to reduce grid-based energy purchases for State-owned buildings by 20 percent by 2015, through cost-effective efficiency measures and distributed generation technologies. These measures include, but are not limited to:

- Designing, constructing and operating all new and renovated State-owned facilities paid for with State funds as "LEED Silver" or higher certified buildings.
- Identifying the most appropriate financing and project delivery mechanisms to achieve these goals.

- Seeking out office space leases in buildings with a U.S. Environmental Protection Agency (EPA) Energy Star rating.
- Purchasing or operating Energy Star electrical equipment whenever cost-effective.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent was to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required the California Air Resources Board (CARB) to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Sacramento Area Council of Governments (SACOG) is the MPO for the Sacramento region, which includes the City of Rancho Cordova. Pursuant to the recommendations of the Regional Transportation Advisory Committee (RTAC), CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Executive Order N-79-20

On September 23, 2020, Executive Order N-79-20 was issued, which sets a time frame for the transition to zero-emissions (ZE) passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following:

- Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs (zero-emission vehicles) sold in the California toward the target of 100 percent of in-state sales by 2035.
- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.
- Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts.

On August 25, 2022, CARB adopted the Advanced Clean Cars II (ACC II) regulations that codifies the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks be ZE by 2035. Starting in year 2026, ACC II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids.

Local Regulations

City of Rancho Cordova Municipal Code

Chapter 16.26, Energy Code, of the City Municipal Code adopts the 2022 California Energy Code (24 CCR Part 6). Chapter 10.64, Trip Reduction Programs, of the Municipal Code requires employers in the city to obtain a trip reduction permit which is intended to reduce worker vehicle trips and fuel consumption.

City of Rancho Cordova General Plan

The City's General Plan includes the following policies in the Air Quality Element that are relevant to reducing impacts related energy and fuel consumption:

- **Policy AQ.2.1:** Promote strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and that encourage multiple forms of transportation for employees and patrons.
- **Policy AQ.2.2:** Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.
- **Policy AQ.2.3**: Encourage infill development as a way to reduce vehicle trips and improve air quality.
- **Policy AQ.3.2:** Promote mass transit as an alternative to single-occupant motor vehicle travel.
- **Policy AQ.3.3**: Involve local businesses in creating, maintaining, or promoting mass transit opportunities and reducing vehicle emissions.
- **Policy AQ.3.4**: Emphasize "demand management" strategies that seek to reduce single occupant vehicle use in order to achieve state and federal air quality plan objectives.
- **Policy AQ.4.1**: Promote improved air quality benefits through energy conservation measures for new and existing development.
- **Policy AQ.4.2**: Support vehicle improvements and the use of clean vehicles that reduce emissions and improve air quality.
- **Policy AQ.4.4**: Support SMAQMD's program of retrofitting construction equipment.

The Natural Resources Element includes the following policies relevant to energy consumption:

- **Policy NR.7.1**: Increase energy conservation Citywide.
- **Policy NR.7.2**: Promote the development and use of advanced energy technology and building materials in Rancho Cordova.
- **Policy NR.7.3**: Encourage the development of energy efficient buildings and subdivisions.

- **Policy NR.7.4**: Promote energy rebate programs offered by local energy providers (e.g., SMUD, PG&E) as a way to bring energy efficiency into older neighborhoods and developments.

5.4.1.2 EXISTING CONDITIONS

This section presents information on the energy providers for the study area and the existing energy demand of the project site. The study area for this section includes the project site, as well as the jurisdiction of the City of Rancho Cordova, and the service areas of energy providers.

Energy Providers

Sacramento Municipal Utility District

The Sacramento Municipal Utility District (SMUD) is the nation's sixth largest community-owned, not-for-profit electric service. SMUD serves approximately 1.5 million customers in Sacramento County and would provide electric service to the proposed project. SMUD's 2030 Zero Carbon Plan (ZCP) was approved by the SMUD Board in April 2021 which aims for carbon naturality by 2030. As seen in Table 2 of the ZCP, "SMUD's 10-Year Planning Demand Forecast (GWh)," SMUD anticipates the electricity demand for its service area to be 11,747 gigawatt hours (GWh) by 2030. However, with implementation of the ZCP, SMUD expects this demand to be offset by increases in energy efficiency and rooftop solar, resulting in a reduction of 145 GWh. The focus of the ZCP includes eliminating greenhouse gas emissions from SMUD power plants; expanding investment in proven clean technologies including solar, wind and geothermal energy and battery storage; launching pilot projects and programs to test and prove new and emerging technologies and develop paths for prioritizing technology adoption and scaling; and identifying savings and pursuing partnerships and grants that support the ZCP (SMUD 2021).

In 2022, SMUD offered five 100 percent renewable energy programs for residential and commercial customers. SMUD's general mix, according to its 2022 Power Content Label, consists of 23.7 percent eligible renewable, 25.4 percent large hydroelectric, 45.6 percent natural gas, 1.6 percent nuclear, and 3.7 percent other or unspecified (SMUD 2022). SMUD's total energy generation fluctuates hourly and daily. For example, according to SMUD's Current and Expected Energy Use live data tool, at noon on October 23, 2023, SMUD's total energy was generated by 73 percent natural gas, 23 percent solar, and 3 percent large hydro (SMUD 2023).

Existing Energy Use and Infrastructure

Currently, there are no built structures on the project site and therefore no existing energy demands.

On January 7, 2023, SMUD submitted a letter in response to the Notice of Preparation for the proposed project. SMUD identified the following electrical infrastructure on the project site (see Appendix 2-1):

- Existing 69/12 kilovolt (kV) overhead and underground facilities south of Folsom Boulevard.
- Existing 12 kV overhead and underground facilities on the project site.

Other aspects of this comment letter are addressed in the impact discussion below.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

E-1 Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

E-3 Require or result in the relocation or construction of new or expanded energy facilities, the construction or relocation of which could cause significant environmental effects.

5.4.3 Plans, Programs, and Policies

2006 General Plan EIR

The 2006 General Plan EIR determined that impacts associated with energy use and energy infrastructure as a result of development under the General Plan would be less than significant. As described in the 2006 EIR, development under the General Plan would be required to comply with CCR Title 24, which would minimize impacts with regard to inefficient, wasteful, and unnecessary consumption of energy. The 2006 EIR also noted that SMUD and PG&E did not anticipate any capacity shortages or problems in meeting the buildout demands associated with the Rancho Cordova General Plan. Impacts with regard to electrical infrastructure were determined to be less than significant.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, to ensure energy implications are considered in project decisions, EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the proposed project on peak- and base-period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; the proposed project's projected transportation energy use requirements; and its overall use of efficient transportation alternatives, if applicable. The provided energy and fuel usage information provided in this section are based on the following criteria.

- **Energy**: The CalEEMod default energy rates and mixed-fuel assumptions were utilized for the proposed project. It is anticipated that all uses onsite would be all-electric.
- **On-Road Vehicle Fuel Usage**: Fuel usage associated with operation-related vehicle trips are based on fuel usage data obtained from EMFAC2021, Version 1.0.2.

5.4.4.2 IMPACT ANALYSIS

Impact 5.4-1: Project construction and operation would not cause wasteful, inefficient, or unnecessary energy use. [Threshold E-1]

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electricity use during construction would vary during different phases of construction. Table 5.4-1, *Construction Energy Consumption*, summarizes the levels of energy consumption and worker/vendor VMT associated with the construction of the project by construction year. Construction of the proposed project would not require electricity to power most construction equipment. The majority of construction equipment during demolition and grading would be gas or diesel powered, and the later construction phases would primarily require electrical equipment for interior construction and architectural coatings. For the purposes of this analysis, construction equipment is assumed to use diesel, consistent with the default construction equipment identified in the proposed project's CalEEMod model output (see Appendix 5.1-1).

An estimated 369,661 gallons of gasoline and 318,953 gallons of diesel fuel would be used during construction of the project (see Appendix 5.4-1). An estimated 95,492 kilowatt hours of electricity use would be associated with worker vehicle trips. As seen in Table 5.4-1, the proposed project is estimated to result in approximately 5.7 million VMT across all fuel types. Overall, the use of electricity would be temporary and would fluctuate according to the phase of construction; it would not represent wasteful or unnecessary use of electricity.

Table 5.4-1 Construction Energy Consumption

	Gasoline		Diesel		Electricity	
Year	VMT	Gallons	VMT	Gallons	VMT	kWh
2024	52,733	2,027	110	41,842	1,998	732
2025	1,133,326	71,943	98,962	67,475	36,703	14,660
2026	1,304,514	114,575	116,361	70,015	47,666	19,269
2027	1,299,121	104,090	116,427	69,589	52,763	29,650
2028	1,268,890	77,027	114,707	70,032	56,673	31,181
Total	**5,058,584**	**369,661**	**446,567**	**318,953**	**195,803**	**95,492**

Source: Calculations by PlaceWorks (Appendix 5.1-1) using CalEEMod modeling data generated by ECORP (Appendix 5.1-1).
Note: Gasoline gallons include on-road gallons from worker and vendor trips. Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips. Electricity usage includes on-road consumption from worker trips.
kWh = kilowatt hours

The energy needs for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with commercial and residential projects of this size in an urban setting. Automotive fuels would be consumed to transport people to and from the project site. Energy would be required for construction elements and to transport construction materials. The

one-time energy expenditure required to construct the physical infrastructure associated with the project would be nonrecoverable. There is no atypical construction related energy demand associated with the proposed project. Nonrenewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

The proposed project would also be required to comply with several state regulations that would reduce energy and fuel consumption during construction. This includes Section 2449 of the California Code of Regulations Title 13, Article 4.8, Chapter 9 idling restrictions, which limit the amount of time for which diesel-fueled or alternative diesel-fueled off-road engines can idle. Additionally, state efforts to transition off-road vehicles toward zero-emissions under Executive Order N-79-20 would further reduce diesel and gasoline consumption of construction equipment and worker vehicles.

Long-Term Operation Impacts

Operation of the proposed project would create additional demands for electricity compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and parking lot lighting.

Electrical Energy

Table 5.4-2, *Project Annual Electricity Demand,* shows the projected electricity demand of the proposed project buildings based on CalEEMod default electricity rates. The proposed project is anticipated to be all electric. Additionally, all electricity would be provided by SMUD, which anticipates providing 100 percent renewable energy-sourced electricity by 2030 under its Zero Carbon Plan. However, as discussed in Section 5.4.1.2, *Existing Conditions*, SMUD's current energy generation source is dominated by natural gas. Furthermore, the proposed project would be required to demonstrate compliance with the current CBSC and CALGreen standards, which would ensure efficient use of energy in project buildings. This includes design practices like orienting buildings with the long sides facing south and north and protecting buildings with landscape features to reduce thermal loss, compliant with Section A5.106, Site Development, of the 2022 CBSC. Therefore, proposed project buildings would not result in inefficient or wasteful electricity use during operation.

Table 5.4-2 Project Annual Electricity Demand

CalEEMod Land Use Type[1]	Electricity (kWh/yr)
Medical Office Building	752,082
Library	165,539
Strip Mall	998,053
High Turnover (Sit Down Restaurant)	308,299
Condo/Townhouse	559,693
Unenclosed Parking with Elevator	366,340
Apartments Mid Rise	416,315
Total	**5,058,584**

Source: ECORP 2023 (Appendix 5.1-1).
[1] Based on the default CalEEMod, v2020.4.0, electricity rates and mixed-fuel assumptions.

Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency, such as the average miles per gallon, of these motor vehicles is unknown. Estimates of transportation energy use are based on overall VMT and its associated transportation energy use. As seen in Table 5.4-3, *Project Annual Operation-Related Fuel Usage*, the annual VMT for the proposed project is estimated to be 10,565,798 miles. The proposed project is expected to generate 4,353 daily vehicle trips on a typical weekday (ECORP 2023). Additionally, as discussed in Section 8.6, *Transportation*, the proposed project has been screened from VMT analysis under the City of Rancho Cordova Transportation Impact Guidelines because it is within a ½ mile of the Sacramento Regional Transit Agency Gold Line. This indicates that the number of trips under the proposed project may be fewer than anticipated due to the project site's proximity to a major transit stop. The proposed project is therefore assumed to have a less-than-significant VMT impact.

Furthermore, the proposed project would be required to implement the Sacramento Metropolitan Air Quality Management District's Tier 1, Best Management Practice that requires the proposed project to meet current CALGreen Tier 2 standards, specifically regarding the installation of electric-vehicle-capable spaces. This would further reduce gasoline and diesel fuel use. Thus, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects.

Table 5.4-3 Project Annual Operation-Related Fuel Usage

	Gasoline		Diesel		Electricity		Compressed Natural Gas	
	VMT	Gallons	VMT	Gallons	VMT	kWh	VMT	Gallons
Passenger Vehicles	9,392,909	356,219	468,617	47,045	689,740	240,718	14,531	2,329

Source: EMFAC2021 v. 1.0.2. Annual VMT for project operations are based information found in Appendix 5.1-1.

Summary

As described previously, the proposed project would be designed and constructed without natural gas infrastructure, and natural gas usage would be limited to only the operation-related fuel usage of the proposed project, as shown in Table 5.4-3. Electricity and liquid fuels use during construction and operation of the proposed project would not be considered inefficient, wasteful, or unnecessary. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.4-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.4-1 would be less than significant.

Impact 5.4-2: The proposed project would not conflict with a State or local plan for renewable energy or energy efficiency. [Threshold E-2]

California Renewable Portfolio Standard Program

Electrical needs to the project site would be provided by SMUD. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SMUD, whose compliance RPS requirements would contribute to the state objective of transitioning to renewable energy. SMUD obtains electricity from conventional and renewable sources throughout California. For example, according to SMUD's Current and Expected Energy Use live data tool, total energy generation in the afternoon of October 23, 2023, SMUD's total energy was generated by 73 percent natural gas, 23 percent solar, and 3 percent large hydro (SMUD 2023). As discussed above, by the proposed project's anticipated operational year of 2029, the percentage of renewable energy generation is expected to be closer to 100 percent under SMUD's 2030 Zero Carbon Plan. The project would also be required to adhere to applicable energy efficiency code requirements, including the 2022 CALGreen standards (24 CCR Part 11). The net increase in power demand associated with the proposed project is anticipated to be within the service capabilities of SMUD, as discussed below under Impact 5.4-3, and would not impede SMUD's ability to implement California's renewable energy goals. Therefore, the proposed project would not obstruct implementation of the California RPS Program.

Level of Significance Before Mitigation: Impact 5.4-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.4-2 would be less than significant.

Impact 5.4-3: The proposed project would not require the relocation or construction of new or expanded energy facilities that would result in significant environmental effects. [Threshold E-3]

The proposed project would require electrical services totaling an estimated 5,058,584 kilowatt-hours per year, as described under Impact 5.4-1. This electricity consumption level is typical for projects of this size and represents a modest increase in electricity demand when considered in the context of SMUD's service area. In addition, the proposed project would be required to comply with energy efficiency standards in Title 24 of the California Administrative Code and the Appliance Efficiency Regulations. The project would also comply with CALGreen requirements related to energy and water conservation. These measures would help to decrease electricity consumption and the proposed project's demand on SMUD electrical infrastructure. The proposed project would be all-electric.

As discussed in Chapter 3, *Project Description*, the proposed project would adhere to SMUD's specifications for the electrical infrastructure required under the proposed project. These potential electrical infrastructure improvements are a part of the proposed project and therefore are analyzed within the impact discussions of this DEIR. Therefore, the proposed project would not result in the relocation or construction of new or expanded energy infrastructure that would cause a significant environmental impact. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.4-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.4-3 would be less than significant.

5.4.5 Cumulative Impacts

The area considered for cumulative impacts to electricity supplies is the service area of SMUD. Like the proposed project, other projects within SMUD's service area would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption and promoting renewable energy sources. As discussed in impact discussion Impact 5.4-1, construction- and operation-related energy impacts caused by the proposed project would be less than significant and would not be considered inefficient, wasteful, or unnecessary. The proposed project would therefore not contribute to any cumulative energy impacts when considered together with cumulative development projects. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

All impacts related to energy are less than significant.

5.4.9 References

California Building Standards Commission (CBSC). 2019. 2019 California Code of Regulations Title 24, Part 11. https://codes.iccsafe.org/content/CAGBSC2019/cover.

California Energy Commission (CEC). 2017. 2016 Appliance Efficiency Regulations. https://pdf4pro.com/cdn/2016-appliance-efficiency-regulations-5104f7.pdf.

———. 2018a, May 9. News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation. https://www.energy.ca.gov/news/2018-05/energy-commission -adopts-standards-requiring-solar-systems-new-homes-first.

———. 2018b. 2019 Building Energy and Efficiency Standards Frequently Asked Questions. https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building _Standards_FAQ_ada.pdf.

———. 2021. Amendments to the Building Energy Efficiency Standards (2022 Energy Code) Draft Environmental Report. CEC-400-2021-077-D.

California Public Utilities Commission (CPUC). 2021. 2021 Padilla Report: Costs and Savings for the RPS Program (Public Utilities Code Section 913.3). https://www.cpuc.ca.gov/-/media/cpuc-website/ industries-and-topics/documents/energy/rps/2021-padilla-report_final.pdf.

ECORP Consulting Inc. (ECORP). 2023, June. Air Quality & Greenhouse Gas Emissions Assessment: Mills Crossing, Rancho Cordova, California. Appendix 5.1-1.

National Highway Traffic Safety Administration (NHTSA). 2023, August 1 (accessed). USDOT Announces New Vehicle Fuel Economy Standards for Model year 2024-2026. https://www.nhtsa.gov/ press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026.

Pacific Gas and Electric Company (PG&E). 2023, August 1 (accessed). Company profile. https://www.pge.com/en_US/about-pge/company-information/profile/profile.page.

Rancho Cordova, City of. 2023, July. Climate Action and Adaptation Plan. https://www.cityofranchocordova.org/home/showpublisheddocument/18983.

Sacramento Municipal Utility District (SMUD). 2021, April. 2030 Zero Carbon Plan. https://www.smud.org/-/media/Documents/Corporate/Environmental-Leadership/ZeroCarbon/2030-Zero-Carbon-Plan-Technical-Report.ashx

———. 2022. 2022 Power Content Label- Sacramento Municipal Utility District. https://www.smud.org/SMUDPCL.

———. 2023, October 23 (Accessed). "Current and expected energy use." https://www.smud.org/en/Corporate/Environmental-Leadership/Power-Sources/Current-and-expected-energy-use.

United States Environmental Protection Agency (USEPA). 2023, August 1 (accessed). Summary of the Energy Independence and Security Act Public Law 110-140. https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act.

5. Environmental Analysis
ENERGY

This page intentionally left blank.

5.5 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed project to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis.

The analysis in this section is based in part on the following technical report:

- *Air Quality & Greenhouse Gas Emissions Assessment Mills Crossing*, ECORP Consulting, Inc., June 2023.

A complete copy of this report is included in the technical appendices to this DEIR (Appendix 5.1-1).

Terminology

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide equivalent (CO_2e).** The standard unit to measure the amount of GHGs in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **MTCO2e.** Metric ton of CO_2e.
- **MMTCO2e.** Million metric tons of CO_2e.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

State Regulations

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code Section 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required the California Air Resources Board (CARB) to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlined measures to meet the 2020 GHG reduction goals. California exceeded the target of reducing GHG emissions to 1990 levels by the year 2017.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2017 Scoping Plan Update, addresses the 2030 target established by Senate Bill (SB) 32 as discussed below and establishes a proposed framework of action for California to meet a 40 percent reduction in GHG emissions by 2030 compared to 1990 levels. The key programs that the Scoping Plan Update builds on include increasing the use of renewable energy in the state, the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and reduction of methane emissions from agricultural and other wastes.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030.

Senate Bill X1-2 of 2011, Senate Bill 350 of 2015, and Senate Bill 100 of 2018

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the Renewables Portfolio Standard (RPS), certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350 (de Leon) was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consists of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of

all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

SB 1020 was signed into law on September 16, 2022. SB 1020 provides interim RPS targets (90 percent renewable energy by 2035 and 95 percent renewable energy by 2040) and requires renewable energy and zero-carbon resources to reach 100 percent clean electricity by 2045.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008, which became effective in January 2009, helps facilitate AB 32's GHG reduction goals by addressing the emissions from passenger vehicles. The main objectives of the bill aim to reduce GHG emissions through extensive transportation, housing, and land use planning. SB 375 directs CARB to establish regional targets to reduce GHG emissions from passenger vehicle use. CARB administers 2035 targets for each of the regions throughout the state. The corresponding metropolitan planning organizations (MPOs) in each region are required to prepare and adopt a Sustainable Communities Strategy (SCS) that helps to adhere to the CARB administered targets. SCSs play a vital role in regional transportation plans by allowing transportation, land use, and housing strategies to align with the State's GHG emission goals. Project plans that are consistent with their region's SCS may be subject to a more streamlined California Environmental Quality Act (CEQA) process.

2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The Building Energy Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence, and climate change issues. The 2022 California Building Codes include provisions related to energy efficiency to reduce energy consumption and GHG emissions from buildings. Some of the key energy-efficiency components of the codes are:

1. **Energy Performance Requirements:** The codes specify minimum energy performance standards for the building envelope, lighting, heating and cooling systems, and other components.

2. **Lighting Efficiency:** The codes require that lighting systems meet minimum efficiency standards, such as the use of energy-efficient light bulbs and fixtures.

3. **HVAC Systems:** The codes establish requirements for heating, ventilation, and air conditioning (HVAC) systems, including the use of high-efficiency equipment, duct sealing, and controls.

4. **Building Envelope:** The codes include provisions for insulation, air sealing, glazing, and other building envelope components to reduce energy loss and improve indoor comfort.

5. **Renewable Energy:** The codes encourage the use of renewable energy systems, such as photovoltaic panels and wind turbines, to reduce dependence on nonrenewable energy sources.

6. **Commissioning:** The codes require the commissioning of building energy systems to ensure that they are installed and operate correctly and efficiently.

Overall, the energy efficiency provisions of the 2022 California Building Codes aim to reduce the energy consumption of buildings, lower energy costs for building owners and occupants, and reduce the environmental impact of the built environment. The 2022 Building Energy Efficiency Standards improve on the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The exact amount by which the 2022 Building Codes are more efficient compared to the 2019 Building Codes would depend on the specific provisions that have been updated and the specific building being considered. However, in general, the 2022 Building Codes have been updated to include increased requirements for energy efficiency, such as higher insulation and air sealing standards, which are intended to result in more efficient buildings. The 2022 standards are a major step toward meeting Zero Net Energy.

Local Regulations

Sacramento Metropolitan Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has established operational GHG reduction thresholds as well as construction-related thresholds. The GHG targets and reduction recommendations made by the SMAQMD have taken into consideration reports and guidelines from various state agencies and organizations, such as the California Air Pollution Control Officers Association CEQA & Climate Change guidelines, the CARB Scoping Plan, the California Natural Resource Agency's CEQA Guidelines, and other reputable sources. In February 2021, SMAQMD revised the Greenhouse Gas Emissions Chapter in their CEQA Guide.

SMAQMD has both construction and operational thresholds for GHG emissions in their CEQA Guide. Their construction thresholds establish a bright-line threshold of 1,100 metric tons per year. Similarly, SMAQMD recommends a comparison of a project's annual operational GHG emissions to a significance threshold of 1,100 metric tons per year, though coupled with implementation of SMAQMD Tier 1 Best Management Practices (BMPs). Specifically, if a project's annual operational GHG emissions are calculated to fall under 1,100 metric tons and the project implements all SMAQMD Tier 1 BMPs, GHG-related impacts would be less than significant. If the threshold is exceeded, or in the case the project does not implement the Tier 1 BMPs, then the project may have a cumulatively considerable contribution to a significant cumulative environmental impact.

The Tier 1 BMPs are:

- BMP 1 – projects shall be designed and constructed without natural gas infrastructure; and

- BMP 2 – projects shall meet the current CalGreen Tier 2 standards,[1] except all electric vehicle capable spaces shall instead be electric vehicle ready.

If Tier 1 BMPs are not fully implemented, then emissions, including natural gas emissions, should be estimated and the project should mitigate any natural gas emissions and require all prewiring necessary so that the building is ready for a future retrofit to all-electric (e.g., such that electric space heating, water heating, drying, and cooking appliances could be installed). If emissions still exceed 1,100 metric tons of CO_2e per year, then the project must implement SMAQMD's Tier 2 BMP 3:

- Office projects must achieve a 15 percent reduction in vehicle miles traveled (VMT) per worker compared to the existing average VMT per capita for the county.
- Residential projects must achieve a 15 percent reduction in VMT per resident compared to the existing average VMT per capita in the county.
- Retail projects must achieve no net increase in total VMT.

If the project achieves BMP 3, then the operational impact is considered less than significant, and no further analysis is needed. If a project cannot incorporate the required BMPs, other reductions or purchasing and retiring GHG/carbon offsets from a registry approved by the SMAQMD may be required. Carbon offsets are instruments that can be bought, sold, and traded. Like a stock or equity that represents a unit of ownership in a company, a carbon offset represents a unit of GHG emissions reductions. Each offset is essentially a certification that a certain quantity of GHG emissions has been avoided, prevented, or sequestered. Offset registries that the SMAQMD may approve have developed a broad consensus around the standards that are necessary to ensure that offsets are environmentally sound, namely, that offsets be real, permanent, quantifiable, verifiable, enforceable, and additional. Approved registries may include, but are not limited to, any of the following: (i) the Climate Action Reserve, the American Carbon Registry and Verra, which are all approved by CARB; (ii) any entity approved at any time by CARB to act as an "offset project registry" under the state's cap-and-trade program; (iii) other regulatory or voluntary credits that demonstrate, based on substantial evidence, that the offsets are real, permanent, quantifiable, verifiable, enforceable, and additional.

Sacramento Area Council of Government's Metropolitan Transportation Plan/Sustainable Communities Strategy 2020

The Sacramento Area Council of Government's (SACOG's) Metropolitan Transportation Plan/Sustainable Communities Strategy 2020 (MTP/SCS) is the latest update of a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for the year 2035, and thus establishes an overall GHG target for the region beyond 2020 applicable to these subsectors of the transportation sector. CARB assigned SACOG a 19 percent GHG reduction target from 2005 levels by 2035. The GHG reduction target is the percentage reduction in passenger vehicle GHG emission per capita, compared to year 2005. This

[1] CalGreen contains voluntary "Tier 1" and "Tier 2" standards that are not mandatory statewide but could be required by a City or County. These are 'reach' standards, related to energy efficiency, that can be adopted by local jurisdictions and may be incorporated as mandatory standards in future code cycles.

change represents a reduction from just over 23 pounds per capita on a given weekday in 2005, to just under 19 pounds by 2035.

City of Rancho Cordova General Plan

The existing General Plan does not contain goals or policies directly aimed at reducing GHG emissions. However, goals and policies in the Air Quality Element, Circulation Element, and Urban Design Element indirectly affect or reduce GHG generation by requiring or promoting alternative transit infrastructure as well as mixed-use and infill development.

Air Quality Element

- **Policy AQ.2.1:** Promote strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and that encourage multiple forms of transportation for employees and patrons.
- **Policy AQ.2.2:** Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.
- **Policy AQ.2.3:** Encourage infill development as a way to reduce vehicle trips and improve air quality.

Circulation Element

- **Policy C.2.2:** Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).

Urban Design Element

- **Policy UD.1.5:** Encourage project compatibility, interdependence, and support with neighboring uses, especially between commercial and mixed-use centers and the surrounding residential neighborhoods. Uses should relate to one another with pedestrian connections, shared parking, landscaping, public spaces, and the orientation and design of buildings.
- **Policy UD.3.3:** Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.
- **Policy UD.4.3:** Promote infill projects that are designed as catalysts for change in accordance with the desired character of the City.

5.5.1.2 EXISTING CONDITIONS

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies

emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together.

The primary GHGs attributed to global climate change include CO_2, CH_4, and N_2O.

- **Carbon dioxide (CO_2)** is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.

- **Methane (CH_4)** is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about 12 years.

- **Nitrous oxide (N_2O)** is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs

298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in CO_2e, which weigh each gas by its GWP. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.

Sources of Greenhouse Gas Emissions

In 2022, CARB released the 2022 edition of the California GHG inventory covering calendar year 2020 emissions. In 2020, California emitted 369.2 million gross metric tons of CO_2e, including from imported electricity. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2020, accounting for approximately 38 percent of total GHG emissions in the state. Continuing the downward trend from previous years, transportation emissions decreased 27 million metric tons of CO_2e in 2020, though the intensity of this decrease was most likely from light duty vehicles after shelter-in-place orders were enacted in response to the COVID-19 pandemic. Emissions from the electricity sector account for 16 percent of the inventory and have remained at a similar level as in 2019 despite a 44 percent decrease in in-state hydropower generation (due to below average precipitation levels), which was more than compensated for by a 10 percent growth in in-state solar generation and cleaner imported electricity incentivized by California's clean energy policies. California's industrial sector accounts for the second-largest source of the state's GHG emissions in 2020, accounting for 23 percent.

Currently, there are no built structures on the project site. The project site does not generate GHG emissions from natural gas used for energy, electricity usage, vehicle trips, and area sources such as landscaping or consumer cleaning products.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The CEQA Guidelines Appendix G thresholds for GHG emissions do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards" (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (14 CCR 15064.4(c)). CEQA Guidelines Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

According to CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated

waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

The local air quality agency regulating the Sacramento Valley Air Basin (SVAB) is the SMAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SMAQMD has set thresholds and required BMPs to implement throughout the project construction and operations. The numeric bright-line thresholds and BMPs described in Section 5.5.1.1, *Regulatory Background*, under *Local Regulations*, Sacramento Metropolitan Air Quality Management District, were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

The significance of the proposed project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the proposed project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Rancho Cordova may set a project-specific threshold based on the context of each particular project, including using the SMAQMD expert recommendation. For the proposed project, SMAQMD's 1,100 metric tons of CO_2e per year threshold and implementation of SMAQMD BMPs are used as the significance threshold for the proposed project. Additionally, the proposed project is assessed for consistency with SACOG's MTP/SCS. As previously described, the MTP/SCS is the latest update of a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for the year 2035, and thus establishes an overall GHG target for the region beyond 2020 applicable to these subsectors of the transportation sector. CARB assigned SACOG a 19 percent GHG reduction target from 2005 levels by 2035.

5.5.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

In 2007, SB 97, CEQA: Greenhouse Gas Emissions, required the Governor's Office of Research and Planning to adopt amendments to the CEQA Guidelines that require the analysis and mitigation of GHGs, as discussed under Section 5.5.2, *Thresholds of Significance*. These amendments became effective on March 18, 2010. As such, the City's 2006 General Plan EIR does not include an analysis of GHGs. See Chapter 5.1, *Air Quality*, for a summary of the 2006 EIR's impacts on air quality.

Folsom Boulevard Specific Plan

The proposed project is in the Mather Mills Opportunity Site, where the Specific Plan highlights the advantage of being near a light rail station. The proximity to this light rail station would help reduce vehicle trips and help improve air quality. The Mather Mills Opportunity Site is characterized as a compact, urban, and walkable environment for commercial and residential use. Creating mixed sites that are within walking distance of a light rail station reduces the amount of vehicle trips and thus reduces the amount of GHG emissions.

5.5.4 Environmental Impacts

5.5.4.1 METHODOLOGY

GHG impacts were assessed in accordance with methodologies recommended by the SMAQMD. Where GHG emission quantification was required, emissions were modeled using the CalEEMod software, version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. The project site's construction phase generated GHG emissions were calculated primarily using CalEEMod model defaults for Sacramento County, though the timing of construction was adjusted to reflect the anticipated construction schedule of 2024 through 2029. Operational GHG emissions were based on the land use mix identified in Appendix 5.1-1 and traffic trip generation rates provided by Nelson/Nygaard. Two design features attributable to the proposed project are accounted for in the emissions modeling calculations, specifically the proposed project's proximity to transit and its number of affordable/below-market residential units.

5.5.4.2 IMPACT ANALYSIS

Impact 5.5-1: The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. [Threshold GHG-1]

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 5.5-1, *Construction-Related Greenhouse Gas Emissions*, illustrates the specific construction generated GHG emissions that would result from construction of the proposed project. Once construction is complete, the generation of these GHG emissions will cease.

Table 5.5-1 Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Calendar Year One	499
Calendar Year Two	890
Calendar Year Three	973
Calendar Year Four	963
Calendar Year Five	939
SMAQMD Annual Construction Significance Threshold	*1,100*
Exceeds SMAQMD Threshold?	No

Source: ECORP 2023 (Appendix 5.1-1)

As shown in Table 5.5-1, the proposed project's construction would result in the maximum generation of 973 metric tons of CO_2e over the third calendar year of construction, which is below the SMAQMD significance threshold. Once construction is complete, the generation of these GHG emissions will cease.

Operation

Operation of the proposed project would result in an increase in GHG emissions primarily associated with motor vehicle trips and on-site energy sources. Long-term operational GHG emissions attributed to the proposed project are identified in Table 5.5-2, *Operational-Related Greenhouse Gas Emissions*.

As previously described, SMAQMD specifies that all projects must adhere to the Tier 1 BMP requirements to be considered less than significant. To ensure compliance with the SMAQMD guidelines, this proposed project is subject to Mitigation Measure GHG-1 (see below), which will ensure that Tier 1 BMPs are implemented. The long-term operational GHG emissions identified in Table 5.5-2 account for SMAQMD Tier 1 BMP 1, which requires that all development be designed and constructed without natural gas infrastructure. Due to limitations in the modeling software, GHG reductions resulting from Tier 1 BMP 2, which requires projects to meet the current CalGreen Tier 2 standards with the exception that all electric vehicle capable spaces be electric vehicle ready, are unable to be quantified.

Table 5.5-2 Operational-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Area	8
Energy	608
Mobile	5,136
Waste	190
Refrigeration	2
Total	5,963
SMAQMD Annual Construction Significance Threshold	*1,100*
Exceeds SMAQMD Threshold?	Yes

Source: ECORP 2023 (Appendix 5.1-1)
Notes: Emission projections are predominately based on the land use mix identified in Appendix 5.1-1 and traffic trip generation rates from Nelson/Nygaard (2023). SMAQMD Tier 1 BMP 1, which requires that all development be designed and constructed without natural gas infrastructure, is included in the modeling calculations per Mitigation Measure GHG-1.

As shown in Table 5.5-2, the proposed project's operational GHG emissions would be approximately 5,963 metric tons of CO_2e per year, which exceeds the SMAQMD significance threshold of 1,100 metric tons of CO_2e per year. Projects that exceed 1,100 metric tons of CO_2e per year after implementation of the Tier 1 BMPs must also implement SMAQMD Tier 2 BMPs. As previously discussed, the SMAQMD's Tier 2 BMP are as follows:

- Office projects must achieve a 15 percent reduction in VMT per worker compared to the existing average VMT per capita for the county.
- Residential projects must achieve a 15 percent reduction in VMT per resident compared to the existing average VMT per capita in the county.
- Retail projects must achieve no net increase in total VMT.

If the proposed project achieves this SMAQMD Tier 2 BMP, then the operational impact is considered less than significant, and no further analysis is needed. If a project site cannot incorporate the required BMPs, other reductions or purchasing and retiring GHG/carbon offsets from a registry approved by the SMAQMD may be required, as listed in Mitigation Measure GHG-2. Carbon offsets are instruments that can be bought, sold, and traded. Like a stock or equity that represents a unit of ownership in a company, a carbon offset represents a unit of GHG emissions reductions. Each offset is essentially a certification that a certain quantity of GHG emissions has been avoided, prevented, or sequestered. Offset registries that the SMAQMD may approve have developed a broad consensus around the standards that are necessary to ensure that offsets are environmentally sound, namely that offsets be real, permanent, quantifiable, verifiable, enforceable, and additional.

Level of Significance Before Mitigation: Impact 5.5-1 could be potentially significant.

Mitigation Measures

GHG-1 **Implement SMAQMD Tier 1 Best Management Practices.** The implementing agency will require the proposed project to implement Sacramento Metropolitan Air Quality Management District Tier 1 Best Management Practices:

- **BMP 1**: projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2**: projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

GHG-2 **Implement SMAQMD Tier 2 Best Management Practices.** The implementing agency will require the proposed project to implement Sacramento Metropolitan Air Quality Management District Tier 2 Best Management Practices:

- **BMP 3**: The project applicant shall coordinate with the City of Rancho Cordova to implement feasible transportation demand management (TDM) strategies, which would decrease the vehicle miles traveled generated by the proposed project as follows:
  - The project community office space component must achieve a 15 percent reduction in VMT per worker compared to the existing average VMT per capita for Sacramento County.
  - The project residential component must achieve a 15 percent reduction in VMT per resident compared to the existing average VMT per capita in Sacramento County.
  - The project retail component must achieve no net increase in total VMT.

Examples of potential measures include (but are not limited to): paid parking, employee telecommuting, employee shuttle service, expansion of transit service coverage/subsidized transit fares, enhanced bicycle and pedestrian connections, and flexible work schedules.

In the case that the necessary VMT reductions are infeasible, the purchasing and retiring GHG/carbon offsets from a SMAQMD-approved registry is required. Approved registries may include, but are not limited to, any of the following: (i) the Climate Action Reserve, the

American Carbon Registry and Verra; (ii) any entity approved at any time by the California Air Resources Board to act as an "offset project registry" under the state's cap-and-trade program; (iii) other regulatory or voluntary credits that demonstrate, based on substantial evidence, that the offsets are real, permanent, quantifiable, verifiable, enforceable, and additional.

Level of Significance After Mitigation: Impact 5.5-1 would be less than significant.

Impact 5.5-2: The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Threshold GHG-2]

SACOG's MTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks. As shown in Table 5.5-2, GHG emissions resulting from project-related transportation sources are one of the most potent sources of emissions, and therefore comparison to the MTP/SCS is an appropriate indicator of whether the project site is consistent with the MTP/SCS. Since the development site is classified as a "Center and Corridor Community" in the MTP/SCS, it is included in an area where urban development is predicted by SACOG. According to the MTP/SCS, land uses in Center and Corridor Communities are typically higher density and more mixed than surrounding land uses. Centers and Corridors are identified in local plans as historic downtowns, main streets, suburban or urban commercial corridors, rail station areas, central business districts, or town centers. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the communities surrounding them. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types. The proposed project is consistent with the "Center and Corridor Community" classification in the MTP/SCS, and it can be assumed that regional mobile emissions will decrease in line with the goals of the MTP/SCS with implementation of the future development in the project site.

Level of Significance Before Mitigation: Impact 5.5-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-2 would be less than significant.

5.5.5 Cumulative Impacts

As described in Section 5.5.4, GHG emission impacts are inherently cumulative and therefore the analysis under Impacts 5.5-1 and 5.5-2 describes the cumulative impacts of the proposed project. These impacts would include the increase of GHGs from construction and operation of the proposed project. The proposed project would not have a significant impact on the environment with mitigation measures in place and would have a less-than-significant impact on GHGs. The applied mitigation measures implement SMAQMD best management practices, which works to reduce natural gas infrastructure and reduce VMT. Impacts would have a less-than-significant impact in regard to applicable plans related to GHGs.

5.5.6 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: Impact 5.5-2.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1:** The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

5.5.7 Mitigation Measures

Impact 5.5-1

GHG-1 **Implement SMAQMD Tier 1 Best Management Practices.** The implementing agency will require the proposed project to implement Sacramento Metropolitan Air Quality Management District Tier 1 Best Management Practices:

- **BMP 1**: projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2**: projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

GHG-2 **Implement SMAQMD Tier 2 Best Management Practices.** The implementing agency will require the proposed project to implement Sacramento Metropolitan Air Quality Management District Tier 2 Best Management Practices:

- **BMP 3**: The project applicant shall coordinate with the City of Rancho Cordova to implement feasible transportation demand management (TDM) strategies, which would decrease the vehicle miles traveled generated by the proposed project as follows:
  - The project office space component must achieve a 15 percent reduction in VMT per worker compared to the existing average VMT per capita for Sacramento County.
  - The project residential component must achieve a 15 percent reduction in VMT per resident compared to the existing average VMT per capita in Sacramento County.
  - The project retail component must achieve no net increase in total VMT.

5.5.8 Level of Significance After Mitigation

After implementation of mitigation measures, impacts would be less than significant.

5.5.9 References

ECORP Consulting Inc. (ECORP). 2023, June. *Air Quality & Greenhouse Gas Emissions Assessment- Mills Crossing, Rancho Cordova, California.* Appendix 5.1-1 to this DEIR.

This page intentionally left blank.

5.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed Mills Crossing project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations.

The analysis in this section is based in part on the following technical report(s):

- *Site Cleanup Plan, Former Lily Company Property*, Tetra Tech, Inc., March 16, 2023.
- *Site Cleanup Plan Addendum, Former Lily Company Property,* Tetra Tech, Inc., August 30, 2023.
- *Sewer Line Removal and Soil Excavation and Backfill,* Tetra Tech, Inc., November 1, 2023.

Complete copies of these technical reports are included as Appendices 5.6-1, 5.6-2, and 5.6-3, respectively, to this DEIR.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY BACKGROUND

Federal Regulations

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as Title III of the Superfund Amendments and Reauthorization Act (SARA), was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their communities. EPCRA Sections 301 through 312 are administered by the U.S. Environmental Protection Agency's (EPA) Office of Emergency Management. The EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention program.

Comprehensive Environmental Response, Compensation, and Liability Information System

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect water, air, and land resources from the risks created by past chemical disposal practices. Under CERCLA, the EPA maintains a list, known as the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), of all contaminated sites in the nation that have in the past or are currently undergoing cleanup activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL ("Superfund").

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Research and Special Programs Administration of the U.S. Department of Transportation (DOT). The act provides DOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property that is inherent in the commercial transportation of hazardous materials. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. DOT regulations that govern the transportation of hazardous materials apply to any person who transports, ships, causes to be transported or shipped, or is involved in any way with the manufacture or testing of hazardous materials packaging or containers. DOT regulations on the actual movement of hazardous materials govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing.

Occupational Safety and Health Act

The Occupational Safety and Health Act of 1970 authorizes each state (including California) to establish its own safety and health programs with the U.S. Department of Labor, Occupational Safety and Health Administration's (OSHA) approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California.

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

The Resource Conservation and Recovery Act (RCRA) establishes a framework for national programs to achieve environmentally sound management of both hazardous and nonhazardous wastes. RCRA was designed to protect human health and the environment, reduce or eliminate the generation of hazardous waste, and conserve energy and natural resources. RCRA also promotes resource recovery techniques. A waste can legally be considered hazardous if it is classified as ignitable, corrosive, reactive, or toxic. Under RCRA, the EPA regulates hazardous waste from the time that the waste is generated until its final disposal ("cradle to grave"). The Hazardous and Solid Waste Amendments of 1984 expanded the scope of RCRA and increased the level of detail in many of its provisions. The Hazardous Waste Management subchapter of RCRA deals with a variety of issues regarding the management of hazardous materials, including the export of hazardous waste, state programs, inspections of hazardous waste disposal facilities, enforcement, and the identification and listing of hazardous waste.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that: 1) provides the mechanism for coordinating the delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant

event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Pipeline Safety Improvement Act of 2002

The Pipeline Safety Improvement Act mandates that the DOT, Department of Energy, and National Institute of Standards and Technology in the Department of Commerce carry out a program of research, development, demonstration, and standardization to ensure the integrity of pipeline facilities (US DOT 2002). The purpose of the Research and Design Program is to identify safety and integrity issues and develop methodologies and technologies to characterize, detect, and manage risks associated with natural gas and hazardous liquid pipelines.

Pipeline Inspection, Enforcement, and Protection Act of 2006

The Pipeline Inspection, Enforcement, and Protection Act confirms the commitment to the Integrity Management Program and other programs enacted in the Pipeline Safety Improvement Act of 2002. The 2006 legislation includes provisions on:

- Preventing excavation damage to pipelines through the enhanced use and improved enforcement of State "One-Call" laws that preclude excavators from digging until they contact the State One-Call system to locate the underground pipelines.
- Minimum standards for Integrity Management Programs for distribution pipelines (including installation of excess flow valves on single-family residential service lines based on feasibility and risk).
- Standards for managing gas and hazardous liquid pipelines to reduce risks associated with human factors (e.g., fatigue).
- Authority for the Secretary to waive safety standards in emergencies.
- Authority for the Secretary to assist in restoration of disrupted pipeline operations.
- Review and update incident reporting requirements.
- Requirements for senior executive officers to certify operator integrity management performance reports.
- Clarification of jurisdiction between states and Pipeline and Hazard Safety Administration for short laterals that feed industrial and electric generator consumers from interstate natural gas pipelines (US Congress 2006).

State Regulations

California Hazardous Waste Control Act

Under the California Hazardous Waste Control Act, California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq., the Department of Toxic Substance Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in California. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills. DTSC is also the administering agency for the California Hazardous Substance Account Act. California Health and Safety Code, Division 20, Chapter 6.8, Sections 25300 et seq., also known as the State Superfund law, provides for the investigation and remediation of hazardous substances pursuant to State law.

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled on-site. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

CCR Title 8 provides standards for workers dealing with hazardous materials (including hazardous wastes). The DTSC and Cal/OSHA are the agencies that are responsible for overseeing that appropriate measures are taken to protect workers from exposure to potential groundwater contaminants. At sites known or suspected to have soil or groundwater contamination, a site Health and Safety Plan (HASP) must be prepared. The HASP establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

Tanner Act (Assembly Bill 2948)

Although numerous State policies deal with hazardous waste, the most comprehensive is the Tanner Act (California Civil Code Section 1793.22), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To comply with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeals process to the State available for certain local decisions.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC) (24 CCR Part 2). The most recent CBC is the 2022 edition and is adopted by reference in Chapter 16.02.050, Amendments to the 2022 California Building Code, of the Rancho Cordova Municipal Code. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local

conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9 of that title. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The CFC is adopted by reference in Chapter 17.04, Fire Code, of the Rancho Cordova Municipal Code.

Underground Storage Tank Program

Releases of petroleum and other products from underground storage tanks (UST) are the leading source of groundwater contamination in the United States. RCRA, Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9, which covers California, Arizona, Hawaii, Nevada, the Pacific Islands, and over 140 tribal nations, the UST program operates primarily through state agency programs with EPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, assists local agencies in enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (i.e., Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

Hazardous Materials Disclosure Programs

Both the federal government (Code of Federal Regulations, EPA, SARA, and Title III) and the State (Health and Safety Code, Division 20, Chapter 6.95, Section 2500-25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, Sections 2729–2734) require all businesses that handle more than specified amount of hazardous materials or extremely hazardous materials, termed a "reporting quantity," to submit a hazardous materials emergency/contingency plan (also known as a "hazardous materials business plan") to their local Certified Unified Program Agency (CUPA). The responsible CUPA for Rancho Cordova is Sacramento County's Environmental Management Department which is responsible for conducting compliance inspections of regulated facilities in the county and its incorporated cities (Sacramento 2024a).

Senate Bill 673: Hazardous Waste

Senate Bill (SB) 673 made updates to the California Health and Safety Code Section 25200.21 to improve DTSC's permitting process for hazardous waste facilities and increase community protection through stronger permit criteria. Specifically, this Bill directed DTSC to update its criteria to consider "the vulnerability of, and existing health risks to, nearby populations" when deciding whether to issue new or modified permits or permit renewals of hazardous waste facilities. SB 673 also authorizes the DTSC to consider the use of "minimum setback distances from sensitive receptors" in making a permitting decision (DTSC 2021). As part of its implementation framework, DTSC identified seven key elements for addressing community vulnerability and impacts during the permitting process for hazardous waste uses, which are described in the SB 673, Cumulative Impacts and Community Vulnerability Regulatory Framework (DTSC 2021).

Regional Regulations

Central Valley Regional Water Quality Control Board

The Site Cleanup Program (SCP) regulates and oversees the investigation and cleanup of contaminated sites that are polluting, or threaten to pollute surface and/or groundwater. In the Central Valley Region, there are over 29 technical and administrative staff overseeing investigation and cleanup actions at sites that have been impacted by releases of pollutants to soil, soil gas, groundwater, surface water, sediments and indoor air. SCP sites include pollution from recent or historical surface and subsurface releases at large industrial facilities, military bases, railyards, and oil refineries. SCP sites also include smaller facilities such as dry cleaners, plating shops, pesticide distribution facilities, and equipment repair facilities (CVRWQCB 2024).

The Sacramento Operational Area Plan

The Sacramento Operational Area Plan addresses planned methods for managing information, resources, and priorities during a multi-jurisdiction response in the operational area to extraordinary emergency situations associated with natural and human-caused disasters. This plan is an adjunct to local jurisdiction emergency and disaster plans and does not apply to normal day-to-day emergencies or the established procedures used to cope with such emergencies (SCES 2019).

Mather Airport Land Use Compatibility Plan

This airport land use compatibility plan (ALUCP or Compatibility Plan) has been prepared by the Sacramento Area Council of Governments (SACOG), in its capacity as the Airport Land Use Commission (ALUC) for Sacramento County, as required under the State Aeronautics Act (Pub. Util. Code, § 21670 et seq.). The policies contained in this document are designed to promote compatibility between Mather Airport and surrounding land uses "to the extent that these areas are not already devoted to incompatible uses" (Pub. Util. Code, § 21674(a)(2)). As adopted by SACOG, these policies provide the foundation through which the ALUC can execute its duty to review land use development in areas around the Airport (SACOG 2022).

Local Regulations

City of Rancho Cordova Municipal Code

Chapter 17.04: Fire Code

This chapter states that the City has adopted the latest California Fire Code and standards are hereby incorporated as fully as if set out at length herein, unamended, and collectively shall be known as the fire code of the city of Rancho Cordova.

City of Rancho Cordova General Plan

The General Plan's Land Use, Safety, and Natural Resources Elements include policies that relate to hazards and hazardous materials, fire, and airport safety.

Land Use Element

- **Policy LU.3.9:** Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP/ALUP at the time of development consideration, except when the CLUP/ALUP is under an update process. In the circumstance of a CLUP/ALUP update, coordinate with the County in the review of development projects to determine the most appropriate development restrictions for the continued operation of the airport.

Natural Resources Element

- **Policy NR.5.3:** Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.

Safety Element

- **Policy S.1.1:** Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.

- **Policy S.1.5:** The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

- **Policy S.5.1:** Work with public agencies and private companies to identify and work towards elimination of potential hazardous releases through compliance with State and Federal law.

- **Policy S.5.2:** Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties posed by reasonably foreseeable events. The City considers an event to be "reasonably foreseeable" when the probability of the event occurring is greater than one in one million per year.

- **Policy S.5.3:** Regulate the storage of hazardous materials and waste consistent with State and Federal law.
- **Policy S.5.5:** Separate hazardous or toxic materials from the public.
- **Policy S.5.6:** Ensure that procedures are in place to reduce the chance of accidents in the transport of hazardous materials.
- **Policy S.6.1:** Promote safe air operations at Mather Airport through cooperative implementation of the Mather Airport CLUP and similar plans and programs.
- **Policy S.9.1:** Cooperate with the Sacramento Metropolitan Fire District (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response.

5.6.1.2 EXISTING CONDITIONS

Hazardous Materials

Hazardous Materials Sites

An environmental database search was conducted for the project site. Table 5.6-1, *Hazardous Materials Within 0.25-Mile of the Project Site,* summarizes database listings within a 0.25-mile radius of the project site. The search area uses online environmental databases, including SWRCB's GeoTracker and DTSC's EnviroStor.

Table 5.6-1 Hazardous Materials within a 0.25-mile of the Project Site

Site Name	Site Type	Status
GeoTracker		
7-Eleven Store #14098	LUST Cleanup Site	Case Closed as of 6/8/2007
Beacon #3603	LUST Cleanup Site	Case Closed as of 9/7/2012
Exxon #7-0244	LUST Cleanup Site	Case Closed as of 10/30/2006
Jiffy Lube	LUST Cleanup Site	Case Closed as of 12/20/1988
Lili Company	Cleanup Program Site	Open- Remediation as of 7/10/2012
Shell	Lust Cleanup Site	Case Closed as of 1/7/1992
EnviroStor		
Mills Station Crossing	Evaluation	Inactive-Needs Evaluation as of 10/4/2010
Veteran Martinizing Cleaners	Evaluation	Refer to the SWRCB 2024b
Source: DTSC 2024a; SWRCB 2024a.		

As shown in Table 5.6-1, DTSC and SWRCB report on the same site requiring further evaluation (DTSC 2024a; SWRCB 2024b). Additional information on the site is detailed below.

Historical Hazards in the Project Site

A former dry-cleaning site was located on the northwest corner of the project site and operated from 1971 through 2003, as shown on Figure 5.6-1, *Project Site Remediation Map*. Tetrachloroethylene (PCE) was stored and dispensed from a 45-gallon container near the former dry cleaning site, and in an above-ground tank and drums

near the facility's back, near four surface drains. These drains flow to the sewer line at the rear of the former facility. Figure 5.6-1 shows the approximate sewer line locations. This sewer line is being removed as part of the remediation work detailed in Appendix 5.6-3.

The City of Rancho Cordova intends to remediate the project site for mixed-use and primarily support new residential construction. The most recent soil vapor sampling data suggest that in the former dry cleaner area and the former parking lot area (see Figure 5.6-1), the PCE concentrations exceed the San Francisco Bay Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESL)[1] for vapor intrusion consideration, which corresponds to a carcinogenic risk of 10-6. As a result, the City intends to conduct additional site remediation to address the residual PCE in the vadose zone, which is believed to be the source of PCE exceedances in the soil vapor (Appendix 5.6-1, pg. 6).

Previous Site Investigations

The presence of PCE in the subsurface at the project site was first identified in 2008 during a Phase II environmental site assessment (Appendix 5.6-1, pg. 2). Subsequent investigations included soil gas sampling to 46 feet ground below-ground surface (bgs) in 2008, a soil vapor extraction (SVE) pilot test in 2010, and remedial investigations in 2010 (Appendix 5.6-1, pg. 2). The project site underwent remedial activities, including SVE and groundwater extraction, and from 2019 to 2022, additional soil gas sampling was conducted due to rebounded concentrations (Appendix 5.6-1, pg. 2).

Previous Remediation Activities

Previous remediation activities at the project site included SVE and groundwater extraction from 2010 to 2017. The extracted groundwater was piped to a nearby sewer cleanout and conveyed to the Sacramento Regional County Sanitation District for treatment through the sewer line system in the Sacramento area. The concentrations of PCE in groundwater fell below the Sanitation District discharge limits, and therefore it was discharged without onsite treatment. Groundwater extraction was subsequently discontinued at the project site after the power supply was damaged by vandalism (Appendix 5.6-1, pg. 3).

Current Site Conditions

Soil

Soil impact was found within the footprint of a former dry cleaner and near the sewer line section downstream, at the northwest corner of the project site. The 2008 Phase II ESA detected PCE at four locations with concentrations ranging from 5.0 to 34 micrograms/kilogram (µg/kg). In 2021, PCE was detected at five locations along the sewer line with concentrations ranging from 1.4 to 54 µg/kg. Low concentrations of PCE were detected in all five locations evaluated. These soil detections were below the ESLs for human health under residential and commercial land use scenarios (Appendix 5.6-1, pg. 50).

[1] ESLs are environmental safety measures developed to identify and evaluate potential environmental concerns at contaminated sites. They have been developed for over 100 commonly detected constituents and are designed to protect human health, water quality, and the environment. ESLs provide thresholds for commercial and residential use, focusing on human inhalation and toxicity, and address attenuation factors for other media like soil, groundwater, and indoor air (SFB RWQCB 2024).

Soil impact was observed along the sewer line section downstream of the former dry cleaner area. The depth of impact was identified to be up to 14 feet bgs. One other soil sample was collected at a deeper depth (up to 37 feet bgs); however, PCE was not detected in this deeper soil sample (Appendix 5.6-1, pg. 4). The technical reports state that, based on the available data, the known soil impact historically was within the footprint of the former dry cleaner and near the sewer line section downstream of the former dry cleaner at the northwest corner of the project site (Appendix 5.6-1, pg. 4).

Soil Vapor

The 2019-2021 soil vapor samples were collected after remediation work and site closure. The 2019 event showed a rebound in PCE concentrations after the 2016 confirmation sampling for the SVE system shutdown, which triggered subsequent sampling events. At the time the SVE system was shut down, the average SVE system-influent PCE concentration in 2016 was 230 microgram per cubic meter ($\mu g/m^3$), suggesting there was still residual PCE in the vadose zone (Appendix 5.6-1, pg. 6). The vadose zone is Earth's terrestrial subsurface, extending from the surface to the regional groundwater table, containing surface soil, unsaturated subsurface materials, and a transiently inundated capillary fringe, including partially weathered soils and unweathered parent material (Holden and Fierer 2005). The 2021 soil vapor data show that PCE concentrations in soil vapor exceed the San Francisco Bay RWQCB ESLs of 15 $\mu g/m^3$ for vapor intrusion consideration at 54 $\mu g/m^3$ in the former dry cleaner (Appendix 5.6-1, pg.50). The former dry cleaner area's elevated soil vapor concentrations are likely due to residual PCE in the vadose zone. The PCE concentrations exceeded the residential ESL for vapor intrusion consideration, which corresponds to a carcinogenic risk of 10-6 (Appendix 5.6-1, pg. 6).

Groundwater

The project site's groundwater impact was limited to the northwest corner, with the highest PCE concentration detected before remediation at 320 micrograms per liter ($\mu g/L$) near the backdoor of a former dry cleaner in 2010. The highest PC concentration at the permanent well before remediation was 52 $\mu g/L$ near the western project site boundary and the sewer line in 2010. After five years of SVE and three years of groundwater extraction, the PCE concentration near the western project site boundary and the sewer line decreased to 13.7 $\mu g/L$ in 2019. PCE concentrations also decreased at other monitoring wells after site remediation (Appendix 5.6-1). Compared to the potential impact from the residual PCE in the vadose zone, the elevated soil vapor concentrations detected since 2019 are not likely to be a result of the volatilization of residual PCE in the groundwater, based on its reported PCE concentration in groundwater and the depth of the groundwater at the project site (Appendix 5.6-1, pg. 6)

The most recent soil vapor sampling data suggest that in the former dry cleaner area and the former parking lot area, the PCE concentrations exceed the residential ESL for vapor intrusion consideration, which corresponds to carcinogenic risk. As a result, the City intends to conduct additional site remediation to address the residual PCE in the vadose zone, which is believed to be the source of PCE exceedances in the soil vapor (Appendix 5.6-1, pg. 6). The City's corrective actions are described in Appendices 5.6-1 through 5.6-3.

Additional Site Remediation

Former Dry Cleaner and Sewer Line Area

The remediation area is approximately 1.1 acres and includes the northwest corner of the project site where PCE vapor intrusion, along with the former dry cleaner footprint and on-site sewer lines. Soil from this area will be excavated to a depth of 15 feet bgs and stockpiled and covered just east and south of the excavation area. (Additional information is provided in Section 3.5, *Soil Excavation and Stockpiling*, of Appendix 5.6-1). The portions of the sewer line outside of the excavation area footprint will also be removed to approximately two feet below the base of the sewer. The excavation work will be completed by a licensed excavation contractor, with oversight provided by the City of Rancho Cordova or Tetra Tech representative. The excavation contractor will employ a competent person, as defined by OSHA, to design a safe excavation, implementing soil sloping or shoring as applicable. The onsite treatment will be conducted by adding a dry chemical oxidant (potassium permanganate) to the soil as it's returned to the excavation for backfill and compaction (Appendix 5.6-1, pg. 7). The oxidant is intended to treat any residual PCE in soil. The oxidant dosing will be determined via a bench-scale test (Appendix 5.6-1, pg. 7). The Bench Scale Test Laboratory Result is provided in Appendix 5.6-2.

Former Parking Area

The remediation area includes an approximately two-acre area outside the planned excavation footprint that exhibited soil vapor PCE concentrations above 15 µg/m^3 (vapor intrusion risk greater than 10-6 for residential use). Since the soil vapor concentrations in the former parking lot area were determined to be relatively low and near the former dry cleaner area, the PCE in the soil vapor in the former parking area is determined to be from the migration of the soil vapor plume from the former dry cleaner area (Appendix 5.6-1, pg. 8). As noted, the two-acre area is outside of the planned excavation footprint so additional study is unnecessary. However, HAZ-1 requires short-term SVE to be conducted to remove the impacted soil vapor that migrated to this area. Up to 15 SVE wells will be installed and operated as extraction and/or venting wells to expedite the pore volume flushing of the vadose zone (Section 3.9) for an approximate duration of two months. Remediation is included in Appendix 5.6-1 for PCE if detected.

Airports

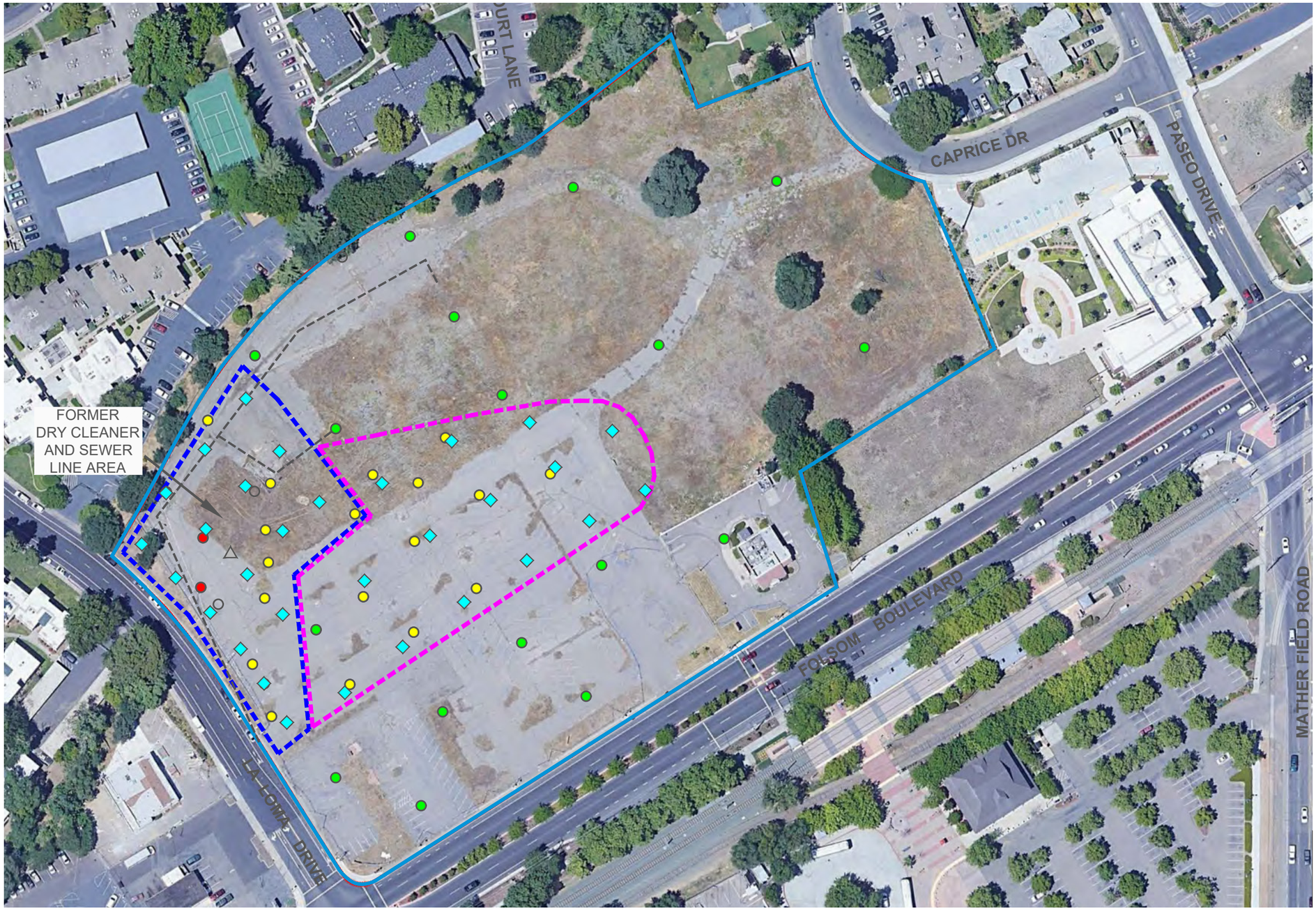
The project site is 1.35 miles north of the Sacramento Mather Airport.

Proximity to Schools

The Folsom Lake College-Rancho Cordova is 0.02 mile east of the project site. The Cordova Meadows Elementary School is 0.4 miles north of the project site, and White Rock Elementary School is one mile southeast of the project site.

Wildfires

There have been four fires that border the city limits: the Russell Fire in 1973, the Grantline Fire in 1974, the Grant Fire in 2018, and another Grant Fire in 2020 (CAL FIRE 2020). The project site is not within a Fire Hazard Severity Zone (CAL FIRE 2024).



LEGEND

- Project Boundary
- Risk <= 10^{-6} and HQ <=1
- 10^{-6} < Risk <= 10^{-4} and HQ <=1
- Risk > 10^{-4} or HQ >1
- Groundwater Extraction Well
- Groundwater Monitoring Well
- Soil Vapor Extraction Well
- Pre-Design Investigation Location
- Sanitary Sewer Line Location (Approximate)
- Soil Excavation Extent
- Former Parking Lot Area Remediation Plan

Source: City of Rancho Cordova 2022.

0 120
Scale (Feet)

Figure 5.6-1
Project Site Remediation Map

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 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.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

5.6.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

- **Impact 4.4.1** found that the implementation of the General Plan would include the routine transportation of hazardous materials on Planning Area roadways, however with the implementation of the general plan policies and actions this impact would be less than significant. Refer to Chapter 4.4, Hazards and Human Health, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

- **Impact 4.4.2** found that the Planning Area consists of land uses having the potential to result in an increased risk of release of hazardous materials. The implementation of the general plan policies and mitigation measures would reduce the level of significance to less than significant. The mitigation measure 4.4.2 describes a policy that has been added as Policy S.1.5 in the City's Safety Element. This is not a mitigation measure proposed for the Mills Crossing project. Refer to Chapter 4.4, Hazards and Human Health, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

Mitigation Measures:

- MM 4.4.2: The following shall be added as a policy to the Safety Element under Goal SA.1: The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

- **Impact 4.4.3** found that the implementation of the General Plan would locate development within an airport land use plan, potentially resulting in a safety hazard for people residing or working in the area. However, with the implementation of the general plan policies and actions this impact would be less than significant. Refer to Chapter 4.4, Hazards and Human Health, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

- Impact 4.4.4 found that the implementation of the proposed General Plan could impair the implementation of or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (SCMDP). Impact 4.4.4 states that the proposed roadway system under the General Plan would improve city roadway connectivity, offering more escape routes and emergency access options. This impact was considered less significant as it would improve emergency vehicle access to residences and evacuation routes for area residents.

- **Impact 4.4.5** found that persons could be exposed to contaminated soil or groundwater during the development of previously contaminated sites or sites undergoing remediation; however, with the implementation of the general plan policies and actions this impact would be less than significant. Refer to Chapter 4.4, Hazards and Human Health, in the 2006 General Plan Environmental Impact Report, for listed policies and actions.

5.6.4 Environmental Impacts

Impact 5.6-1: The project could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. [Threshold HAZ-1]

As indicated in the 2006 EIR, there would be minimal routine transport of hazardous materials on City roadways, and California Highway Patrol, Caltrans, US Department of Transportation, and other regulatory agencies provide standards designed to avoid releases. The proposed project would introduce a mix of uses on the project site, which is in an urbanized portion of the City. The hazardous materials handled during the remediation of the proposed project site would be temporary and the potentially hazardous materials used during operational activities would be typical of residential and commercial uses. As indicated in the 2006 EIR, the proposed project would be required to comply with the provisions set forth by the local, state, and federal regulatory agencies.

The project site's additional site remediation for the former parking lot area is expected to have low PCE concentrations in stockpiled soil, which can be treated and returned to the ground. However, if the soil is found

to have PCE concentrations greater than San Francisco Bay RWQCB's ESL for residential Soil Direct Exposure Human Health Risk Screening, the soil will be disposed of offsite at an appropriately classed hazardous waste disposal facility such as Kettleman Hills Landfill, which is 226 miles south of the project site. Therefore the project's remediation work could have potentially significant impacts regarding the transport, use, and disposal of hazardous materials if PCE concentrations are found greater than San Francisco Bay RWQCB's ESL for residential Soil Direct Exposure Human Health Risk Screening. As specified in the report, if any soil is disposed of off-site as a regulated waste (non-hazardous Class II waste or hazardous Class I waste), copies of disposal manifests and/or landfill weight tags will be included to document proper disposal and the weight of soil disposed of (Appendix 5.6-1, pg. 17). The proposed project would also need to comply with state and federal regulations such as Title 40 of the Code of Federal Regulations (CFR) in part 262.30, Packaging, which states that before transporting hazardous waste a generator must package the waste following the applicable Department of Transportation regulations on packaging.

The Central Valley RWQCB–approved Site Cleanup Plan includes a HASP that outlines site-specific health and safety provisions for drilling, sampling, soil excavation, stockpiling, backfill, oxidant treatments, and short-term soil vapor extraction. For example, to prevent spills, the following practices should be employed (Appendix 5.6-1, 192):

- Make sure that all containers are appropriately labeled and that material safety data sheets are available. Before handling operating and analysis materials or hazardous waste, appropriate precautions should be in place to prevent spills and exposure to individuals.
- Store chemicals in appropriate locations. Make sure that incompatible chemicals are not stored in the same area.
- When transporting chemicals, ensure that the containers are properly closed, secured, and labeled. Do not carry more than one container at a time. If this is required, place containers within totes.
- Only keep the necessary quantity of each chemical on hand. For ease of use, keep chemicals in working containers that are appropriately sized for handling.

The HASP also includes an Air and Dust Monitoring Plan that addresses methods for monitoring potential fugitive dust and volatile organic compound (VOC) emission-laden dust around the perimeter of the project site during soil excavation and trenching activities for the proposed project's remediation work. Routine real-time air and dust monitoring will be conducted during all excavation, stockpiling, and backfilling activities, with laboratory air samples collected three times during the excavation phase of the work at selected depth intervals. The perimeter air and dust monitoring aims to protect members of the public from being exposed to elevated concentrations of dust and VOC contaminants. At the same time, soil is being excavated and stockpiled on-site. Residential development is immediately west and north of the proposed excavation (Appendix 5.6-1).

The project site would need to comply with the procedures in the reports prepared by Tetra Tech as mentioned in mitigation measure HAZ-1, which includes safe work practices that would reduce impacts from the transport and disposal of hazardous materials from the project site. In addition, the RWQCB must confirm that remediation has reduced PCE concentrations to levels the RWQCB deems satisfactory before the City can

begin construction on the remediation site. RWQCB may also require ongoing mitigation measures, which have been agreed upon by the City and RWQCB and can be referenced in Appendices 5.6-1 through 5.6-3, before the City can begin construction. Therefore, impacts would be less than significant with mitigation measures.

Level of Significance Before Mitigation: Impact 5.6-1 would be potentially significant.

Mitigation Measures

HAZ-1 **Implement Central Valley Regional Water Quality Control Board-approved Site Cleanup Plan**. Prior to the issuance of construction permits, the project applicant shall complete all recommendations from the Site Cleanup Plan and Addendum to the Site Cleanup Plan prepared by Tetra Tech (Appendix 5.6-1, dated March 16, 2022, and Appendix 5.6-2, August 30, 2023) for the proposed project into the project's construction plans. Short-term soil vapor extraction (SVE) will be conducted to remove the impacted soil vapor that migrated to this area. Up to 15 SVE wells will be installed and operated as extraction and/or venting wells to expedite the pore volume flushing of the vadose zone (Section 3.9) for an approximate duration of two months. The City Engineer will transmit testing results to the Central Valley Regional Water Quality Control Board for review and concurrence before issuing construction permits. The City will also ensure that the project's construction plans incorporate all applicable recommendations of the Site Cleanup Plan and comply with all applicable requirements of the Central Valley Regional Water Quality Control Board. The City inspectors will ensure that the procedures and requirements included in the construction plans are followed and documented. Documentation will be part of the mitigation monitoring and reporting program.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

Impact 5.6-2: The proposed project could potentially 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. [HAZ-2]

The proposed project's additional remediation efforts would include the potential to store, use, and transport hazardous materials. Since the project site needs additional remedial efforts to address hazardous materials presently onsite, there is a potential for the accidental release of hazardous materials into the environment. The handling of hazardous materials during remediation activities could expose nearby sensitive receptors to toxic emissions. As the remediation is currently ongoing as a distinct process, the outcomes cannot be determined until its completion. Therefore, the priority is to prevent any ground disturbance until the remediation concludes. Therefore the proposed project would need to comply with the hazard safety plan and safe work practices detailed in mitigation measure HAZ-1.

The HASP and safe work practices include precautions and procedures that would reduce the potential for hazardous materials to be released into the environment. For example, Tetra Tech is implementing site-specific training for all personnel and site visitors working at the site. This training covers emergency response procedures, site and operation hazards, personal protective equipment requirements, and other contents within

the HASP. The training covers evacuation and assembly points, site and operation hazards, personal protective equipment requirements, and the Safety Data Sheet contents.

In addition, the proposed project would also result in residential and commercial uses which typically use small amounts of hazardous materials for cleaning and maintenance purposes, such as cleaners, solvents, paints, degreasers, pesticides, fertilizers, and other custodial products. With compliance with local, state, and federal regulations governing hazardous materials during construction and operation, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

Level of Significance Before Mitigation: Impact 5.6-2 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure HAZ-1.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

Impact 5.6-3: The proposed project could potentially emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. [HAZ-3]

The Folsom Lake College-Rancho Cordova is directly east of the project site, less than 0.25 miles from the site. The proposed project involves handling, storing, and transporting hazardous materials, which could expose the school to hazardous materials. Mitigation measure HAZ-1 would implement precautions for the safe handling of hazardous materials, decreasing the likelihood of releasing hazardous materials to the public, including students.

CEQA mandates consultation with school districts within a quarter-mile radius of projects that may emit hazardous air emissions or handle extremely hazardous substances posing risks to individuals at the school (Pub. Res. Code § 21151.4; Cal. Code Regs. Tit. 14 ["Guidelines"] § 15186). While CEQA does not specify a formal consultation process, it requires discussions concerning the project's potential impact on the school (Guidelines § 15186(b)(1)). Additionally, the lead agency must notify the school district in writing at least 30 days before EIR approval, which, if fulfilled, deems the EIR compliant (Guidelines §§ 15186(b)(2), (d)). The City of Rancho Cordova has informally consulted the Folsom Lake College and Los Rios Community College District regarding the proposed project, as well as the remediation work being carried out independently of the project.

The City held regular weekly or biweekly meetings with the school district between July 23, 2021, and September 15, 2022, to coordinate City and District activities and, starting in 2022, the City's plans for remediation activities. In an informal consultation with the Los Rios Community College District, the City discussed the soil remediation challenge and the proposed Equitable Communities Revitalization Grant (ECRG) facilitated by DTSC. In addition, Folsom Lake College provided a letter of support to the City on April 1, 2022, endorsing the City's ECRG application. Subsequently, in 2023, the City engaged in further consultations with Los Rios staff, specifically concerning the timing of remediation work. This discussion aimed to align the remediation

schedule with the anticipated soil stockpiles and construction lay-down space for the planned Los Rios Phase 2 building construction, which ultimately did not proceed. This informal consultation, together with the City's compliance with the 30-day notice requirement, satisfies the CEQA Guidelines Section 15186 consultation requirements.

In addition, Tetra Tech is implementing site-specific training for all personnel and visitors working at the site, covering emergency response procedures, site and operation hazards, personal protective equipment requirements, and other contents within the HASP. The training covers evacuation and assembly points, site and operation hazards, personal protective equipment requirements, and the Safety Data Sheet contents. As mentioned in Impact 5.6-1, the RWQCB must confirm that remediation has reduced PCE concentrations to levels deemed satisfactory by the RWQCB before the City can begin construction on the remediation site. RWQCB may also require ongoing measures, which have been agreed upon by the City and RWQCB and can be referenced within Appendices 5.6-1 through 5.6-3 before the City can begin construction. Compliance with the hazard safety plan and safe work practices detailed in mitigation measure HAZ-1 would reduce this impact to less than significant.

Level of Significance Before Mitigation: Impact 5.6-3 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure HAZ-1.

Level of Significance After Mitigation: Impact 5.6-3 would be less than significant.

Impact 5.6-4: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled under Government Code Section 65962.5, and, as a result, would create a significant hazard to the public or the environment. [HAZ-4]

The required lists of hazardous material release sites are commonly referred to as the "Cortese List". Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction (Cal EPA 2024).

As shown in Table 5.6-1, DTSC and SWRCB report on the same site, which is the former dry cleaner site in the northwest portion of the project site. The former dry cleaner had a release of PCE into the soil, soil gas, and groundwater. The project site would include additional remediation activities to remove hazardous materials. The proposed project would be required to comply with Mitigation Measure HAZ-1, which includes the approved Central Valley RWQCB's site cleanup plan to remove hazardous materials from the project site. Once the materials are removed, the project applicant must adhere to the post-excavation effectiveness sampling and reporting detailed in the site cleanup plan (Appendix 5.6-1, 16). The results of the samples will

need to be determined by the CVRWQCB, ensuring compliance with both state and federal regulations during disposal.

The City's General Plan also includes the following policies to which the proposed project would need to adhere:

- **Policy S.1.1:** Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.
- **Policy S.1.5:** The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.
- **Policy S.5.1:** Work with public agencies and private companies to identify and work towards elimination of potential hazardous releases through compliance with State and Federal law.
- **Policy S.5.3:** Regulate the storage of hazardous materials and waste consistent with State and Federal law.
- **Policy S.5.5:** Separate hazardous or toxic materials from the public.

The policies and mitigation measures would ensure that the proposed project would remediate hazardous materials from the project site and thus not create a significant hazard or the environment. Adhering to the mitigation measures HAZ-1 and policies in the General Plan would reduce impacts to less than significant.

Level of Significance Before Mitigation: Impact 5.6-4 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure HAZ-1.

Level of Significance After Mitigation: Impact 5.6-4 would be less than significant.

Impact 5.6-5:	**The proposed project would not conflict with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area. [HAZ-5]**

The project site is approximately 1.35 miles north of the Sacramento Mather Airport. The project site is within Review Area 2, according to the Mather Airport Land Use Compatibility Plan Update (SACOG 2022). Sites within Review Area 2 are composed of airspace protection and overflight notification areas. The Mather Airport Land Use Compatibility Plan Update states that under Review Area 2, Subpart C of 14 CFR Part 77, Obstruction Standards, establishes standards for determining obstructions to air navigation (SACOG 2022).

The five types of imaginary surfaces for civil airports defined by 14 CFR Part 77 are primary surface, approach surface, transitional surface, horizontal surface, and conical surface (SACOG 2022). The project site is within a conical surface which has a height limit for the surface range from 150 feet above the airport elevation at the inner edge to 350 feet at the outer edge (SACOG 2022). In addition, Subpart B of the 14 CFR Part 77 regulations mandates notification of any proposed construction or alteration of objects within 20,000 feet of a runway and height exceeding a 100:1 imaginary surface (SACOG 2022). The project is not within the runway and does not exceed the height for notification to be required. Also objects over 200 feet in height, regardless of proximity to an airport, also require notification (SACOG 2022).

As the proposed project's zoning designation has a height limit of 65 feet, the proposed project would not obstruct air navigation and would not conflict with a land use compatibility plan.

The 2006 EIR indicated that adherence to federal regulations, the Comprehensive Land Use Plan, Mather Airport Planning Area provisions, and implementation of policies from the General Plan would reduce impacts. Therefore, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

Level of Significance Before Mitigation: Impact 5.6-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-5 would be less than significant

Impact 5.6-6: The proposed project could potentially impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. [HAZ-6]

The Sacramento County Office of Emergency Services' Sacramento County Evacuation Plan is the emergency evacuation plan for the City of Rancho Cordova. The Sacramento County Evacuation Plan states that any management of evacuation is coordinated by the City of Rancho Cordova (SCES 2022). The proposed project would include construction closures for trenching and utility extension, which could physically interfere with the Sacramento County Evacuation Plan. Mitigation Measure HAZ-1 states before the initiation of any site work, evacuation procedures will be discussed, with evacuation routes based on the work location and the circumstances necessitating evacuation. Therefore, the proposed project would be reviewed by the City to ensure proper emergency response and evacuation plans.

The operation of the proposed project would introduce up to 120 housing units to the project site and generate approximately 322 residents in the area. In addition, the proposed project would introduce up to 140,000 square feet of commercial uses, thus attracting approximately 280 employees and people to the area. Development of the proposed project would not impact the functionality of public safety access routes because it will not block roadways, nor would the development of the proposed project introduce any roadways or infrastructure that would bisect or transect surrounding uses. In addition, the City of Rancho Cordova has not designated any evacuation routes. Therefore, project temporary road closures during construction would not impact existing

evacuation routes. The permitted residential uses under the proposed project also do not have any characteristics that would physically impair or otherwise interfere with an adopted emergency response plan or emergency evacuation plan.

Therefore, development accommodated by the proposed project would not impair the implementation of or physically interfere with the City's emergency response plan or any other emergency response plan.

Therefore impacts would be less than significant with mitigation measure HAZ-1.

Level of Significance Before Mitigation: Impact 5.6-6 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure HAZ-1.

Level of Significance After Mitigation: Impact 5.6-6 would be less than significant.

Impact 5.6-7: The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. [HAZ-7]

The entire city, including the project site, is not within a Very High Fire Hazard Severity Zone (CAL FIRE 2024). The project site is within an urbanized portion of the city. The proposed project would be required to comply with all applicable local, state, and federal regulations pertaining to fire safety, such as compliance with the 2022 CBC and CFC. Therefore, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

Level of Significance Before Mitigation: Impact 5.6-7 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-7 would be less than significant

5.6.5 Cumulative Impacts

As part of the proposed project, the project applicant would need to remediate the site of existing hazardous materials to build future uses. The proposed project does not combine with other projects to create a cumulatively significant impact regarding these potential hazards. As shown in Table 5.6-1, there are no other hazardous sites within a 0.25-mile radius of the project site. In addition, the project site is located within residential and other public land uses that do not typically have high use of hazardous materials. Therefore, the proposed project's contribution to cumulative impacts related to hazardous materials and waste, as well as any health hazards, remains less than significant and less than cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.6-5 and 5.6-7 would be less than significant.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.6-1:** The project could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- **Impact 5.6-2:** The proposed project could potentially 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
- **Impact 5.6-3:** The proposed project could potentially emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- **Impact 5.6-4:** The proposed project would be located on a site that is included on a list of hazardous materials sites compiled under Government Code Section 65962.5; which could create a significant hazard to the public or the environment.
- **Impact 5.6-6:** The proposed project could potentially impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

5.6.7 Mitigation Measures

HAZ-1 **Implement Central Valley Regional Water Quality Control Board approved Site Cleanup Plan.** Prior to the issuance of construction permits, the project applicant shall complete all recommendations from the Site Cleanup Plan and Addendum to the Site Cleanup Plan prepared by Tetra Tech (Appendix 5.6-1, dated March 16, 2022, and Appendix 5.6-2, August 30, 2023) for the proposed project into the project's construction plans. Short-term soil vapor extraction (SVE) will be conducted to remove the impacted soil vapor that migrated to this area. Up to 15 SVE wells will be installed and operated as extraction and/or venting wells to expedite the pore volume flushing of the vadose zone (Section 3.9) for an approximate duration of two months. The City Engineer will transmit testing results to the Central Valley Regional Water Quality Control Board for review and concurrence before issuing construction permits. The City Engineer will also ensure that the project's construction plans incorporate all applicable recommendations of the Site Cleanup Plan and comply with all applicable requirements of the Central Valley Regional Water Quality Control Board. The City inspectors will ensure that the procedures and requirements included in the construction plans are followed and documented. Documentation will be part of the mitigation monitoring and reporting program.

5.6.8 Level of Significance After Mitigation

Upon implementation of mitigation measures, impacts would be less than significant:

5.6.9 References

California Department of Forestry and Fire Protection (CAL FIRE). 2020. California Wildfire History Map. https://projects.capradio.org/california-fire-history/#6/38.58/-121.49.

California Environmental Protection Agency (CalEPA). 2024 (accessed). Cortese List Background and History. https://calepa.ca.gov/sitecleanup/corteselist/background/.

Central Valley Regional Water Quality Control Board (CVRWQCB). 2024 (accessed). Site Assessment and Cleanup. https://www.waterboards.ca.gov/centralvalley/water_issues/site_cleanup/.

Department of Toxic Substances Control (DTSC). 2021, May. SB 673 Cumulative Impacts and Community Vulnerability Draft Regulatory Framework. https://dtsc.ca.gov/wp-content/uploads/sites/31/2021/07/2021MAY-DRAFT-CI-Regulatory-Framework_Accessible.pdf.

———. 2024a (accessed). EnviroStor Database. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=34720121.

———. 2024b (accessed). Veterans Martinizing Cleaners (34720121). https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=34720121.

Holden, P.A., and N. Fierer. 2005. Vadose Zone. https://www.sciencedirect.com/sdfe/pdf/download/eid/3-s2.0-B0123485304001727/first-page-pdf.

US Congress. 2006. The Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006. https://www.congress.gov/109/plaws/publ468/PLAW-109publ468.pdf.

Sacramento Area Council of Governments (SACOG). 2022. Mather Airport Land Use Compatibility Plan. https://www.sacog.org/home/showpublisheddocument/312/638218237413630000.

Sacramento, County of. 2024a (accessed). CUPA Program. https://emd.saccounty.gov/EC/CUPA/Pages/default.aspx.

———. 2024b (accessed). OES Evacuation Zones. https://data.saccounty.gov/datasets/35e3408315e742d89a81ffd7189847b8/explore?location=38.551898%2C-121.335429%2C11.89.

Sacramento County Office of Emergency Services (SCES). 2022. Operational Area Plan. https://sacoes.saccounty.gov/Documents/EOP%20Plan%20-%20Sacramento%20County%20-%20Final%204-22-2022.pdf.

———. 2021. Evacuation Functional Annex. https://sacoes.saccounty.gov/EmergencyManagement/Documents/Evac%20Annex%20All%20Combined%20-%20Aug%202021.pdf.

San Francisco Bay Regional Water Quality Control Board (SFB RWQCB). 2024 (accessed). Site Cleanup. https://waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanup.shtml.

State Water Resources Control Board (SWRCB). 2024a (accessed). GeoTracker. https://geotracker.waterboards.ca.gov/.

———. 2024b (accessed). Lily Company (T10000000403). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000403.

United States Department of Transportation (USDOT). 2002. Pipeline Safety Improvement Act of 2002. https://www.congress.gov/bill/107th-congress/house-bill/3609.

5.7 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts on land use in the City of Rancho Cordova from the implementation of the proposed Mills Crossing project. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat for wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Regional Regulations

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba, and the 22 cities within. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to pertaining to the region's long-range transportation plan, SACOG is responsible for developing the methodology for allocating the Regional Housing Needs Allocation (RHNA) housing units to each city and county in the region. SACOG also assists in planning for transit, bicycle networks, clean air, and airport land uses.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

The 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region proactively links land use, air quality, and transportation needs. The MTP/SCS is federally required to be updated every four years. SACOG adopted the 2020 MTP/SCS and accompanying documents at a special board meeting on November 18, 2019.

Local Regulations

Rancho Cordova General Plan

The Land Use Element of the Rancho Cordova General Plan includes goals and policies to guide future development in the City of Rancho Cordova. The following policies and actions are relevant to land use:

- **Policy LU.1.3:** Maintain a strong jobs-housing ratio, with a diverse job base and corresponding housing stock, within the Planning Area. Improve the relationship and proximity of jobs to housing and commercial services.

- **Action LU.1.3.2:** Designate new and existing office developments as mixed-use to encourage the compatible integration of residential and commercial retail and service uses in proximity to jobs.

- **Policy LU.1.5:** Maintain consistency between the land use categories of this General Plan and the City Zoning Code.

- **Policy LU.1.7:** Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian- and transit friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.

- **Policy LU.5.4:** Give priority to residential and mixed-use development on vacant or underutilized sites within existing urban areas that have infrastructure capacity available. Currently targeted areas are some portions of Folsom Boulevard, Olsen Drive, Sunrise Boulevard, Bradshaw Road, and Coloma Road.

- **Policy LU.6.4:** Revitalize Folsom Boulevard consistent with the Folsom Boulevard Planning Area.

5.7.1.2 EXISTING CONDITIONS

Existing Land Use Designations and Zoning

The 9.85-acre project site currently includes paved areas with patches of vegetation areas and trees. The project site is in the Folsom Specific Plan area, specifically in the Mather opportunity site. The 2006 Rancho Cordova General Plan identified the Folsom Boulevard planning area with a total of 1,629 acres, with the potential to contain 10,476 dwelling units. Based on the Folsom Boulevard Specific Plan (FBSP), the project site has a land use designation of Residential Mixed Use (FB-RMU). This designation permits medium- and high-density housing (between 6.1 and 40 dwelling units per acre) that may incorporate office and/or commercial services. The Mills Mathers opportunity site has additional development standards, as seen in Table 5.7-1, *Mather Mills Opportunity Site: Additional Development Standards*; remaining standards are provided in Table 5-2 of the FBSP.

Table 5.7-1 Mather Mills Opportunity Site: Additional Development Standards

Standard	FB-RMU
Density	6.1–40 dwelling unit/acre
Floor-Area Ratio	No Minimum No Maximum
Front Setback Standards	Along the north side of Folsom Boulevard and along Paseo Drive, there is no minimum front setback. The maximum shall be no more than 10 feet, except where there is outdoor dining, a plaza, a building entry, or a courtyard between the building and the street. Exceptions can be granted for building façades with garage access.
Primary Building Height	65 feet /4 stories maximum[1]

Source: Rancho Cordova 2013.
[1] No maximum height or number of stories for vertical mixed-use integration where residential use is above nonresidential. Defer to Transit-Oriented Development Overlay if applicable.

Transit-Oriented Development Overlay District

The FBSP Transit-Oriented Development (TOD) Overlay Zone applies to properties within one-quarter mile of an existing or planned light rail station or bus transit station. Properties in the FBSP TOD have the opportunity to choose the additional development standards, identified in Table 5.7-2, *Transit-Oriented Development Overlay Zoning District Development Standards* (Rancho Cordova 2013, 2006).

Table 5.7-2 Transit-Oriented Development Overlay Zoning District Development Standards

Standard	Local TOD	Regional TOD
Density		
Minimum	18.0 du/ac	
Maximum	80.0 du/ac	
Floor-Area Ratio		
Minimum	0.50	0.65
Maximum	2.5	3.0
Height (maximum)	80 feet	No Maximum[1]

Source: Rancho Cordova 2006.
[1] While the Land Use Element does not establish height limitations for uses in the downtown, the regulations of the Federal Aviation Administration limit the height of structures to between 150 and 350 feet based on location. See the Safety Element for more information. Outside of the Downtown District, the maximum height shall be limited to 80 feet.
du/ac = dwelling unit per acre

Surrounding Land Uses and Zoning

The project site is in and surrounded by the Mather Mills opportunity site, with residential uses to the north, residential uses and Folsom Lake College/Rancho Cordova Center to the east, light industrial uses to the south, and commercial and residential uses to the west (see Figure 3-2, *Aerial Photograph)*. The area is in close proximity to the Mather Mills Light Rail Station.

The zoning designations of the properties surrounding the project site include residential (RD-20, RD-10) to the north, residential (RD-20) and commercial mixed-use district (FB-CMU) to the east, office industrial mixed-use district (FB-OIMU) and transit (FB-T) to the south, and commercial mixed use (FB-CMU) and residential (RD-20) zoning designations to the west (Rancho Cordova 2023).

5.7.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.7.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR of Rancho Cordova was prepared to evaluate and provide the public information about the potential environmental effects of the general plan, in accordance with CEQA. The Land Use Element provides the central framework for the General Plan and serves as a compass to guide planners, the general public, and decision makers on the desired pattern of development in Rancho Cordova. It describes both existing and future land use activity, the latter of which was designed to achieve the City's long-range goals for physical development. The Land Use Element also identifies the distribution, location, and intensity of all land use types in the city.

Folsom Boulevard Specific Plan

The FBSP would guide and establish the long-term redevelopment of the Folsom Boulevard Planning Area. The FBSP is approximately four miles long from Sunrise Boulevard to Bradshaw Road, encompassing areas to the north and south of Folsom Boulevard. The FBSP would follow the General Plan's goals and policies of increasing mixed-use density and TOD. The Specific Plan identifies four opportunity sites for concentrated commercial activity, new residential mixed-use development, and employment uses. Opportunity sites include the Kassis opportunity site, Mather Mills opportunity site, Olson Island opportunity site, and the Sunrise opportunity site. Each opportunity site has a vision and set of standards.

5.7.4 Environmental Impacts

The following analyzes impacts of the proposed project on land use and planning.

Impact 5.7-1: Project implementation would not divide an established community. [Threshold LU-1]

The closest established residential communities are the adjacent condominium neighborhoods and single-family homes north of the site. As shown in Figure 3-2, *Aerial Photograph*, these neighborhoods are physically separated from the project site by a roadway for the condominium neighborhood and a downhill slope covered with vegetation and large trees. Folsom Lake College, as identified by Figure 3-3, *Conceptual Site Plan*, would remain. The remaining sides of the project boundary are bounded by Folsom Boulevard and La Loma Drive. Currently, the project site does not have any built structures on-site and is occupied by paved areas with patches of vegetated areas. The proposed project would be considered infill development and would not divide any established communities. Thus, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 5.7-2: Project implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

The proposed project is under the jurisdiction of the City of Rancho Cordova and its land use plans and policies. The Rancho Cordova General Plan land use map identifies the project site is in the Folsom Boulevard Planning Area, a 1,629-acre high-intensity development center for TOD and regional town centers.

The FBSP, adopted on December 26, 2013, is the leading planning document for the Folsom Boulevard Planning Area. The 9.85-acre project site is currently zoned FB-RMU and is in the Mather Mills Opportunity Site, which includes additional development standards, as seen in Table 5.7-1, *Mather Mills Opportunity Site: Additional Development Standards*. In addition, the project site is in the FBSP TOD Overlay Zone, which applies to properties in a quarter mile of a light rail or bus transit station, allowing the proposed project to select additional development standards from Table 5.7-2.

The proposed project would require the site to be rezoned as Commercial Mixed-Use (CMU), Medium Density Residential (MDR), and High-Density Residential (HDR) with the remaining RMU areas dedicated as a public right-of-way (see Figure 3-4, *Zoning Option 1*, and Figure 3-5, *Zoning Option 2*, which show the potential new configuration for the project site). Table 5.7-3, *Proposed Rezone Development Standards for the Project Site*, shows the development standards for the proposed rezones for the project site.

Table 5.7-3 Proposed Rezone Development Standards for the Project Site

Development Standards	CMU	MDR	HDR
Density	10-18 du/acre	6.1-18 du/acre	20.01-40.0 du/acre
Floor-Area Ratio	0.25-1.5	N/A	N/A
Front Setback Standards	Lots less than 15 acres in size, at least 50% of the lot width is occupied by primary building frontage and/or pedestrian features between 0 and 30 feet from the front property line.	18 feet	18 feet
Primary Building Height	50 feet maximum	60 feet	30 feet

du/acre = dwelling unit per acre

As shown in Table 5.7-3, the proposed rezones have either similar standards or non-conflicting development standards as the existing FB-RMU zone and TOD Overlay District, as shown in Table 5.7-1 and Table 5.7-2, respectively. The purpose of the rezones is to make the proposed uses (community-commercial buildings and housing) more conducive to the zoning.

The existing FB-RMU zone's development standards indicate that there is no minimum or maximum floor-area ratio (FAR) for the project site. The proposed CMU zone would require a 0.25 minimum and 1.5 maximum FAR; however, this would still allow the proposed project to develop the approximately 140,000-square-foot community-commercial buildings. In addition, the FB-RMU zone has a height limit of 65 feet and four stories; the proposed project rezones would not exceed the height limit set for the FB-RMU zone. The proposed project community-commercial buildings, parking structure, and affordable multifamily development would adhere to the Mather Mills opportunity site height limit, even with the new rezones. As seen in Figure 3-3, *Conceptual Site*

Plan, the majority of development would not exceed three stories, and the affordable multifamily development would be four stories and not exceed the height limit of 65 feet.

The proposed project would comply with City General Plan policies that seek high-density residential and mixed-use development within 0.25 miles of a transit stop and for a strong job-housing ratio. Additionally, the proposed project would be consistent with the goals and policies of the SACOG 2020 MTP/SCS, which include supporting new housing and employment opportunities in existing urban communities, TODs, infill development, and job/housing balance (SACOG 2020). The proposed project would not conflict with applicable plans adopted to avoid or mitigate an environmental effect. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

5.7.5 Mitigation Measures

No mitigation measures are required.

5.7.6 Level of Significance After Mitigation

Impacts would be less than significant.

5.7.7 Cumulative Impacts

A cumulative impact would be considered significant if the project, taken together with past, present, and reasonably foreseeable projects in the identified area, would conflict with applicable land use plans, policies, or regulations. The proposed project includes the development of mixed-use community-commercial buildings.

As discussed previously in this section, the development of the proposed project would not physically divide an existing community. Further, the proposed project would be consistent with existing land uses and zoning and would not change any land use designation or zoning. The proposed project does not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed project would not contribute to a cumulative land use and planning impact, and the impact would be less than significant.

5.7.8 References

Rancho Cordova. 2023, July 25 (accessed). City of Rancho Cordova – Zoning Viewer. https://ranchocordova.maps.arcgis.com/apps/webappviewer/index.html?id=f08b409f526741b0a5571e1fa90a6842.

———.2013, December 16. *Folsom Boulevard Specific Plan*. https://www.cityofranchocordova.org/home/showpublisheddocument/18717/638090302647500000.

———.2006, June 26. *Rancho Cordova General Plan*. https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000.

Sacramento Area Council of Governments (SACOG). 2020. *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)*. https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy.

5. Environmental Analysis
LAND USE AND PLANNING

This page intentionally left blank.

5.8 MINERAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR) is focused on mineral resources, which are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

This section summarizes key federal, State, and local regulations and programs related to the proposed project.

Federal Regulations

Mining and Mineral Policy Act of 1970

The Mining and Mineral Policy Act of 1970 is intended to promote and expand the development of a domestic mineral industry. This statute established a federal policy regarding mineral resources across the United States, covered hard rock mining and oil and gas production, and established modern federal policy in regard to mineral resources nationally. The act applies to all minerals, including aggregate (sand and gravel), coal, geothermal, and oil and gas, that are subject to federal jurisdiction, including the Bureau of Land Management and United States Forest Service (Code of Federal Regulations, Title 30, Section 21).

State Regulations

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975, referred to as SMARA, was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resource Code Section 2710 et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and abide by local and State operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by State and local environmental laws.

Classification

The California Geological Survey (CGS) Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources per SMARA. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption

of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all cities and counties to incorporate in their General Plans the mapped designations approved by the State Mining and Geology Board.

The classification of mineral resources is a joint effort of State and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), described below.

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates in individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. The CGS separates regions of the state into Product-Consumption (P-C) Regions and the anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C Region.

Designation

Once a classification report has been completed, the State Mining and Geology Board, may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, designation of those mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify those deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

California Department of Conservation Geologic Energy Management Division

California Department of Conservation Geologic Energy Management Division (CalGEM) is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, protecting public health and safety, and general environmental conservation. CalGEM is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

California State Mining and Geology Board

The California State Mining and Geology Board (SMGB) operates within the California Department of Conservation. The SMGB serves as the regulatory, policy, and appeals body to represent the State's interest in the reclamation of mined lands, geology, geologic and seismologic hazards, and the conservation of mineral resources.

Local Regulations

Rancho Cordova General Plan

Development in the City of Rancho Cordova is guided by goals, policies, standards, and actions of the 2006 General Plan. The City of Rancho Cordova General Plan includes the following goal and policies on minerals:

Goal NR.6: Support the environmentally sensitive extraction of minerals and the subsequent reclamation of mined areas.

- **Policy NR.61:** Ensure that the environmental effects of mining and reclamation on aquifers, streams, scenic views, and surrounding residential uses are prevented or minimized.
- **Policy NR.6.2:** Eliminate residual hazards to the public health and safety.

City of Rancho Cordova Municipal Code

Chapter 20.04 – Surface Mining and Reclamation

Section 20.04.170, Mineral Resource Protection, states the objectives of Mineral Resources Overlay District are:

- Mine development is encouraged in compatible areas before encroachment of conflicting uses. Except mineral resource areas classified by the state Department of Conservation's Division of Mines and Geology, State Mining and Geology Board or an existing surface mining operation shall be protected by incompatible land uses.
- Land use decisions within the city would be guided by identifiable mineral resources of regional significance.
- Recordation on property titles of the presence of important mineral resources within the identified mineral resource areas may be encouraged as a condition of approval of any development project in the impacted area.
- Prior to approving a use that would otherwise be incompatible with mineral resource protection, conditions of approval may be applied to encroaching development projects to minimize potential conflicts.

5.8.1.2 EXISTING CONDITIONS

The MRZ classification areas in Rancho Cordova are shown in the CGS resources map, "Mineral Land Classification of Cement Aggregate in the Greater Sacramento Area Production-consumption Region," which shows that the City falls in MRZ-1 Zone, MRZ-2 Zone, MRZ-3 Zone, and MRZ-4 Zone (CGS 2018).

The proposed project is classified as MRZ-3 and MRZ-4. As indicated previously, MRZ-3 zones are zones where the significance of mineral deposits cannot be determined from the available data and MRZ-4 zones are where there is insufficient data to assign any other MRZ designation. Additionally, areas directly west and south of the project site are classified as MRZ-2, an MRZ where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.

5.8.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

M-1 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.

M-2 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.

5.8.3 Plans, Programs, and Policies

2006 General Plan Environmental Impact Report

Impact 4.8.5 concluded that development of the 2006 General Plan would result in the loss of availability of aggregate resources and would be considered a significant impact. Due to the expected growth under the General Plan, the demand for the aggregate products is expected to increase. Approximately, 6,076 acres in the City of Rancho Cordova and 8,229 acres of the Planning Area outside the city limits are identified as MRZ-2; a mineral resource zone where significant mineral deposits are present, or a likelihood of their presence and development should be controlled. In addition, the 2006 General Plan conflicts with the Sacramento County General Plan Mineral Overlay Designations. Implementation of the General Plan could cause additional resources to become unavailable and create land use conflicts between urban and mining operations, thus resulting in the closing of mining operations (Rancho Cordova 2006, pg. 4.8-27). The EIR includes General Plan policies as well as Mitigation Measure 4.8.5, which states that the City will introduce a new policy under Goal NR.8 that acknowledges the right of mining activities to continue, requiring setbacks, buffers, screening, and other measures to ensure the continued operation of these activities. The implementation of General Plan policies and Mitigation Measure 4.8.5 can reduce the loss of crucial mineral resources in the Planning Area. However, the proposed General Plan's buildout will still result in the ultimate loss of these resources, making this impact significant and unavoidable.

5.8.4 Environmental Impacts

This section analyzes impacts of the proposed project on mineral resources.

Impact 5.8-1: The proposed project would not result in the loss of availability of a known mineral resource nor 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. [Thresholds M-1 and M-2]

The CGS produces Mineral Land Classification studies that identify areas with potentially important mineral resources that should be considered in local and regional planning (CDC 2024). These classifications include MRZ-1, MRZ-2, MRZ-3, and MRZ-4. The City of Rancho Cordova has a significant amount of land in the MRZ-2 zone, where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled. As indicated in Figure 4.8-1, *Mineral Resource Zones and Aggregate Operations within the General Plan Planning Area*, of the City's General Plan EIR, the proposed project is in the MRZ-2 zone (Rancho Cordova 2006, pg. 4.8-12). However, updated mineral resource maps indicate the project site is in MRZ-3 (CGS 2018). MRZ-3 zones are zones where the significance of mineral deposits cannot be determined from the available data.

Considering the previous urban uses (commercial and retail properties) of the project site, it is unlikely the proposed project would contribute to the loss of availability of a known mineral resource of value that was not discovered from previous ground-disturbing activities in the project site. In addition, the project site is in an urban area with residential uses to the north, residential uses and Folsom Lake College/Rancho Cordova Center to the east, light industrial uses and the Mather Field Mills Light Rail station to the south, and commercial and residential uses to the west. Although the project site is in an MRZ-2 zone, the proposed project's development is more compatible with the surrounding environment than if a mineral operation such as a quarry were proposed. Furthermore, since the project site did not reveal any mineral resources from previous development and the proposed project would be compatible with the surrounding environment, the impact on mineral resources would be less than significant.

Level of Significance Before Mitigation: Impact 5.8-1 would be less than significant.

5.8.5 Cumulative Impacts

The cumulative context for mineral resources is the City of Rancho Cordova and the Sacramento region as Rancho Cordova provides mineral resources to areas outside the city. The City of Rancho Cordova's development is guided by the 2006 General Plan, which includes goals and policies regarding mineral resources. Goal NR.6 supports environmentally sensitive extraction and reclamation of mined areas; Policy NR.61 prevents or minimizes environmental effects on aquifers, streams, scenic views, and residential uses; and Policy NR.6.2 aims to eliminate residual hazards to public health and safety. While the General Plan EIR found that the impact on mineral resources would be significant and unavoidable, the proposed project site would not result in a significant impact on mineral resources. Further, project demand would not contribute substantially to the demand for mineral resources such that availability would be substantially reduced. Therefore, the

proposed project's contribution to cumulative impacts on mineral resource availability would be less than cumulatively considerable.

5.8.6 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impact 5.8-1 would be less than significant.

5.8.7 Mitigation Measures

No mitigation measures are required.

5.8.8 Level of Significance After Mitigation

All impacts would be less than significant. Since all impacts would be less than significant, there are no mitigation measures that have been incorporated.

5.8.9 References

Rancho Cordova. 2006. *Rancho Cordova General Plan Draft Environmental Impact Report*. https://www.cityofranchocordova.org/home/showpublisheddocument/11097/635900974765170000

California Geological Survey (CGS). 2018. Mineral Land Classification Mapper, Mineral Land Classification of Cement Aggregate in the Greater Sacramento Area Production-consumption Region. O'Neal, Matt D. and Gius, Fredw. (Map SR245 Plate 1). https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

California Department of Conservation (CDC). 2024, accessed. Mineral and Mineral Resources. https://maps.conservation.ca.gov/mineralresources/.

5.9 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Mills Crossing Project (proposed project) to result in noise impacts in the City of Rancho Cordova. The analysis in this section is based in part on the following technical report:

- *Noise Impact Assessment*, prepared by ECORP Consulting, Inc., June 2023

A complete copy of this report is included in the technical appendices to this DEIR (Appendix 5.9-1).

5.9.1 Environmental Setting

5.9.1.1 NOISE AND VIBRATION FUNDAMENTALS

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms, such as "noisiness" or "loudness." Following are brief definitions of terminology used in this section.

Glossary

- **Sound.** A disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level and energy averaged over the measurement period.
- **L_{max}.** The maximum root-mean-square noise level during a measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period), which is half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m., and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. Note: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated therefore in this assessment.

- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ($1x10^{-6}$ in/sec).

Sound Fundamentals

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel. The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more like a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale performs this compensation by weighting frequencies in a manner approximating the sensitivity of the human ear.

Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

Noise is defined as unwanted sound, and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local

governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard-site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. These "Ln" values are typically used to demonstrate compliance for stationary noise sources with a city's or county's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law, cities, and counties require that, for planning purposes, an artificial dBA increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (DNL or L_{dn}).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA can result in permanent hearing damage. When the noise level reaches 120 dBA, even short-term exposure causes a tickling sensation in the ear, called the threshold of feeling. As the

sound reaches 140 dBA, the tickling sensation becomes painful, called the threshold of pain. Table 5.9-1, *Typical Noise Levels*, shows typical noise levels from familiar noise sources.

Table 5.9-1 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: ECORP 2023 (Appendix 5.9-1).

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be natural—such as earthquakes, volcanic eruptions, or landslides—or human-made, such as explosions, heavy machinery, or trains. Both natural and human-made vibration may be continuous, such as from operating machinery, or impulsive, as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude can be characterized in three ways—displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position; for the purposes of soil displacement, is typically measured

in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Table 5.9-2, *Human Reaction to Typical Vibration Levels*, presents the human reaction to various levels of peak particle velocity.

Table 5.9-2 Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling—houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: ECORP 2023 (Appendix 5.9-1).
in/sec = inches per second

Vibrations also vary in frequency, and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

5.9.1.2 REGULATORY BACKGROUND

Federal Regulations

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Administration (OSHA) regulates on-site noise levels and protects workers from occupational noise exposure. To protect hearing, worker noise exposure is limited to 90 decibels with A-weighting (dBA) over an eight-hour work shift (29 Code of Federal Regulations [CFR] 1910.95). Employers are required to develop a hearing conservation program when employees are exposed to noise levels exceeding 85 dBA. These programs include provision of hearing protection devices and testing employees for hearing loss on a periodic basis.

National Institute of Occupational Safety and Health

A division of the US Department of Health and Human Services, the National Institute for Occupational Safety and Health (NIOSH) has established a construction-related noise level threshold as identified in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998. NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3 dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. The intention of these thresholds is to protect people from hearing losses resulting from occupational noise exposure.

Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (FICON) thresholds of significance assist in the evaluation of increased traffic noise. The 2000 FICON findings provide guidance as to the significance of changes in ambient noise levels due to transportation noise sources. FICON recommendations are based on studies that relate aircraft and traffic noise levels to the percentage of people highly annoyed by the noise. FICON's measure of substantial increase for transportation noise exposure is as follows:

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g., residential) are less than 60 dBA Ldn and the project creates a readily perceptible 5 dBA Ldn or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels range from 60 to 65 dBA Ldn and the project creates a barely perceptible 3 dBA Ldn or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels already exceed 65 dBA Ldn and the project creates a community noise level increase of greater than 1.5 dBA Ldn.

State Regulations

State of California General Plan Guidelines

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The State of California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), also provides guidance for the acceptability of projects within specific CNEL/Ldn contours. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

State Office of Planning and Research Noise Element Guidelines

The State OPR Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL.

California Department of Transportation

In 2020, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual. The manual provides general guidance on vibration issues associated with the construction and operation of projects concerning human perception and structural damage. Table 2 of the manual presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Local

City of Rancho Cordova General Plan Noise Element

The Noise Element of the General Plan provides policy direction to protect its citizens and community from noise disturbances. By quantifying existing noise sources and identifying noise policies and actions, the City ensures comfortable and safe noise levels throughout the community. The main goals of the document are to improve the noise environment for its residents, employees, visitors, and other people. The City's existing noise ordinance establishes allowable exterior and interior noise levels for affected land uses. The Noise Element notes that activities that are generally considered to be exempt from the noise standards include construction activities (provided that they occur within the daytime hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday), school athletic and entertainment events, activities conducted on public parks and playgrounds, and transportation noise.

- **Policy N 1.2:** Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City's noise standards to the maximum extent feasible (reproduced in Table 5.9-3, *City of Rancho Cordova Noise Standards*).

Table 5.9-3 City of Rancho Cordova Noise Standards

Land Use Category	Outdoor Activity Areas L_{dn}[1], dB	Interior L_{dn} dB
Residential	60[3]	45
Transportation Residential[2]	60[3]	40[5]
Transient lodging	60[4]	45
Hospitals, nursing homes	60[3]	45
Theaters, auditoriums, music halls	--	--
Churches, meeting halls	60[3]	--
Office buildings	--	--
Schools, libraries, museums	--	--
Playgrounds, neighborhood parks	70	--

Source: ECORP 2023 (Appendix 5.9-1).
Notes:
1 Where the location of outdoor activity areas is unknown; the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.
2 Transportation Residential applies to residences that are subject to noise from railroad tracks, aircraft overflights, or similar noise sources which produce clearly identifiable, discrete noise events (e.g., the passing of a single train).
3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn} may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels comply with this table.
4 In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply.
5 The intent of this noise standard is to provide increased protection against sleep disturbance for residences located near railroad tracks.

- **Policy N 1.3:** Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas.

- **Policy N.1.4:** Mitigate noise created by proposed non-transportation noise 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 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends when construction is conducted in proximity to residential uses.

- **Policy N.1.7:** To the extent feasible and appropriate, the City shall require the use of temporary construction noise control measures for public and private project that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses or other appropriate measures.

5.9.1.3 EXISTING CONDITIONS

Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools,

churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest existing noise-sensitive receptors to the project site are single-family residences approximately 49 feet from the proposed project's northeastern boundary, fronting El Caprice Drive. Furthermore, there are several residential apartments on Bettencourt Lane and La Loma Drive that are along the project site's north and western boundaries, with the closest location being 56 feet away.

Existing Ambient Noise Measurements

The project site is currently undeveloped land surrounded mainly by residential and commercial land uses. To quantify existing ambient noise levels in vicinity of the project site, ECORP Consulting, Inc. conducted three short-term noise measurements (15 minutes) in the surrounding areas and one long-term noise measurement (24 hours) on the project site on April 11, 2023. The 15-minute measurements were taken between 10:54 a.m. and 11:54 a.m. on April 11, 2023, and are representative of typical existing noise exposure within and immediately adjacent to the project site during the daytime. The long-term measurement was taken from 12:28 p.m. on April 11 to 12:28 p.m. on April 12, 2023. This 24-hour noise measurement is representative of typical existing noise exposure on the project site during a typical 24-hour day. The average noise levels measured at each location are listed in Table 5.9-4, *Existing (Baseline) Noise Measurements*.

Table 5.9-4 Existing (Baseline) Noise Measurements

Location Number	Location	Leq dBA	Ldn dBA	Lmin dBA	Lmax dBA	Time
Short-Term Measurements						
1	End of cul-de-sac of White Rock Road adjacent to Aspen Grove Mobile Home Park	54.0	N/A	50.3	68.2	10:54 a.m. – 11:09 a.m.
2	On La Verta Court adjacent to the Ashbury Court Apartments	47.9	N/A	39.7	62.9	11:39 a.m. – 11:54 a.m.
3	On La Loma Drive behind the project site adjacent to the Meadows Apartments	61.8	N/A	44.9	74.4	11:16 a.m. – 11:31 a.m.
4	North end of project site	57.1	60.9	38.3	83.2	12:28 p.m. – 12:28 p.m.

Source: ECORP 2023 (Appendix 5.9-1).
Notes:
Leq is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. Lmin is the minimum noise level during the measurement period and Lmax is the maximum noise level during the measurement period.

As shown in Table 5.9-4, the ambient recorded noise levels range from 47.9 to 61.8 dBA L_{eq} over the course of the three short-term noise measurements taken in the proposed project vicinity. The ambient noise levels recorded by the long-term measurement indicate that the project site currently experiences a noise level of 60.9 dBA L_{dn}. The most common noise in the project site vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on Folsom Boulevard, noise from light rail train activity, and noises from residential activity.

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the project site vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (see Appendix 5.9-1) and traffic volumes from the Mills Crossing Local Traffic Analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 5.9-5, *Existing Roadway Noise Levels*.

Table 5.9-5 Existing Roadway Noise Levels

Roadway Segment	Surrounding Uses	L_{dn} at 100 feet from Centerline of Roadway
Folsom Boulevard		
West of Mather Field Road	Commercial	64.1
East of Mather Field Road	Commercial	65.7
Between La Loma Drive and Paseo Drive	Commercial	64.1
Routier Road		
South of Folsom Boulevard	Residential	59.1
La Loma Drive		
North of Folsom Boulevard	Commercial and Residential	51.9
Paseo Drive		
North of Folsom Boulevard	Commercial and Residential	50.7
Mather Field Road		
South of Folsom Boulevard	Commercial and Residential	65.5

Source: ECORP 2023 (Appendix 5.9-1).
Notes:
Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by DKS Associates (2023). The most relevant roadway segments were chosen by DKS Associates. Refer to Appendix 5.9-1 for traffic noise modeling assumptions and results.

As shown in Table 5.9-5, the existing traffic-generated noise level on roadways in the proposed project vicinity currently ranges from 50.7 to 65.7 dBA L_{dn} at a distance of 100 feet from the centerline. As previously described, L_{dn} is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at night. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}. It should be noted that the modeled noise levels depicted in Table 5.9-5 may differ from measured levels in Table 5.9-4 because the measurements represent noise levels at different locations around the project site vicinity and are also reported in different noise metrics (e.g., noise measurements are the L_{eq} values and traffic noise levels are reported in L_{dn}).

5.9.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-3 For a project in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

5.9.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

- Impact 4.7.1 of the 2006 General Plan EIR states that implementation of the General Plan would result in construction noise levels that would exceed the noise standards established by the City of Rancho Cordova. Despite the proposed General Plan policies, action items, and goals that aim to reduce noise levels, the impact was determined to be significant and unavoidable. The General Plan EIR Impact 4.7.2 states that implementation of the General Plan would result in traffic noise levels that would exceed the noise standards established by the City of Rancho Cordova; therefore, this impact was determined significant and unavoidable.

- The 2006 General Plan EIR found that implementation of the General Plan would result in future stationary noise levels that would exceed the noise standards for non-transportation-related noise sources. Even with the inclusion of mitigation measures, some stationary noise impacts cannot be mitigated to less than significant; therefore, this impact was determined significant and unavoidable.

- The 2006 General Plan EIR found that implementation of the General Plan would result in the creation of new noise-sensitive land uses within an over-flight area, which presents the potential for annoyance from a single noise event would be considered a significant impact. The implementation of mitigation measures and action items would not fully mitigate the single-event aircraft noises; therefore, this impact was determined significant and unavoidable.

- The 2006 General Plan EIR found that implementation of the General Plan could expose future land uses and residents to light rail and public transit-related noises. With the implementation of the General Plan action items, this impact was determined to be less than significant.

- The 2006 General Plan EIR found that implementation of the General Plan in combination with regional growth and traffic conditions (passthrough traffic) would increase transportation noise along area roadways; therefore, this impact was determined significant and unavoidable.
- The 2006 General Plan EIR found that implementation of the General Plan, in combination with regional growth in surrounding communities outside of the Planning Area, would increase stationary noise; therefore, this impact was determined significant and unavoidable.
- The 2006 General Plan EIR found that implementation of the General Plan, in combination with regional growth in the Planning Area and surrounding communities, would subject more noise-sensitive land uses to airport noise; therefore, this impact was determined to be cumulatively considerable.

Folsom Boulevard Specific Plan

The Folsom Boulevard Specific Plan (FBSP) does not include any noise level standards that future development under this plan is required to follow.

5.9.4 Environmental Impacts

5.9.4.1 METHODOLOGY

This analysis of the existing and future noise environments is based on noise-prediction modeling. To estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the project site vicinity, predicted construction noise levels were calculated using the FHWA's Roadway Construction Noise Model (2006). Groundborne vibration levels associated with construction-related activities for the proposed project were evaluated using typical groundborne vibration levels associated with construction equipment. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, considering the distance from construction activities to nearby structures and typically applied criteria for structural damage and human annoyance.

Transportation-source noise levels associated with the proposed project were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) with trip-generation rates from the Mills Crossing Local Traffic Analysis. On-site stationary source noise levels associated with the proposed project have been calculated with the SoundPLAN 3D noise model, which predicts noise propagation from a noise source based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings, and barriers.

5.9.4.2 IMPACT ANALYSIS

Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

On-Site Construction Noise

Construction noise associated with the proposed project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower-power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearest existing noise-sensitive receptors to the project site are several residences on the northern boundary of the project site, approximately 49 feet away. As previously mentioned, construction is exempt from the noise standards, provided that the construction occurs between the daytime hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday. Outside of the provided times when construction is exempt, construction activities are subject to the City's noise standards. Furthermore, City General Plan Noise Element Action N.1.4.1 limits construction activity to the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends when construction is conducted in proximity to residential uses. The project site is in proximity to existing residential land uses and is therefore required to adhere to the construction timing limitations established by Noise Element Action N.1.4.1 (7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends). However, in order to be considered exempt from City noise standards, the proposed project's construction must be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday.

Outside of the provided times when construction is exempt, construction activities are subject to the City's noise standards. As shown in Table 5.9-6, *Construction Average (dBA) Noise Levels at Nearest Receptors*, the proposed project's construction noise would surpass the City's protective standard of 60 dBA and therefore must be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday in order to be considered a less-than-significant impact.

To estimate the worst-case on-site construction noise levels that may occur at the nearest noise-sensitive receptor and to evaluate the potential health-related effects (physical damage to the ear, psychological effects) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by NIOSH. A division

of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise-level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the project site and at various distances from sensitive receptors. Therefore, this analysis employs the Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment from the center of the project site, which in this case is approximately 341 feet from the closest residence on Bettencourt Lane. The anticipated short-term construction noise levels generated for the necessary equipment for each phase of construction are presented in Table 5.9-6*, Construction Average (dBA) Noise Levels at Nearest Receptors*.

Table 5.9-6 Construction Average (dBA) Noise Levels at Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at Nearest Sensitive Receptor (dBA L_{eq})	Construction Noise Standards (dBA L_{eq})	Exceeds Standards?
Pavement Excavation	69.8	*85*	No
Site Preparation	70.9	*85*	No
Grading	70.1	*85*	No
Building Construction, Paving and Painting	73.8	*85*	No

Source: Appendix 5.9-1.
Notes: Construction equipment used during construction derived from the California Emissions Estimator Model (CalEEMod) version 2022.1. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted to identify such parameters. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the project site (Appendix 5.9-1), which is 341 feet from the nearest residence. Construction, paving, and painting are assumed to occur simultaneously.
Leq = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 5.9-6, construction activities would not exceed the 85 dBA NIOSH construction noise threshold during any phase of construction at the nearby noise-sensitive receptors. It is noted that construction noise was modeled on a worst-case basis. Project site construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the proposed project.

Off-Site Construction Worker Traffic Noise

Project site construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to the California Emissions Estimator Model (CalEEMod), which is used to predict the maximum number of construction related vehicle trips traveling to and from the project site, the

maximum number of construction related trips traveling to and from the project site during a single construction phase would not exceed 298 trips in total (241 construction worker commute trips and 57 vendor trips). According to Caltrans' *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), doubling of traffic on a roadway is likely to result in an increase of 3 dB (outside of the laboratory, a 3 dBA change is considered a just-perceivable difference). During construction, the project site would be accessible from Folsom Boulevard. According to analysis done in conjunction with the proposed project's Traffic Report from Appendix 5.9-1, the portion of Folsom Boulevard between Mather Field Road and La Loma Drive, which includes the project site, currently accommodates approximately 19,136 average daily trips (ADT). Thus, the project site construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the proposed project.

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Impact 5.9-2: The proposed project would not result in a substantial permanent increase in ambient noise levels in excess of City standards during the project's operation phase. [Threshold N-1]

As previously described, noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. The nearest existing noise-sensitive receptors to the project site are several residences on the northern boundary of the project site, approximately 49 feet away.

The proposed project would include the construction of a community center with a health and wellness center, a parking structure, arts center and theater, a multifamily and single-family housing development, commercial and retail businesses, and community and event centers. Operational noise sources associated with the proposed project include mobile and stationary (i.e., people talking, car door opening and closing, parking garage noise, park activities, the unloading of trucks, typical neighborhood noise, and internal circulation) sources.

Project Land Use Compatibility

The City's General Plan establishes the use of exterior and interior noise standards as seen in Table 5.9-1. The City's noise level standards are applicable to new projects and act as a tool to gauge the compatibility of new land uses relative to existing noise levels. Table 5.9-1 identifies the exterior noise level standards for various land uses, including residential, meeting hall, and community park uses such as those associated with the proposed project. In the case that the noise levels identified at the proposed project site fall below the protective noise limits presented in the General Plan, the proposed project is considered compatible with the existing noise environment. As previously stated, the proposed project is proposing the construction of a community center

with a health and wellness center, a parking structure, arts center and theater, a multifamily and single-family housing development, commercial and retail businesses, and community and event centers.

The long-term noise measurement taken by ECORP Consulting Inc. on April 11 and April 12, 2023, can be used to quantify existing ambient noise levels in the project area. The ambient noise levels recorded by the long-term measurement indicate that the project site currently experiences a noise level of 60.9 dBA L_{dn}. According to the City's noise level standards table, presented in Table 5.9-1, this noise level falls above the exterior noise standard for residential and meeting hall land uses (60 dBA). However, as noted in the General Plan, where it is not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn} or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn} may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels follow the standards identified in Table 5.9-1. As such, the project site currently experiences an ambient noise level of 60.9 dBA L_{dn}, which is just over the exterior noise standard of 60 dBA L_{dn} for residential and meeting hall land uses, yet below the maximum standard of 65 dBA L_{dn} when the application of the best-available noise reduction measures is implemented.

The maximum standard of 65 dBA L_{dn}, to be applied to proposed projects that employ the best-available noise reduction measures, is appropriate for the proposed project. According to the proposed project's site plans, the proposed project's design and layout would reduce off-site transportation noise sources at the proposed noise-sensitive residential land uses. Specifically, the community commercial, art center, event center, and health and wellness buildings would be on the southern portion of the project site directly fronting Folsom Boulevard, while the northern portion of the site, farthest from Folsom Boulevard, would accommodate the residential component. As such, the layout of the proposed project's nonresidential buildings would effectively shield the residential receptors from off-site traffic noise occurring on Folsom Boulevard. According to the FHWA (2006), when a receiver is shielded from a noise source with a barrier (such as a building) with some gaps, it experiences a 5 dBA noise reduction from the source. Thus, the residents on the northern portion of the project site would have an approximate 5 dBA reduction from the traffic noise on Folsom Boulevard due to the positioning of the other proposed nonresidential buildings on site. This would result in an exterior ambient noise level of approximately 55.9 dBA L_{dn}, which would be under the City's exterior standard for residences. Thus, the project site design of placing the proposed nonresidential buildings between the predominate source of noise in the project site area, Folsom Boulevard, and the proposed noise-sensitive residential buildings, represents the best-available noise reduction measure to reduce noise on the project site. Furthermore, the exterior-to-interior reduction of newer residential units is generally 30 dBA or more. With this reduction, the exterior to interior noise environment would be reduced so that interior noise levels would be maintained below the City's protective interior standards of 45 dBA. For these reasons, the proposed project complies with the City's noise/land use compatibility standards.

Operational Off-Site Traffic Noise

Future traffic noise levels throughout the project site vicinity for the proposed project were modeled based on the traffic volumes identified by DKS Associates (refer to Appendix 5.9-1) to determine the noise levels along project site's vicinity roadways. Table 5.9-7, *Proposed Project Predicted Traffic Noise Levels,* shows the calculated off-site roadway noise levels with traffic at existing levels and the projected levels after project site buildout. The

City of Rancho Cordova does not regulate noise from transportation sources and does not have noise standards for such sources. As such, the thresholds recommended by FICON will be used in this analysis.

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.) are less than 60 dBA L_{dn} and the proposed project creates a readily perceptible 5 dBA L_{dn} or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels range from 60 to 65 dBA L_{dn} and the proposed project creates a barely perceptible 3 dBA L_{dn} or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels already exceed 65 dBA L_{dn} and the proposed project creates a community noise level increase of greater than 1.5 dBA L_{dn}.

Table 5.9-7 Proposed Project Predicted Traffic Noise Levels

Roadway Segment	Surrounding Uses	L_{dn} at 100 feet from the Centerline Roadway		Change	FICON's Standard?	Exceeds Standard?
		Existing	Existing + Project			
Folsom Boulevard						
West of Mather Field Road	Commercial	64.1	64.5	+0.4	>3	No
East of Mather Field Road	Commercial	65.7	65.9	+0.2	>1.5	No
Between La Loma Drive and Paseo Drive	Commercial	64.1	64.5	+0.4	>3	No
Routier Road						
South of Folsom Boulevard	Commercial & Residential	59.1	59.4	+0.3	>5	No
La Loma Drive						
North of Folsom Boulevard	Commercial & Residential	51.9	54.7	+2.8	>5	No
Paseo Drive						
North of Folsom Boulevard	Commercial & Residential	50.7	52.6	+1.9	>5	No
Mather Field Road						
South of Folsom Boulevard	Commercial & Residential	65.5	65.8	+0.3	>1.5	No

Source: ECORP 2023 (Appendix 5.9-1).

As shown in Table 5.9-7, none of the proposed project's vicinity roadway segments would experience an increase of traffic noise in excess of the FICON standards.

Operational On-Site Stationary Noise

The proposed project includes the construction of a community center with a health and wellness center, a parking structure, arts center and theater, a multifamily and single-family housing development, commercial and retail businesses, and community and event centers. The main stationary operational noise associated with the proposed project would include internal circulation/parking lot activity at the commercial buildings (i.e., people talking, car door opening and closing, and car stereos). Noise associated with residential neighborhoods

is quieter than commercial uses and includes activities such as internal circulation, dogs barking, lawnmowers, and other mechanical equipment). On-site proposed project operations have been calculated using the SoundPLAN 3D noise model. The modeling scenario includes the features of the proposed project, namely the parking lots, community commercial and art center buildings, residential units, and recreational/park plaza. The City has established noise exterior standards for various land uses, shown in Table 5.9-3, *City of Rancho Cordova Noise Standards*. The standard for residential receptors is under 60 dBA. Table 5.9-8, *Operational Noise Levels*, shows the predicted project site's noise levels at nine locations in the project site vicinity, as predicted by SoundPLAN. These locations represent the closest residential and commercial land uses to the project site. Figure 5.9-1, *SoundPlan Noise Contour for Mills Crossing,* provides a visual depiction of the predicted noise levels in the project site vicinity from project site operations.

Table 5.9-8 Operational Noise Levels

Location	Operational Noise (dBA)	City Exterior Noise Standard (dBA)	Exceeds Standard?
#1 Apartments on Bettencourt Lane	40.4	60	No
#2 Apartments on La Loma Drive	39.6	60	No
#3 Apartments on La Loma Drive	36.0	60	No
#4 Auto Repair Shop on La Loma Drive	47.3	60	No
#5 Folsom Lake College	39.4	60	No
#6 Medical Clinic	47.5	60	No
#7 Residence on El Caprice Drive	44.1	60	No
#8 Residence on El Caprice Drive	32.6	60	No
#9 Residence on El Caprice Drive	33.9	60	No

Source: ECORP 2023 (Appendix 5.9-1).

As shown in Table 5.9-8, Operational Noise Levels, the operational noise levels from operational activities on the project site would not exceed the City's noise standards (shown in Table 5.9-3) for the existing residential uses west and south of the project site. Furthermore, it is noted that the modeled noise levels identified are a worst-case scenario. All noise-producing sources on the project site were modeled for noise as if occurring at the same time and at the highest activity level to produce noise levels at the level as those predicted. Not all activities taking place on the project site would generate as much noise as predicted.

Level of Significance Before Mitigation: Impact 5.9-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant.

Source: ECROP Consulting, Inc. 2023.

0 200
Scale (Feet)

Figure 5.9-1
SoundPlan Noise Contour for Mills Crossing

Impact 5.9-3: The proposed project would not generate excessive groundborne vibration during construction or operation. [Threshold N-2]

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment, such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with standard construction equipment at 25 feet are summarized in Table 5.9-9, *Representative Vibration Source Levels for Construction Equipment*.

Table 5.9-9 Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Vibratory Roller	0.210
Impact Pile Driver	0.170
Large Bulldozer	0.089
Caisson Drilling	0.089
Hoe Ram	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: ECORP 2023 (Appendix 5.9-1).

The City does not have a numeric threshold associated with construction vibrations. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans recommended standard of 0.2 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA recommendations for calculating vibration generated from construction equipment, construction vibration was measured from the center of the project site. The nearest structure of concern to the construction site are residences 341 feet from the center of the project site.

Based on the representative vibration levels presented for various construction equipment types in Table 5.9-10, *On-Site Construction Vibration Levels at 341 Feet*, and the construction vibration assessment methodology published by the FTA (refer to Appendix 5.9-1), it is possible to estimate the potential project site construction vibration levels. The FTA provides the following equation:

$$[PPVequip = PPVref \times (25/D)^{1.5}]$$

Table 5.9-10 presents the expected project site related vibration levels at a distance of 341 feet.

Table 5.9-10 On-Site Construction Vibration Levels at 341 Feet

Receiver PPV Levels (in/sec)								
Impact Pile Driver	Vibratory Roller	Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jack- hammer	Small Bulldozer	Peak Vibration	Threshold	Exceed Threshold
0.003	0.004	0.002	0.001	0.001	0.000	0.004	0.2	No

Source: ECORP 2023 (Appendix 5.9-1).

Table 5.9-10 showcases that on-site construction peak vibration levels would not exceed the threshold. The proposed project would not include the use of any stationary equipment that would result in excessive vibration levels. Therefore, the proposed project would not result in groundborne vibration impacts during operations.

Level of Significance Before Mitigation: Impact 5.9-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would be less than significant.

Impact 5.9-4: The proximity of the project site to an airport would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]

The project site is approximately 2.1 miles northwest of Mather Airport. According to the Sacramento County Department of Airports, the project site is not within the Mather Airport planning noise contours. Therefore, the proposed project would not expose people residing or working on the project site to excessive airport noise levels.

Level of Significance Before Mitigation: Impact 5.9-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would be less than significant.

5.9.5 Cumulative Impacts

As noted previously, the General Plan EIR determined that impacts associated with buildout of the General Plan would result in significant and unavoidable impacts related to generation of noise. The proposed project would contribute to the noise environment in the project vicinity due to construction of the project and transportation-related noise. However, as discussed, the proposed project's noise generation would not exceed City thresholds. Therefore, while the project would contribute to noise in the project vicinity, the project's contribution to the cumulative noise environment would not be cumulatively considerable.

5.9.6 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, noise impacts would be less than significant.

5.9.7 Mitigation Measures

No mitigation measures are required.

5.9.8 Level of Significance After Mitigation

All noise impacts would have a less-than-significant impact. Since all noise impacts would be less than significant, there are no mitigation measures that have been incorporated into any of the noise impacts.

5.9.9 References

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.*

ECORP Consulting Inc. (ECORP). 2023, June. *Noise Impact Assessment- Mills Crossing, Rancho Cordova, California.* Appendix 5.9-1 to this DEIR.

5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential impacts of the proposed Mills Crossing project (proposed project) on the City of Rancho Cordova, specifically changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable."[1]

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a General Plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the California Department of Housing and Community Development (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares allows cities and counties to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing needs.

California housing element laws (California Government Code Sections 65580 to 65589) require that each city and county identify and analyze existing and projected housing needs in its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Housing Accountability Act

The Housing Accountability Act (HAA) requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Under the HAA, an applicant is entitled to the full density allowed by the zoning and/or general plan, provided the project complies with all objective general plan, zoning, and subdivision standards and provided that the full density proposed does not result in a specific, adverse impact on public health and

[1] Per CEQA Guidelines Section 15131, while "economic or social information may be included in an EIR or may be presented in whatever form the agency desires…"economic or social effects of a project shall not be treated as significant effects on the environment." Where an EIR does include economic or social impacts, the "focus of the analysis shall be on the physical changes." Although this chapter discusses affordable housing laws and RHNA requirements, this is done for informational purposes only. As currently drafted, the impact discussions of affordable housing requirements does not appear to have any bearing on the discussion of physical impacts on the environment under the CEQA Guidelines Appendix G thresholds.

safety that cannot be mitigated in any other way. Objective standards are measurable and have clear criteria that are determined in advance, such as a numerical setback, height limit, universal design requirement, lot coverage requirement, or parking requirement.

Amendment to the Housing Accountability Act

Assembly Bill (AB) 678 amends the HAA by increasing the documentation and standard of proof required for a local agency to legally defend its denial of low- to moderate-income housing development projects. If the local agency considers the housing development project to be inconsistent, not in compliance, or not in conformity with objective, written applicable standards, ordinances, plans, policies, or programs, AB 678 requires that, within a specific time period, the local agency provide the applicant with written documentation of its reasons. If the local agency fails to provide this, AB 678 deems the housing development project consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other provision.

AB 1515, Reasonable Person Standard

AB 1515 added additional findings related to the HAA. It specifies that a housing development project is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.

Senate Bill 330, Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the HAA, which states that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the City unless the City can make written findings based on the preponderance of evidence in the record that either: (1) the City has already met its RHNA requirement, (2) there is an impact to the public health and safety and this impact cannot be mitigated, (3) the property is agricultural land, (4) approval of the project would violate State federal law and this violation cannot be mitigated, or (5) the project is inconsistent with the zoning and land use designation and not identified in the General Plan Housing Element RHNA inventory.

Regional Regulations

Sacramento Area Council of Governments

The Sacramento Area Councill of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba, and the 22 cities therein. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG is responsible for developing the methodology for allocating the RHNA housing units to each city and county in the region. SACOG also assists in planning for transit, bicycle networks, clean air, and airport land uses.

SACOG plays a key role in the RHNA process. Every eight years, HCD provides SACOG with a determination of the regional housing needs, which represents the number of housing units the region must plan for. The total allocation is divided into four categories, and the lower two income categories—Low Income and Very Low Income—must be accommodated on sites zoned for higher densities. SACOG is responsible for developing a methodology for allocating these units by income category to each city and county in the region. Once jurisdictions have their RHNA, they must adopt a housing element that demonstrates how there is adequate land zoned for housing to accommodate the RHNA at each income level.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy

The 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region proactively links land use, air quality, and transportation needs. The MTP/SCS is federally required to be updated every four years. The SACOG board adopted the 2020 MTP/SCS and accompanying documents at a special board meeting on November 18, 2019.

Local Regulations

City of Rancho Cordova General Plan

Development of housing in the City of Rancho Cordova is guided by goals, policies, standards, and actions of the 2021-2029 Housing Element. The City of Rancho Cordova General Plan includes the following policies on population and housing:

- **Policy H.1.1:** Improve the City's jobs-housing balance by ensuring that housing development in Rancho Cordova provides opportunities for all income levels to serve the full range of available and projected jobs in the City.
- **Policy H.1.2:** Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, considering employment projections, household growth, and the City's share of regional housing needs.
- **Policy H.1.4:** Promote higher density housing in close proximity to transit, employment and appropriate services, such as transit-oriented development.
- **Policy H1.1.5:** Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project's plan for providing affordable housing. These areas are typically high resource and promote inclusion of affordable housing in high opportunity areas.
- **Policy H.1.6:** Allow housing developments with at least 20 percent affordable housing by-right on lower-income housing sites that have been counted in previous housing element cycles, consistent with AB 1397.
- **Policy H.2.1:** Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units).

- **Policy H.2.2:** Continue to implement the Folsom Boulevard Specific Plan.
- **Policy H.2.3:** Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.
- **Policy H.3.1:** Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes, and providing a range of housing prices and rents.
- **Policy H.3.3:** Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), persons with developmental disabilities, large households, people experiencing homelessness, farmworkers, and single-parent households.
- **Policy H.3.4:** The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.
- **Policy H.5.4:** Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.

5.10.1.2 EXISTING CONDITIONS

Population

According to the DOF, Rancho Cordova's population as of May 2022 is estimated to be 80,359. Table 5.10-1, *Population Trends in the City of Rancho Cordova*, shows the population trends and percentages in the City of Rancho Cordova from 2011 to 2022. The General Plan EIR of Rancho Cordova has anticipated substantial growth in population with an expected population of 183,362 under buildout conditions by 2030.

Table 5.10-1 Population Trends in the City of Rancho Cordova

Year	City of Rancho Cordova	
	Population	Percentage Change
2011	65,542	0%
2012	66,555	.02%
2013	68,376	2.74%
2014	69,635	1.84%
2015	71,059	2.04%
2016	72,674	2.27%
2017	74,394	2.36%
2018	75,815	1.91%
2019	77,259	1.90%
2020	78,139	1.13%
2021	79,536	1.78%
2022	80,359	1.03%

Sources: DOF 2021, 2022.

Housing

Housing Growth Trends

Table 5.10-2, *Housing Growth Trends in the City of Rancho Cordova*, shows the growth trends from 2011 to 2022 in the City.

Table 5.10-2 Housing Growth Trends in the City of Rancho Cordova

	City of Rancho Cordova	
Year	Total Housing Units	Percentage Change
2011	25,635	0%
2012	25,781	0.57%
2013	25,992	0.82%
2014	26,288	1.14%
2015	26,598	1.18%
2016	26,861	0.98%
2017	27,293	1.61%
2018	27,584	1.06%
2019	28,021	1.58%
2020	28,340	1.14%
2021	29,033	2.44%
2022	29,695	2.23%

Sources: US Census 2021; DOF 2021, 2022.

Regional Housing Needs Assessment

As shown in Table 5.10-3, *City of Rancho Cordova 2021-2019 RHNA*, Rancho Cordova's RHNA allocation for the 2021-2029 planning period is 9,067 units.

Table 5.10-3 City of Rancho Cordova 2021-2029 RHNA

		2021-2029 RHNA	
Household Income Category	Definition of Income Category	Number of Housing Units	Percentage of Housing Units
Extremely Low	30% or less MFI	1,057	12%
Very Low[1]	31-50% of MFI	1,058	12%
Low	51-80% of MFI	1,274	14%
Moderate	81-120% of MFI	1,684	18%
Above Moderate	Above 120% of MFI	3,994	44%
	Total	**9,067**	**100%**

Source: Rancho Cordova 2021.
MFI: Median Family Income

Employment

Employment Trends

According to the California Employment Development Department (EDD), the average employment rate in Rancho Cordova has increased from 2011 to 2021. The average annual employment rate and percentage changes are shown in Table 5.10-4, *City of Rancho Cordova Average Employment Trends*.

Table 5.10-4 City of Rancho Cordova Average Employment Trends

	City of Rancho Cordova	
Year	Employment (persons)	Percentage Change
2011	28,100	0%
2012	28,800	2.49%
2013	29,400	2.08%
2014	30,300	3.06%
2015	31,200	2.97%
2016	32,100	2.88%
2017	32,700	1.87%
2018	33,600	2.75%
2019	34,000	1.19%
2020	32,200	-5.29%
2021	33,300	3.416%

Source: EDD 2021.

Growth Projections

Sacramento Area Council of Governments

SACOG undertakes comprehensive regional planning with an emphasis on transportation. The 2020 MTP/SCS provides projections of total households, total jobs for the City of Rancho Cordova, and a projected jobs-housing ratio. The jobs-housing ratio is a general measure of number of jobs versus housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio, as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and distribution of tax revenues. A project's effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SACOG's regional planning efforts and goals are to create balanced communities. SACOG projected the job-housing ratio of Rancho Cordova (SACOG 2019). These projections are summarized in Table 5.10-5, *SACOG Growth Projections for the City of Rancho Cordova*.

Table 5.10-5 SACOG Growth Projections for the City of Rancho Cordova

	2016	2040
Housing Units	26,860	42,740
Total Jobs	59,410	78,890
Jobs-Housing Ratio	2.2	1.8

Source: SACOG 2019

5.10.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if it would:

P-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses), or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.10.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR of Rancho Cordova was prepared to evaluate and provide the public with information about the potential environmental effects of proposed future development under the general plan, in accordance with CEQA. The population/housing/employment section was prepared using SACOG existing and projected demographics. The EIR evaluated the General Plan planning for areas within existing city limits at buildout of 75,923 residential units, an expected population of 183,459, and employment of approximately 102,878 people; an increase of 238 percent, 233 percent, and 116 percent, respectively. The General Plan EIR concluded that implementation of the General Plan land use map would increase population, housing, and employment, which would result in a significant and unavoidable impact. Additionally, impacts related to displacement of housing and/or persons were found to be less than significant, due to potential displacement being minor as developments would mostly avoid developed areas. Furthermore, the General Plan EIR concluded that buildout of the Planning Area would induce substantial population, housing units, and employment increases that would cumulatively be considerable$and result in a significant and unavoidable impact. General Plan policies and actions in the housing element and land use element were provided to mitigate the effect on the environment. As indicated in the 2006 EIR, the project site is in the Folsom Boulevard Planning Area, and a Specific Plan would be prepared for this Planning Area after the adoption of the 2006 General Plan.

Folsom Boulevard Specific Plan

The Folsom Boulevard Specific Plan (FBSP) would guide and establish the long-term redevelopment of the Folsom Boulevard Planning Area. The FBSP area is approximately four miles long from Sunrise Boulevard to Bradshaw Road, encompassing areas to the north and south of Folsom Boulevard. The FBSP would follow the General Plan goals and policies of increasing mixed-use density and transit-oriented development (Policies LU-10, LU-11, LU-12, LU-14, and LU-17). The Specific Plan identifies four opportunity sites for concentrated commercial activity, new residential mixed-use development, and employment uses. Opportunity sites include the Kassis opportunity site, Mather Mills opportunity site, Olson Island opportunity site, and the Sunrise opportunity site. The Mills Crossing project falls within the Mather Mills opportunity site. The Mather Mills opportunity site is envisioned to support transit-oriented uses, such as a mix of educational, residential, retail,

and service activities, both vertically and horizontally. Each opportunity site has its own vision and set of standards.

5.10.4 Environmental Impacts

This section analyzes impacts of the proposed project on population and housing in Rancho Cordova. Impact 5.10-1: The Mills Crossing project would not induce unplanned population growth either directly or indirectly in the project area. [Threshold P-1]

Housing

The Mills Crossing project is in the FBSP area, which is zoned for Residential Mixed Use (RMU) and allows between 6.1 and 40 dwelling units per acre, which would allow between 61 and 394 units. The proposed project would require a rezone from RMU to be a Commercial Mixed-Use (CMU), Medium Density Residential (MDR), and High-Density Residential (HDR) zone. CMU allows a density between 10 and 18 dwelling units per acre, MDR allows a density range between 6.1 and 18.0 dwelling units per acre, and HDR allows a density between 20.1 and 40.0 dwelling units per acre. Figure 3-4, *Zoning Option 1*, shown in Chapter 3, *Project Description*, would be the more conservative option for the proposed project and would allow between 88 and 183 units on the project site.

The General Plan EIR analyzed the buildout of 75,923 residential units in the General Plan Planning Area (areas within existing city limits). The proposed project would provide up to 120 dwelling units, 0.15 percent of the permitted housing units under the 2006 General Plan EIR. Based on the average household size of 2.68 persons per household from the General Plan EIR, the proposed project would generate approximately 322 residents. The General Plan EIR buildout is estimated to generate approximately 183,459 residents, specifically a residential population of 22,936 people for the Folsom Boulevard planning area (Rancho Cordova 2006, pg. 4.1-22). The project would generate 1.4 percent of the proposed residential population in the Folsom Boulevard planning area. Since the level of residential development would be within the projected buildout of the 2006 General Plan EIR, the direct impact of population growth would be less than significant.

Employment

The Mills Crossing project would also introduce employment opportunities. The project site is currently zoned for RMU; however, the proposed project would rezone the site to CMU, MDR, and HDR zones. Since the RMU zone is primarily intended for medium- and high-density housing but can also include office and/or commercial uses, the rezone would not change the intended use of the site but make it more conducive for the proposed uses. The FBSP and General Plan EIR are silent on expected job growth in the Folsom Boulevard planning area, while the General Plan EIR projected buildout expects approximately 11,529 commercial jobs within the city and 5,764,627 square feet of commercial development at buildout (General Plan EIR, Table 3.0-1). This results in approximately 2 employees per 1,000 square feet. Thus, the community commercial buildings on-site are projected to generate approximately 280 jobs. It is expected a portion of employees generated by the Mills Crossing project would live in the City of Rancho Cordova. The approximately 280 total employees would be a minimal portion of the projected 102,878 jobs anticipated in the city at buildout with the implementation of the 2006 General Plan EIR. These new jobs, therefore, would not be anticipated to generate

unplanned new population growth in comparison to the levels considered in the 2006 General Plan EIR, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Impact 5.10-2: Project implementation would not result in substantial displacement of existing people and/or the construction of replacement housing elsewhere. [Threshold P-2]

Currently, the project is occupied by paved areas with patches of vegetation. No housing units or structures exist on-site; therefore, the construction of replacement housing would not be required. The Mills Crossing project would provide approximately 120 dwelling units at buildout, as permitted by the General Plan EIR.

Therefore, the proposed project would not result in any significant impacts related to the potential displacement of housing and/or people in comparison to the General Plan EIR

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

5.10.5 Cumulative Impacts

Impact 4.3.3 in the 2006 General Plan EIR states that the General Plan Land Use Policy Map shows a slightly larger development in terms of residential units and jobs, but a smaller population than the Sacramento County General Plan, Cordova Community Plan, and SACOG's Sacramento Region Blueprint. The General Plan's entire Planning Area is projected to have 126,241 housing units at buildout (2050), with a slightly smaller population under buildout conditions than the projected Blueprint population. However, the General Plan's entire Planning Area has a greater employment rate, with 195,021 jobs. Buildout projections under the entire Planning Area include the city as well as other planning areas considered.

The geographic area considered for cumulative impacts is the City of Rancho Cordova. Population growth anticipated for implementation of the Mills Crossing project would be within the analyzed scope of the 2006 General Plan EIR. The General Plan EIR analyzed the construction of 75,923 residential units in the General Plan planning area (areas within existing city limits). The proposed project would provide 120 dwelling units, 0.15 percent of the permitted housing units under the 2006 General Plan EIR. The project, based on an average household size of 2.68, is estimated to generate 322 residents and a residential population of 22,936 in the Folsom Boulevard planning area, accounting for 1.4 percent of the expected population under the 2006 General

Plan EIR. In addition, the Mills Crossing project is expected to generate 280 employees, which is 0.27 percent of the projected 102,878 jobs in city limits. Potential indirect population growth would be negligible since it is anticipated that the majority of those employees would already live within the city's boundaries. The Mills Crossing project, therefore, would not result in impacts that could combine with other projects to be cumulatively considerable. Cumulative population and housing impacts, therefore, would be less than significant.

5.10.6 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, impacts related to population and housing would be less than significant.

5.10.7 Mitigation Measures

No mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Project impacts associated with population and housing would be less than significant; therefore, no mitigation measures are required.

5.10.9 References

Department of Finance (DOF). 2021, May. Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark. https://dof.ca.gov/forecasting/Demographics/estimates/estimates-e5-2010-2020/

_____.2022, May Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2023, with 2020 Benchmark. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/

Employment Development Department (EDD). 2021. Cities and Census Designated Places by Individual County. https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#CCD.

Rancho Cordova, City of. 2006. *City of Rancho Cordova General Plan.* https://www.cityofranchocordova.org/home/showpublisheddocument/14279/636820350426270000.

Rancho Cordova, City of. 2021. *City of Rancho Cordova 2021-2029 Housing Element.* https://www.cityofranchocordova.org/home/showpublisheddocument/17793/637686169221070000

Sacramento Area Council of Governments (SACOG). 2019. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).* https://www.sacog.org/home/showpublisheddocument/76/638212804736270000

United States Census Bureau (US Census). 2021. Table B01003 – Total Population. https://data.census.gov/table?q=Population+Total&g=1600000US0659444&tid=ACSDT5Y2020.B01003

This page intentionally left blank.

5.11 PUBLIC SERVICES

This section addresses the proposed project's impacts to public services providing fire protection and emergency services, police protection, school services, and library services. Park services are addressed in Section 5.11, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.14, *Utilities and Service Systems*.

5.11.1 Fire Protection and Emergency Services

5.11.1.1 ENVIRONMENTAL SETTING

Regulatory Background

International Fire Code

The International Fire Code (IFC) is a model code for regulating minimum fire-safety requirements for new and existing buildings, facilities, storage, and processes. The IFC includes general and specialized technical fire- and life-safety regulations, which topic addressing fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire, and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and various other topics. The IFC is issued by the International Code Council, which is an international organization of building officials.

State

California Fire Code

The California Fire Code (CFC) (California Code of Regulations, Title 24, Part 9) is based on the 2015 IFC and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The CFC is updated once every three years; the 2022 CFC became effective on January 1, 2023 (ICC 2022).

California Health and Safety Code

Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Local

City of Rancho Cordova Municipal Code

Chapter 17.04: Fire Code

This chapter prescribes regulations governing conditions hazardous to life and property from fire or explosion and incorporates the CFC.

Chapter 17.12: Weed Control

This chapter of the Municipal Code finds and declares that the uncontrolled growth and or accumulation of weeds near neighboring property of residents is considered a nuisance and can lead to fire hazards therefore the chapter sets enforcement, firebreak, and removal requirements to decrease potential impacts.

City of Rancho Cordova General Plan

The following General Plan policies relate to the fire protection and emergency medical services:

- **Policy ISF 2.1:** Ensure the development of public infrastructure that meet the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
- **Policy ISF.2.2:** Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.
- **Policy ISF.2.3:** Ensure that adequate funding is available for all infrastructure and public facilities and make certain that the cost of improvements is equitably distributed.
- **Policy ISF.2.4:** Ensure that water supply and delivery systems are available in time to meet the demand created by new development or are guaranteed to be built by bonds or sureties.
- **Policy ISF.2.5:** Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.
- **Policy S.9.1:** Cooperate with the Sacramento Metropolitan Fire Department (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response.
- **Policy S.9.2:** Provide infill development with adequate off-site improvements to meet onsite fire flow requirements.
- **Policy S.9.3:** Consider establishing mitigation fees to fund adequate fire protection and emergency medical response facilities if such fees are critical and necessary to meet the facility funding needs of SMFD and existing methods of financing are inadequate.

Existing Conditions

Sacramento Metropolitan Fire District

The Sacramento Metropolitan Fire District, or "Metro Fire," serves a population of over 738,000 in a 358-square-mile service area. Metro Fire is the seventh largest fire agency in California. Metro Fire is a combination of 16 smaller fire departments that, over the years, merged to create this California Special District. On any given day, there are 155 on-duty personnel to serve the District's communities. Routine and emergency operations are managed with five battalion chiefs with oversight by an assistant chief assigned a 24-hour shift.

Metro Fire provides fire protection services, fire suppression, inspection, plan checking, emergency transportation and medical services, public education, advanced life support, and rescue services to the City of Rancho Cordova (Rancho Cordova 2006). Metro Fire's response goal is a four-minute travel time to at least 90 percent of all major emergencies (in addition to a 1-minute dispatch and 1-minute turnout time) (SMFD 2022b). It currently has eight fire stations in Rancho Cordova. Table 5.11-1, *Fire Stations Serving Rancho Cordova*, lists the Metro Fire stations and their location serving the City of Rancho Cordova. Metro Fire's Capital Improvement Program Plan (CIP) states planned expenditures for the fiscal years 2023 through 2026/2027, one of which is to secure a three-acre property for a station in Rancho Cordova (SMFD 2022a). The nearest fire station to the proposed project site is fire station 61, approximately 1.13 miles from the project site.

Table 5.11-1 Fire Stations Serving Rancho Cordova

Name of Facility	Address	Location
Station 54	8990 Frederick Avenue	Planning Area[1]
Station 61	10595 Folsom Blvd	City
Station 62	3646 Bradshaw Road	City
Station 63	12395 Folsom Blvd	City
Station 64	9116 Vancouver Drive	Planning Area[1]
Station 65	11201 Coloma Road	City
Station 66	3180 Kilgore Road	City
Station 68[2]	12065 Cobble Brook Drive	City

Source: Rancho Cordova 2006.
The Planning Area for the City of Rancho Cordova General Plan consists of the existing incorporated City and a larger study area, approximately 58,190 acres (Refer to City's General Plan for more information on the Planning Area).
[2] Metro Fire Station 68 inaugurated on May 27, 2022 (SMFD 2022a).

The project site is not within a Very High Fire Hazard Severity Zone (FHSZ) according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program (CAL FIRE 2023).

5.11.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.11.1.3 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

- **Impact 4.12.1.1** focuses on the implementation of the General Plan which would result in the need for additional fire protection and emergency medical equipment and facilities that could result in physical environmental impacts. The EIR includes General Plan policies and action items to reduce impacts from fire protection and emergency medical services. Impact 4.12.1.1 was determined to be less than significant.
- **Impact 4.12.1.2** focuses on the implementation of the General Plan could result in safety hazards associated with wildland fires in residential areas adjacent to open space and natural areas. The General Plan policies and action items SA.1.37 and SA.1.37.1 through SA.1.37.7 require Metro Fire to review new developments and install essential fire safety infrastructure for protection in potential wildfire areas. These policies aim to minimize impacts on residential areas and consider safety hazards as less than significant.
- **Impact 4.12.1.2** focuses on the implementation of the General Plan in combination with other reasonably foreseeable development (based on Sacramento County, and the cities of Folsom, Elk Grove, Citrus Heights, Galt, Lodi, and Sacramento General Plans land use projections), would increase the population within the Metro Fire service area, requiring additional fire and emergency medical services and related facilities. The EIR includes General Plan policies and action items to reduce impacts from fire protection and emergency medical services. Impact 4.12.1.2 was determined to be less than significant

5.11.1.4 ENVIRONMENTAL IMPACTS

Impact 5.11-1: The proposed project would introduce new structures, residents, and workers into the Sacramento Metropolitan Fire District service boundaries; however, this increase would not require the need for additional fire protection facilities. [Threshold FP-1]

Currently, there are no built structures on the project site. The proposed project would introduce up to 120 housing units to the project site. The introduction of these units would generate approximately 322 residents to the area, according to the average 2.68 persons per household from the City's General Plan EIR. In addition, the proposed project would introduce up to 140,000 square feet of commercial uses, thus attracting employees and people to the area. Overall, the proposed project would introduce new structures and people to the area which would increase the demand for fire protection and emergency services which could potentially result in the construction of new fire facilities such as a new fire station. As noted above, the project site is not within a CAL FIRE Very High FHSZ.

Metro Fire Station #61 is the primary fire station providing service to the project site and is approximately 1.13 miles east of the project site. While the proposed project would likely increase the number of service calls and demand for fire protection services, the proposed project would be required to comply with the California Fire and Building Codes and City ordinances. The Metro Fire response goal is a four-minute travel time to at least 90 percent of all major emergencies (in addition to a 1-minuite dispatch and 1-minute turnout time) (SMFD 2022b). As the fire station is approximately 1.13 miles from the project site, the response time is anticipated to be within the standard. Compliance with the California Building Code as well as the location of the project site

to the existing fire station would allow Metro Fire to meet future service demands; therefore it is unlikely the proposed project would need to construct new fire facilities.

The City of Rancho Cordova General Plan includes Policy ISF 2.5, which would require that sufficient and adequate water flows and pressure are maintained to meet all domestic, commercial, and industrial firefighting and protection requirements. Policy ISF 2.1 requires the City to ensure sufficient capacity in fire protection and emergency medical services and that the facilities are available on time to maintain the desired service levels, avoid capacity shortages, and protect the citizens' quality of life and safety. In addition, Policy ISF 2.5 requires that new development fund its fair share portion of its impacts to all fire related services and facilities. All future development would be required to comply with Chapter 17.04 of the Rancho Cordova Municipal Code, which adopts the California Fire Code standards. Operation of future development would also need to comply with Chapter 17.12, Weed Control, of the City's Municipal Code which would reduce fire impacts and thus the need for new or altered fire protection facilities. Compliance with local regulations such as the policies in the General Plan and requirements from the City's Municipal Code would ensure that the proposed project would not overwhelm Metro Fire; therefore it is unlikely the proposed project would result in the construction of fire facilities to meet future demand.

The proposed project is not expected to result in activities that create unusual fire protection needs. Refer to Section 5.14, *Wildfire*, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would be less than significant.

5.11.1.5 CUMULATIVE IMPACTS

Growth within the City would increase demands for fire protection and emergency services which could potentially result in the construction of new fire facilities. Other projects that are found by the City to require increases in public safety equipment, facilities, and staffing would also be required to pay fair-share payments for increased resources. Projects within the city would also be required to comply the City of Rancho Cordova's General Plan policies, such as Policy ISF 2.5, which mandates adequate water flows and pressure for firefighting and protection; Policy ISF 2.1, which ensures sufficient capacity in fire protection and emergency medical services, ensuring timely availability to maintain service levels and protect citizens' quality of life; and Policy ISF 2.5, which also mandates that new development fund its fair share of fire-related services and facilities. In addition, future development in Rancho Cordova must adhere to Chapter 17.04 of the Municipal Code, adopting California Fire Code standards, and Chapter 17.12, Weed Control, to reduce fire impacts and the need for fire protection services, including new or altered facilities. Therefore, cumulative impacts would be less than significant and impacts of the proposed project would not be cumulatively considerable.

5.11.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.1.7 MITIGATION MEASURES

No mitigation measures are required.

5.11.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.11.2 Police Protection

5.11.2.1 ENVIRONMENTAL SETTING

Regulatory Background

State

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the California Governor's Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multiagency and multi-jurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Rancho Cordova is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

California Highway Patrol

The California Highway Patrol (CHP) provides traffic regulation enforcement, emergency management, and assistance on State roadways and other major roadways in unincorporated portions of the southern Sacramento Valley area. The CHP is responsible for providing patrols on all interstates and state highways within California. The Sacramento Communications Center (SCC) is located at 3165 Gold Valley Drive in Rancho Cordova (Rancho Cordova 2006). The SCC is co-located with the California Department of Transportation (Caltrans), forming the Sacramento Regional Traffic Management Center. This cooperative effort allows for real time information to be relayed to CHP patrol personnel and appropriate resources and action to be taken without delay to mitigate traffic-related and emergency incidents (CHP 2023).

Regional

Sacramento County General Plan

On November 9, 2011, the Sacramento County Board of Supervisors adopted an updated General Plan. The updated General Plan's planning horizon looks out to 2030. The City of Rancho Cordova is covered under the County's General Plan. The Public Facilities Element contains law enforcement related policies applicable including:

- **Policy PCF-51:** Plan and develop law enforcement facilities in keeping with overall needs and the distribution of growth.

Local

Cordova Community Plan

Adopted by the Sacramento County Board of Supervisors on May 21, 2003, this document is an extension of the Sacramento County General Plan but is much more specific in terms of the objectives and implementation strategies and is intended to address issues that are most important to this community. The Plan area covers the project site. The Plan includes objectives which further help police services such as:

- **Objective PS-12:** Encourage the concept of neighborhood policing, and the formation of "Neighborhood Watch" programs.
- **Objective PS-13:** Promote a method or system for community communication for the Sheriff.
- **Objective PS-14:** Promote coordination between the Sheriff and local school districts

City of Rancho Cordova Municipal Code

Chapter 4.10: Special Business Licenses and Employee Permits

The purposes of this chapter are to establish special regulations applicable to the types of enterprises regulated hereunder, and to regulate such enterprises through a special business licensing procedure in order to protect and safeguard the health, safety, and welfare of the citizens in the city of Rancho Cordova.

Chapter 9.96: Emergency Alarms

This chapter sets an alarm permit requirement on all alarm system users in order to improve the ability of the chief of police to effectively respond to law enforcement needs and to encourage alarm system users, lessors, sellers, and manufacturers to better construct and maintain alarm systems in the city of Rancho Cordova.

City of Rancho Cordova General Plan

The following General Plan policies are identified in the General Plan relating to law enforcement services and the safety of the citizens of Rancho Cordova:

- **Policy ISF 2.1:** Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
- **Policy ISF.2.3:** Ensure that adequate funding is available for all infrastructure and public facilities and make certain that the cost of improvements is equitably distributed.
- **Policy S.7.1:** Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.
- **Policy S.8.1:** Monitor and review the level of police staffing provided in the City, and ensure that sufficient staffing and resources are available to serve local needs
- **Policy S.8.2:** Develop law enforcement programs through community partnerships, which reduce, as well as prevent, crime.
- **Policy S.8.3:** Plan and develop law enforcement facilities according to overall need and the distribution of growth within the City.

Existing Conditions

The City of Rancho Cordova established a law enforcement services contract with the Sacramento County Sheriff's Office and formed the Rancho Cordova Police Department (RCPD). RCPD consists of 55 sworn officers and 7 non-sworn staff who are dedicated to serving the City of Rancho Cordova. Calls for service occurring outside of the city's boundaries but within the unincorporated area of Sacramento County are handled by the Sacramento County Sheriff's Office. Traffic complaints, concerns or collisions occurring outside the city's boundaries but within the unincorporated area of Sacramento County are handled by the California Highway Patrol. The Rancho Cordova Police Station is at 2897 Kilgore Road in the City of Rancho Cordova (RCPD 2023a). The police station is approximately 2.45 miles northeast of the project site.

The RCPD includes a Crime Analysis and Prevention Unit, Crime Suppression Unit, Homeless Outreach Team, Investigations Unit, Mobile Crisis Support Team, Patrol Operations Bureau, Problem Oriented Policing Units, Service Center, Traffic Unit, and Youth Services Unit (RCPD 2023b).

5.11.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

PP-1 Result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.11.2.3 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

Among the EIR's police related impacts, Impact 4.12.2.1 focuses on the implementation of the General Plan which would increase the Planning Area population and would result in additional commercial, industrial and recreational uses in the Planning Area uses, which may result in additional law enforcement protection facilities that could result in physical environmental impacts. Impact 4.12.2.2 focuses on the neighborhood design, home design, street design, and other features associated with implementation of the General Plan could reduce the ability of the City of Rancho Cordova Police Department to enforce the law and respond to crime and other emergencies in the project area. Impact 4.12.2.3 focuses on the implementation of the General Plan and other reasonably foreseeable development in southeastern Sacramento County (based on Sacramento County land use projections) which would increase the population within the Planning Area and surrounding area and would require additional law enforcement services and related facilities under cumulative conditions.

5.11.2.4 ENVIRONMENTAL IMPACTS

Impact 5.11-2: The proposed project would introduce new structures, residents, and workers into the Rancho Cordova Police Department service boundaries; however, this increase would not require the need for additional police protection facilities or personnel. [Threshold PP-1]

The proposed project would develop up to 120 housing units which is expected to result in approximately 322 new residents coming to the project site, which would increase the demand for police services. The proposed project would also develop up to 140,000 square feet of commercial uses resulting in 280 employees,[1] which would further increase the demand for service of RCPD, which could result in the need for more police protection facilities.

The General Plan EIR states that based on the SCSD standard of one officer per 1,000 residents, an estimated total of 404 officers and 283 new officers would be required to maintain adequate service levels (Rancho Cordova 2006b, p. 4.0-13). The proposed project is not expected to result in impacts to performance objectives indicating the need for new or altered police facilities. Nonetheless, the General Plan includes policies to reduce significant impacts on police services, such as Policy ISF.2.3, "Ensure that adequate funding is available for all infrastructure and public facilities and make certain that the cost of improvements is equitably distributed." In addition, future residents and businesses would need to comply with the City's Municipal Code, Chapter 4.10, Special Business License and Employee Permits, and Chapter 9.96, Emergency Alarms, which would help reduce demand on police services. Compliance with local regulations such as the policies in the City's General Plan and requirements from the City's Municipal Code would ensure that the proposed project would not overwhelm the RCPD; therefore it is unlikely the proposed project would result in the construction of police protection facilities to meet future demand. As such, impacts would be less than significant.

[1] The FBSP and General Plan EIR is silent on expected job growth within the Folsom Boulevard planning area, while the General Plan EIR projected buildout expects approximately 11,529 commercial jobs within the city and 5,764,627 square feet of commercial development at buildout (General Plan EIR Table 3.-1). This results in approximately 2 employees per 1,000 square feet. Thus, the community commercial buildings on-site are projected to generate approximately 280 jobs.

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

5.11.2.5 CUMULATIVE IMPACTS

Growth in population within the City would increase demand for police protection services, which could, in turn, increase the need for new or altered police facilities. However as mentioned in Impact 5.11-2, compliance with existing regulations such as the polices and the General Plan and regulations in the Municipal Code would ensure the proposed project would not result in impacts to performance objectives indicating the need for new or altered police facilities. Cumulative impacts would be less than significant and impacts of the proposed projects would not be cumulatively considerable.

5.11.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.2.7 MITIGATION MEASURES

No mitigation measures are required.

5.11.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.11.3 School Services

5.11.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development of school facilities.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under the legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation minus any local dedicated school monies on the developer.

Local

City of Rancho Cordova General Plan

The City of Rancho Cordova General Plan contains policies that support the City's schools:

- **Policy ISF.2.2:** Coordinate with independent public providers, including schools, parks, and recreation, utility, transit, and other service districts, in developing service and financial planning strategies)
- **Policy ISF.2.3:** Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed

Development Impact Fees

Pursuant to Government Code Section 65995, on April 28, 2022, the FCUSD increased development fee rates as follows: $6.64 per square foot for residential construction and $0.78 per square foot for commercial/industrial construction (FCUSD 2023a).

Existing Conditions

The City of Rancho Cordova is served by the Folsom Cordova Unified School District (FCUSD), Elk Grove Unified School District, San Juan Unified, and the Sacramento City Unified. However, according to the City's General Plan DEIR, the project site is within the service boundary of FCUSD (Rancho Cordova 2006).

5. Environmental Analysis
PUBLIC SERVICES

As shown in Table 5.11-2, *FCUSD Schools,* FCUSD is made up of 37 public schools, with one preschool, 22 elementary schools, four middle schools, four high schools, plus continuation high schools, adult education and other alternative centers. The current capacity of the FCUSD is 22,762 K-12 students (FCUSD 2022).

Table 5.11-2 FCUSD Schools

School Name/Location	2021-2022 Enrollment
Preschool/Elementary Schools	
Blanche Sprentz *249 Flower Dr.*	362
Carl H. Sundahl *9932 Inwood Rd.*	324
Cordova Gardens *2400 Dawes St.*	262
Cordova Meadows *2550 La Loma Dr.*	350
Cordova Villa *10359 South White Rock Rd.*	443
Empire Oaks *1830 Bonhill Dr.*	394
Folsom Cordova K-8 Community Charter *4420 Monhegan Way*	256
Folsom Hills *106 Manseau Dr.*	489
Golden Ridge 735 Halidon Way	508
Mangini Ranch *4640 Sparrow Dr.*	316
Mather Heights *4370 Mather School Rd.*	328
Natoma Station *500 Turnpike Dr.*	471
Navigator *10679 Bear Hollow Dr.*	379
Oak Chan Elementary *101 Prewett Dr.*	454
Peter J. Shields *10434 Georgetown Dr.*	315
Rancho Cordova Elementary 2562 Chassella Way	434
Riverview STEM *10700 Ambassador Dr.*	337
Russell Ranch *375 Dry Creek Rd.*	625
Sandra J. Gallardo *775 Russi Rd.*	363
Theodore Judah *101 Dean Way*	593

Table 5.11-2 FCUSD Schools

School Name/Location	2021-2022 Enrollment
White Rock *10487 White Rock Rd.*	415
Williamson *2275 Benita Dr.*	473
Middle Schools	
Folsom *500 Blue Ravine Rd.*	1,308
Mills *10439 Coloma Rd.*	745
Sutter *715 Riley St.*	1,482
W.E. Mitchell *2100 Zinfandel Dr.*	803
High Schools	
Cordova *2239 Chase Dr.*	1,973
Folsom *1655 Iron Point Rd.*	2,675
Folsom Lake *1655 Iron Point Rd.*	66
Vista del Lago High *1970 Broadstone Pkwy.*	1,785
Adult/Alternative/Continuation	
Folsom-Cordova Adult *10850 Gadsten Way*	975[1]
Innovations Academy *10886 Gadsten Way*	294
Kinney (Continuation) *2710 Kilgore Rd.*	74
Prospect Community Day *2710 Kilgore Rd*	13
Reymouth Special Education Center *1965 Birkmont Dr.*	N/A
Walnutwood High (Independent Study) *10848 Gadsten Way*	185
Total	19,417

Source: CDE 2022, 2023.
[1]FCUSD 2023b.

5.11.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

SS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services.

5.11.3.3 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

Among the EIR's School facilities' related impacts, impact 4.12.6.1 focuses on the implementation of the project which would increase student enrollment in the Planning Area and require the construction of new schools and related facilities to serve the anticipated demand. Impact 4.12.6.2 focuses on the implementation of the General Plan in combination with other reasonably foreseeable development (based on General Plan land use projections for Sacramento County, Folsom, and Elk Grove) proposed in eastern Sacramento County would result in a cumulative increase in student enrollment and require additional schools and related facilities to accommodate the growth.

5.11.3.4 ENVIRONMENTAL IMPACTS

Methodology

Evaluation of potential school facility impacts was based on information from FCUSD's April 2022 School Facility Needs Analysis. The impact analysis focuses on whether those impacts would have a significant effect on the physical environment.

Impact 5.11-3: The proposed project would generate 57 new students into the FCUSD which would impact the school enrollment capacities of area schools.

The proposed project would develop up to 60 multifamily affordable apartments and 60 townhouse-style homes, which would result in approximately 322 new residents into the project site and increase the demand for school facilities. Table 5.11-3, *FCUSD Student Generation Rates and Student Generation,* shows the generation rates and the expected number of students to be generated as a result of the implementation of the proposed project.

Table 5.11-3 FCUSD Student Generation Rates and Student Generation

Grade Level	Generation Factor	Additional Units	Students Generated
Single-Family Attached			
K-5	0.35	60	21
6-8	0.15		9
9-12	0.14		8.4
Multifamily			
K-5	0.19	60	11.4
6-8	0.05		3
9-12	0.07		4.2
		Total	**57**

Source: FCUSD 2022.

As shown in Table 5.11-3, the proposed project would result in 57 new students in the FCUSD. Currently, the City establishes development impact fees for a building permit, and the applicant works with the school district to determine the precise amount of school impact fees. Once the fee has been paid in full, FCUSD prepares and provides a certificate to the City demonstrating payment of the fee (FCUSD 2023a). Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Payment of impact fees in compliance with SB 50 would reduce potential impacts to an acceptable level.

The proposed project would not increase the number of residences beyond what was analyzed in the 2006 General Plan EIR. As stated previously, a maximum of 120 residential units would be developed. As a result, it is not anticipated that the number of students would change under the proposed project. The proposed project would not increase the number of residential units above what has already been accounted for in the 2006 General Plan EIR, so it would not increase the number of students potentially enrolling at FCUSD past what has already been analyzed. Therefore it is unlikely the proposed project would require the need for the construction of a new school or altered school to meet future demand. In addition, as a standard condition of approval, developers will be required to pay impact fees to help offset any costs associated with an increase in student enrollment. Therefore, impacts on school services would be less than significant.

Level of Significance Before Mitigation: Impact 5.11-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-3 would be less than significant.

5.11.3.5 CUMULATIVE IMPACTS

Growth in population in the city would increase demand for school services, which could result in the need for new or altered school facilities. The project is not proposing to increase the number of residential units above what was already accounted for in the 2006 General Plan. As a result, the number of students enrolling at FCUSD, which includes all of the elementary schools, junior high schools, and high schools in the city, would

not increase beyond what has been anticipated in the general plan. As with the proposed project, other projects would have to pay impact fees in compliance with Government Code Section 65996, which would be available for FCUSD's operations and construction of new and/or expanded school facilities. Other projects that are found by the City to require increases in school facilities and staffing would also be required to make fair-share payments for increased resources. Cumulative impacts would be less than significant after the payment of impact fees by other projects and impacts of the proposed project would not be cumulatively considerable.

5.11.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.3.7 MITIGATION MEASURES

No mitigation measures are required.

5.11.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.11.4 Library Services

5.11.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Local

City of Rancho Cordova General Plan

- **Policy ISF.3.2:** Support enhanced library services for existing and future residents and employees that exceed regional and national standards.

City of Rancho Cordova Municipal Code

Chapter 16.83: Development Impact Fees to Finance Cost of Public Facilities

Section 16.83.065, Sunrise Douglas Community Plan Library Fund: Elimination and Transfer to CFF Library Fund, states the Sunrise Douglas Community Plan Library Fund is eliminated and required collected library development fees to be transferred to the Capital Facilities Fund and under the authority of the Sacramento Public Library. Section 16.83.100, Payment of development fees, states that development fees imposed pursuant to this chapter shall be paid by the property owner to the Rancho Cordova public works department in an amount calculated under this chapter and the fees shall be calculated upon the approval of subdivision maps and shall be paid upon issuance of building permits.

Existing Conditions

The Rancho Cordova Branch Library is part of the Sacramento Public Library community library network. The Rancho Cordova Branch Library is at 9845 Folsom Blvd, approximately a mile west of the project site. The Library provides amenities such as a book drop in the main entrance, assistive communication devices, 18 internet and Microsoft Office workstations, one early learning workstation, an internet printing station, document station including fax machine, photocopier/scanner, and a meeting room with a capacity of 94 people (SPL 2023a).

5.11.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LS-1 Result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services.

5.11.4.3 PLANS, PROGRAMS, AND POLICIES

No Impacts related to Library facilities were mentioned in the City of Rancho Cordova General Plan EIR 2006.

5.11.4.4 ENVIRONMENTAL IMPACTS

Impact 5.11-4: The proposed project would introduce new residents into the Sacramento Public Library System/Rancho Cordova Library service boundaries, thereby increasing the requirement for library facilities and personnel. [Threshold LS-1]

The Rancho Cordova Branch Library is approximately a mile west of the project site. The proposed project would result in the addition of 322 new residents to the project site, thus increasing the demand for library services which could increase the demand for library facilities and personnel.

It should be noted that the Sacramento Public Library System also provides a wide range of electronic and digitized resources that do not require physical library space, including eBooks and audiobooks (SPL 2023b). The proposed project would not warrant the construction of a new library or the expansion of the Rancho Cordova Branch Library as the proposed demand for library services could be accommodated through the use of electronic and digitized resources. Funding would be required to provide the additional books to meet the service standard. Generally, impact fees are assessed on new development to help pay for public infrastructure required to accommodate the new development. As mentioned in Chapter 16.83.100, Payment of development fees, of the City's Municipal Code, property owners must pay development fees, and fees are due upon subdivision map approval and building permit issuance. Funding for library services comes primarily from property tax revenue, as well as library fines and fees collected from patrons, and state, federal, or government aid. As development occurs, property tax revenue would grow proportionally with the new property tax collections. Although the proposed project could increase the demand for library services and thus potentially

require the need for expanded library facilities, the City's Municipal Code includes a provision and process that would allow additional library facilities to be constructed with impact fees from the project applicant of the proposed project. Therefore, the proposed project would not have a substantial impact associated with the provision of new or physically altered governmental facilities; the impacts of the proposed project would be less than significant.

Level of Significance Before Mitigation: Impact 5.11-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-4 would be less than significant.

5.11.4.5 CUMULATIVE IMPACTS

Growth in population within the city would increase demand for library services which may result in altered or new library facilities in order to meet the increased demand. As with the proposed project, other projects would have to pay fees and property taxes which would be available for the operations and development of new and/or expanded library facilities. Other projects that are found by the City to require increases in library facilities and staffing would also be required to make fair-share payments to the City for increased resources. Cumulative impacts would be less than significant after the payment of impact fees and property taxes by other projects and impacts of the proposed project would not be cumulatively considerable.

5.11.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.4.7 MITIGATION MEASURES

No mitigation measures are required.

5.11.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.11.5 References

California Department of Education (CDE). 2022. 2021-2022 Enrollment by Grade, Folsom-Cordova Unified Report (34-67330). https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3467330&agglevel=district&year=2021-22.

———. 2023 (accessed). School Directory Search Results. https://www.cde.ca.gov/SchoolDirectory/Results?title=California%20School%20Directory&search=1&counties=34&districts=773&status=1%2C2&types=0&nps=0&multilingual=0&charter=0&magnet=0&yearround=0&qdc=0&qsc=0&tab=1&order=0&page=0&items=100&hidecriteria=False&isstaticreport=False.

California Department of Forestry and Fire Protection (CAL FIRE). 2023 (accessed). FHSZ Viewer. https://egis.fire.ca.gov/FHSZ.

California Highway Patrol (CHP). 2023 (accessed). California Highway Patrol. https://www.chp.ca.gov/find-an-office/valley-division/offices/(214)-sacramento-communications-center.

Folsom-Cordova Unified School District (FCUSD). 2022, April. 2022 School facility Needs Analysis. https://www.fcusd.org/site/handlers/filedownload.ashx?moduleinstanceid=10600&dataid=143316&FileName=School%20Facilities%20Needs%20Analysis%202022%20Final.pdf.

———. 2023a. Development Impact Fees. https://www.fcusd.org/Page/2291.

———. 2023b (accessed). Folsom Cordova Adult Education – FAQs. https://www.fcusd.org/domain/4089.

Sacramento Metropolitan Fire District (SMFD). 2022a, June 9. Capital Improvement Program Plan Fiscal Year 2022/23. https://metrofire.ca.gov/files/85c50e1f1/13169.pdf.

———. 2022b, June 30. Annual Comprehensive Financial Report. https://metrofire.ca.gov/files/15ae0ecdf/Metro+Fire+FY2021-22+ACFR.pdf.

Sacramento Public Library (SPL). 2023a (accessed). Rancho Cordova Library Branch. https://www.saclibrary.org/Locations/Rancho-Cordova.

———. 2023b (accessed). eBooks and Audiobooks. https://www.saclibrary.org/Books/Digital-Media/Ebooks.

Rancho Cordova, City of. 2006a. General Plan Draft Environmental Impact Report. https://www.cityofranchocordova.org/home/showpublisheddocument/11097/635900974765170000.

———. 2006b. General Plan Final Environmental Impact Report. https://www.cityofranchocordova.org/home/showpublisheddocument/707/635895080495700000.

Rancho Cordova Police Department (RCPD) 2023a (accessed). About Us. https://www.ranchocordovapd.com/about-us.

———. 2023b. Our Teams. https://www.ranchocordovapd.com/our-teams.

This page intentionally left blank.

5.12 RECREATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Mills Crossing project to result in impacts to recreation facilities and parks in the City of Rancho Cordova and its sphere of influence (SOI).

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

State

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resources Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid, and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup 2002).

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments.

In 1982, the act was substantially amended via Assembly Bill (AB) 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed (Westrup 2002).

Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development. Cities or counties with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-population ratio is based on a

comparison of the population count of the last federal census to the amount of city- or county-owned parkland.

Local

City of Rancho Cordova General Plan

The Parks and Trails Elements of the City's General Plan provides the following policies and actions intended to achieve the City's vision for open spaces that are accessible to the community.

- **Goal OSPT.1:** Create a premier system of public parks and recreation programs that meet the needs of all residents.
  - **Policy OSPT.1.1:** Review all proposals for new residential development to ensure each project complies with the City's minimum standards for parkland dedication and is consistent with Cordova Recreation and Park District goals.
    - **Action OSPT.1.1.1:** Require developers of all new residential development to dedicate parkland at a rate of five acres of land per 1,000 population. When necessary, provide an in-lieu payment option, which allows the developer to fund the acquisition of acceptable land equal to the dedication requirement. Calculate required parkland dedication exclusive of required open space.
  - **Policy OSPT.1.2:** Coordinate with the Cordova Recreation and Park District to ensure that parks are provided, developed, and operated in a way that ensures that the City's parks goals are achieved throughout the community.
- **Goal OSPT.2:** Establish A System Of Open Space Areas That Connect All Parts Of The Community And Provide Opportunities For Passive And Neighborhood-Based Recreation.
  - **Policy OSPT.2.1:** Review all proposals for new residential development to ensure compliance with the City's minimum open space standards.
    - **Action OSPT.2.1.2:** Require developers of all new residential development to dedicate parkland at a rate of 1.75 acres of land per 1,000 population, generally comprised of:
      - Open Turf, Tree Canopy and Dog Parks;
      - Neighborhood Greens; and
      - Communitywide Open Space

City of Rancho Cordova Municipal Code

Chapter 22.40: Park and Recreation Dedication and Fees

This chapter sets requirements for paying a fee in lieu of dedication, or a combination of dedication and in-lieu fees for park and recreation dedications. Municipal Code Section 22.40.035, "Calculating area of land dedication," states that if land dedication is required for a neighborhood and community park, the owner shall

dedicate land by multiplying the number of dwelling units to the factors determined from an analysis of population trends and studies of Rancho Cordova which, when multiplied by the number of dwelling units permitted in the subject area, will produce five acres per 1,000 population to be devoted to neighborhood or community park facilities.

Cordova Recreation and Park District Master Plan

Cordova Recreation and Parks Department (CRPD) prepares the Cordova Recreation and Park District Facilities Master Plan (Master Plan), which outlines the district's projected needs for a period of ten years and strategies for fulfilling those needs. The current 2014 Master Plan focuses on development in incorporated areas.

5.12.1.2 EXISTING CONDITIONS

The CRPD has the primary responsibility for providing and maintaining recreation facilities and services. Table 5.12-1, *CRPD's Parks and Recreation Facilities* shows the locations, acreages, and amenities of these facilities. As shown in Table 5.12-1, there are a total of 32 park and recreational facilities with a total of 295.5 acres (CRPD 2012, 2023b). CRPD also anticipates future park development of Exploration Park, Goldrush Park, Gantline 208/Arista Del Sol Community Park, Hummingbird Park, W. H. Williamson Park, Federspiel Park Walkway Improvement, and Rosemont Community Park Sports Courts (CRPD 2023c). CRPD is currently working on a districtwide Optimized Parks, Facilities and Recreation Plan that provides guidance over the next 10 years and began public review in fall of 2022 (CRPD 2023a). CRPD's standard for dedication of parkland is 5 acres per 1,000 residents within the city to be devoted to neighborhood and community parks. Table 5.12-1 shows there are currently 295.5 acres of available recreation facilities. According to the Department of Finance's estimates, the current population in Rancho Cordova is 80,359 (DOF 2023). Based on existing population and parkland, the City needs approximately 401.8 acres[1] of parkland to accommodate its current population.

Currently, the project is occupied by paved areas with patches of vegetation. No parks or recreation facilities exist on site.

[1] 5 acres/1,000 persons = 0.005 acre/person
0.005 acre/person x 80,359 (population DOF 2023) = 401.8 acres needed

5. Environmental Analysis
RECREATION

Table 5.12-1 CRPD's Parks and Recreation Facilities

	Facility Name	Acres	Location	Amenities
1	Ahlstrom Park	7	2425 Zinfandel Drive Rancho Cordova, CA	baseball field, BBQ, drinking fountain, 4 picnic areas, playground
2	Argonaut Park (N)	6	11825 Herodian Drive Rancho Cordova, CA	baseball field, basketball court, 2 BBQ, climbing wall, drinking fountain, pavilion, 2 picnic areas, playground
3	Cobblestone Park (N)	1.6	10900 Barden Drive Rancho Cordova, CA 95670	Drinking fountain, fitness station, multiuse field, open grass area, 3 picnic areas, playground
4	Countryside Park (N)	2	3240 Glenmoor Drive Sacramento, CA	3 BBQ, drinking fountain, multiuse field, 3 picnic areas, playground
5	Cypress Grove Park (N)	1.1	4047 Cypress Grove Drive	multiuse field, open grass, 2 picnic areas
6	Dave Roberts Community Park	13	10805 Mapola Way Rancho Cordova, CA	baseball field, 3 BBQ, drinking fountain, lighting, multiuse field, parking lot, playground
7	Eagle's Nest Park (N)	4	11810 Chrysanthy Boulevard Rancho Cordova, CA	basketball court, drinking fountain, lighting, multiuse field, pavilion, playground, 2 tennis courts
8	Federspiel Park (N)	5	2549 Chassella Way Rancho Cordova, CA	2 BBQ, drinking fountain, open grass area, 3 picnic areas, playground, rental available, soccer field
9	Hagan Community Dog Park	2.5	2197 Chase Dr. Rancho Cordova, CA 95670	dog park, drinking fountain, open grass area, parking lot
10	Hagan Community Park	80	2197 Chase Dr. Rancho Cordova, CA 95670	athletic field, 3 baseball fields, 15 BBQ, dog park, drinking fountain, 2 horseshoe courts, multiuse field, open grass area, parking lot, pavilions, 24 picnic areas, 3 playgrounds, rental available, restrooms, 2 soccer field, 4 tennis courts, The HYDE Out Teen Center, Hagan Community Center, Hagan Community Barn, Cordova Community Pool
11	Heron Landing Community Park	20	Justinian Drive and Sunrise Boulevard Rancho Cordova, CA	athletic field, 2 baseball fields, basketball court, BBQ, drinking fountain, lighting, multiuse field, open grass area, parking lot, 2 pavilions, 5 picnic areas, 2 playgrounds, rental available, restrooms, showers, soccer field, 2 soft ball fields, spray park, tennis court
12	Hillside Park (N)	8	3566 Rockdale Drive Rancho Cordova, CA 95670	basketball court, drinking fountain, multiuse field, open grass area, 2 pavilions, 2 playgrounds, trail access
13	Kavala Ranch Park	4.8	5100 Azalea Park Drive Rancho Cordova, CA	basketball court, 2 BBQ, drinking fountain, multiuse field, open grass area, pavilion, playground, restrooms
14	Labyrinth Community Park	7	12770 Glass Beach Drive Rancho Cordova, CA 95742	2 BBQ, drinking fountain, fitness station, multiuse field, open grass area, pavilion, playground, rental available, restrooms
15	Larchmont-Rossmoor Park (N)	3	10708 Ambassador Drive Rancho Cordova, CA	BBQ, drinking fountain, multiuse field, open grass area,2 picnic area, playground, rental available

Table 5.12-1 CRPD's Parks and Recreation Facilities

	Facility Name	Acres	Location	Amenities
16	Lincoln Village Community Park	17	3480 Routier Road Sacramento, CA	baseball field, basketball court, climbing wall, fitness station, 2 horseshoe courts, lighting, multiuse field, open grass area, parking lot, picnic area, playground, rental available, Lincoln Village Community Pool
17	Mather Sports Complex	32.1	3755 Schriever Ave. Mather, CA 95655	administrative offices, athletic field, baseball field, 4 basketball courts, drinking fountain, fitness station, 3 multiuse fields, parking lot, recreation center, rental available, restrooms, showers, skate park, 2 soccer fields, sports center
18	Prospect Hill Park	7	11840 Prospect Hill Drive Rancho Cordova, CA	basketball court, 3 BBQs, multiuse field, 4 picnic areas, playground, rental available, soccer field
19	Pyramid Peak Park	2	4053 Red Blush Way Rancho Cordova, CA 95742	BBQ and picnic area
20	Renaissance Park	1.7	3125 Mowbray Way Rancho Cordova, CA	basketball court, drinking fountain, pavilion, playground
21	Sandpiper Park	5	11830 Appolon Drive Rancho Cordova, CA	2 BBQs, drinking fountain, multiuse field, open grass area, pavilion, 2 playgrounds, rental available, trail access
22	Sonoma Park	4	10750 Agria Court Rancho Cordova, CA	multiuse field, open grass area, pavilion, 5 picnic areas, 2 playgrounds
23	Sparrow Park	2.5	11938 Montron Way Rancho Cordova, CA 95742	multiuse field, pavilion, playground
24	Stone Creek Community Park	21	3625 Spot Drive Rancho Cordova, CA	baseball field, basketball court, 2 BBQs, drinking fountain, 4 multiuse fields, open grass area, outdoor amphitheater, parking lot, 2 pavilions, 14 picnic areas, 2 playgrounds, rental available, restrooms, showers, skate park, 3 soccer fields
25	Sunridge Park	7	4041 Borderlands Drive Rancho Cordova, CA	basketball court, BBQ, multiuse field, open grass area, pavilion, 2 picnic areas, playground, showers, spray park, trail access
26	Sunriver Park	5	11120 Moose River Court Rancho Cordova, CA	2 basketball courts, 3 multiuse fields, open grass area, 2 picnic areas, playground, rental available, trail access
27	Taylor Park	3	2238 West La Loma Drive Rancho Cordova, CA	3 BBQs, drinking fountain, multiuse field, open grass area, 3 picnic areas, playground
28	Village Green	3.6	3141 Bridgeway Drive Rancho Cordova, CA	drinking fountain, multiuse field, open grass area, outdoor amphitheater, 10 picnic areas, rental available, restrooms, showers, spray park
29	Tuscany Park	5	3460 Corvina Drive Rancho Cordova, CA	2 BBQs, multiuse field, open grass area, pavilion, 8 picnic areas, playground, rental available, soccer field
30	Waterbrook Park	0.1	10849 Waterbrook Drive Rancho Cordova, CA	drinking fountain and playground

5. Environmental Analysis
RECREATION

Table 5.12-1 CRPD's Parks and Recreation Facilities

	Facility Name	Acres	Location	Amenities
31	White Rock Community Park	14	10488 White Rock Rd. Rancho Cordova, CA 95670	2 basketball courts, 2 BBQs, multiuse fields, open grass area, pavilion, 4 picnic areas, playground, rental available, restrooms, soccer field, tennis court
32	White Rock Splash Park	0.53	10488 White Rock Rd. Rancho Cordova, CA 95670	drinking fountain, open grass area, parking lot, 2 picnic areas, restrooms, showers, spray park, 2 water slides
	Total	**295.5**		

Sources: CRPD 2012, 2023b.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 Would 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.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.12.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR found that implementation of the 2006 General Plan would increase demand for existing facilities and require additional parks and recreational facilities to accommodate growth; however, this impact was considered to be less significant impact.

5.12.4 Environmental Impacts

5.12.4.1 IMPACT ANALYSIS

Impact 5.12-1: The proposed project would increase the use of existing neighborhood and regional parks and other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated [Threshold R-1]

The proposed project would add up to 120 housing units, which would add approximately 322 residents to the area, according to the average 2.68 persons per household from the General Plan EIR. The proposed project would require 1.6 acres[2] of parkland. Although the proposed project would introduce up to 2.5 acres of public open space with 1.3 to 1.5 acres of Neighborhood and Community Greens and 0.75 to 1.0 acres of Plaza and Green Space, as mentioned in the General Plan EIR, additional community amenities such as landscaped corridors, parkways, paseos, multiuse trails, and accessible open space are considered critical for defining a community and should not be used to fulfill the parkland standard (Rancho Cordova 2006, p. 4.12-87). Therefore, the proposed project would remain deficient in meeting the required parkland standard.

However, the proposed project would need to comply with the City's General Plan Policy OSPT.1.1 and Policy OSPT.2.1, which require review of all new residential development to ensure compliance with the City's parkland and open space standards. Municipal Code Chapter 22.40, Park and Recreation Dedication Fees, would require the subdivider to provide either the dedication of land or fees to ensure adequate parkland.

[2] 0.005 acre/person x 322 persons (proposed project) = 1.6 acres (project need).

These policies would aid in attaining the necessary funding for the acquisition, development and maintenance of new parkland and existing park and recreational facilities. Implementation of the General Plan policies and the City's Municipal Code discussed above would ensure that the proposed project's generation of new residents such that substantial physical deterioration of the facility would not occur or be accelerated.

Level of Significance Before Mitigation: Impact 5.12-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

Impact 5.12-2: Project implementation would require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. [Threshold R-2]

The proposed project would introduce up to 2.5 acres of public open space with 1.3 to 1.5 acres of Neighborhood and Community Greens and 0.75 to 1.0 acre of Plaza and Green Space. However, as noted in Impact 5.12-1, the proposed project would need to comply with the City's General Plan Policy OSPT.1.1 and Policy OSPT.2.1, which require review of all new residential development to ensure compliance with the City's parkland and open space standards. The project would comply with the City's Municipal Code, Chapter 22.40, Park and Recreation Dedication Fees, which would require the developer to pay the park development fees or dedicate parkland. Although the proposed project would require the construction or expansion of recreation facilities, the proposed project would comply with the City's Municipal Code and goals in the General Plan; therefore no adverse physical effect would occur.

Level of Significance Before Mitigation: Impact 5.12-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.12-2 would be less than significant.

5.12.5 Cumulative Impacts

The geographic context for the analysis of cumulative recreation impacts is the City of Rancho Cordova. The proposed project, in combination with other proposed, approved, and reasonably foreseeable development in the City, would contribute to a cumulative increase in the demand for parks and recreational facilities. The proposed project would provide parkland and associated facilities to its residents. The proposed project would be required to pay fees pursuant to Chapter 22.40 of the City's Municipal Code. In addition, projects would need to comply with the goals and policies established in the City's General Plan, such as Policy OSPT.1.1, which mandates a review of all residential development proposals to ensure they meet the City's parkland dedication standards and align with Cordova Recreation and Park District objectives; Action OSPT.1.1.1 requires developers of new residential developments to dedicate five acres of land per 1,000 population, with

an in-lieu payment option provided when needed; and Policy OSPT.2.1 mandates the review of all residential development proposals to ensure adherence to the City's minimum open space standards. Therefore, compliance with the stated regulations in the Municipal Code and General Plan would provide sufficient resources for the design, construction, and maintenance of new parks and associated facilities needed to accommodate future growth in the city. Therefore, the proposed project's contribution to this impact would be less than cumulatively considerable.

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant.

5.12.7 Mitigation Measures

No mitigation measures are required.

5.12.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.12.9 References

Cordova Recreation and Parks Department (CRPD). 2012. District Inventory & Assessment Plan: Final Draft. https://crpd.com/wp-content/uploads/FINAL-Cordova-RPD-Inventory-Assessment-Plan.pdf

———. 2023a (accessed). Optimized Plan. https://crpd.com/optimizedplan/.

———. 2023b (accessed). Parks and Facilities. https://crpd.com/parks-facilities/.

———. 2023c, April 4 (accessed). Construction and Projects. https://crpd.com/park-planning-development/construction-projects/.

Department of Finance (DOF). 2023, April 4 (accessed). Table E-5. https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

Westrup, Laura. 2002. Quimby Act 101: An Abbreviated Overview. Planning Division, California Department of Parks and Recreation.

This page intentionally left blank.

5.13 TRIBAL CULTURAL RESOURCES

This section describes the potential impacts on tribal cultural resources associated with the adoption and implementation of the proposed project. This section describes the regulatory framework and existing conditions in the project site related to tribal cultural resources and the potential impacts of the project on tribal resources.

The analysis in this section is based in part on the following information:

- *Archaeological Resources Inventory Report for the Mills Crossing Project*, ECORP Consulting Inc., March 2023

A complete copy of this report is included as Appendix 5.3-1 to this Draft Environmental Impact Report (DEIR).

5.13.1 Environmental Setting

5.13.1.1 REGULATORY BACKGROUND

This section summarizes key federal, state, and local regulations, plans, and programs that provide protection and management of tribal cultural resources to the City of Rancho Cordova and the project site.

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal and Native American lands.

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106, Protection of Historic Properties, of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties. Section 106 ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (United States Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Native American tribes.

State Regulations

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of State policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and the California Environmental Quality Act (CEQA).

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and State-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

California Register of Historical Resources

The California Register of Historical Resources (California Register) is the State version of the National Register of Historic Resources program (see also Chapter 5.3, *Cultural Resources*). It was enacted in 1992 and became official January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources. Resources that may be eligible for listing include

buildings, sites, structures, objects, and historic districts. According to PRC Section 5024.1(c), a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria:

- **Criterion 1:** Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- **Criterion 2:** Associated with the lives of persons important to local, California, or national history.
- **Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- **Criterion 4:** Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Senate Bill 18

Senate Bill (SB) 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. SB 18 places requirements on local governments for developments in or near traditional tribal cultural places (TTCP) (Burton, Chapter 905, Statutes of 2004). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving TTCPs. SB 18 goes into effect with a proposed amendment or adoption of a general plan or a specific plan, or the designation of open space. The local government sends proposal information to the NAHC and requests contact information for tribes with traditional lands or places located in a geographic area affected by proposed changes. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If consultation occurs and the NAHC, the tribe, and interested parties agree on the mitigation measures necessary for the proposed project, it would be included in the project's EIR. If both the City and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

Per SB 18, the law requires a City or County to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, since State planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to

actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 also amended Civil Code Section 815.3 and added California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process (Gatto 2014). AB 52 required an update to Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. It requires tribal cultural resources to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a Negative Declaration or Mitigated Negative Declaration on or after July 1, 2015, are subject to AB 52. A significant impact on a tribal cultural resource is considered a significant environmental impact, requiring feasible mitigation measures.

Tribal cultural resources must have certain characteristics:

1) Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC Section 21074(a)(1))

2) The lead agency, supported by substantial evidence, chooses to treat the resource as a tribal cultural resource. (PRC Section 21074(a)(2))

The first category requires that the tribal cultural resource qualify as a historical resource according to PRC Section 5024.1, which states that the California Register is an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC Sections 21080.3.1 to 3.3).

1) A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.

2) Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.

3) A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.

4) The lead agency must initiate consultation within 30 days of receiving the request from the tribe.

5) Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, OR a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.

6) Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Local Regulations

The Cultural and Historical Resources Element of the City of Rancho Cordova 2006 General Plan seeks to identify and protect locally important sites, buildings, and cultural/tribal resources. The following policies are relevant to tribal cultural resources:

- **Policy CHR 1.1.** Establish, support, and fund programs that enhance Rancho Cordova's sense of community and identity, such as the collection of oral histories; genealogical research; and the acquisition of collections of historic artifacts, photographs, memorabilia, or other information relevant to the history of the City.
- **Policy CHR 1.2.** Establish and promote programs that identify, maintain, and protect buildings, sites, or other features of the landscape possessing historic or cultural significance.
- **Policy CHR 1.3.** Establish review procedures for development projects that recognize the history of the area in conjunction with State and federal laws.

5.13.1.2 EXISTING CONDITIONS

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious sites, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites. Refer to Chapter 5.3, *Cultural Resources*, of this EIR for further discussion of the tribal cultural resources environmental setting.

Natural Setting

The project site is in northern Sacramento County in the Great Valley geographic province of Northern California. The Great Valley is bound by the Coast Ranges to the west and the Sierra Nevada to the east. The American River, approximately 4,000 feet west of the project site, flows northeast to southwest connecting to the Sacramento River. The Cordova Creek is approximately 0.5 miles north of the project site.

The project site is relatively flat with elevation ranges from approximately 77 to 75 feet above mean sea level. The geology of the project site and vicinity consists of sedimentary deposits of the Pleistocene-Holocene marine and nonmarine sedimentary rocks and includes alluvium, lake, playa, and terrace deposits.

Cultural Setting

The Sacramento region includes the current project site that was inhabited by the Nisenan or Southern Maidu. Nisenan inhabited the drainages of the Yuba, Bear, and American Rivers, and the lower reaches of the Feather River, extending from the east banks of the Sacramento River on the west to the mid to high elevations of the western flank of the Sierra Nevada to the east. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south, the Sacramento River on the west, and in the east it extended to a general area within a few miles of Lake Tahoe.

Records Search Methods

ECORP requested a records search for the Project Area at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) at California State University, Sacramento, on January 17, 2023. The search aimed to determine the extent of previous surveys within an 800-meter radius of the proposed project location and whether pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist in the area. The study reviewed official records, maps, and historic references for archaeological sites and surveys in Sacramento County. Additional references and literature are included in Appendix 5.3-1 of the DEIR.

Sacred Lands File

ECORP contacted the California NAHC on January 17, 2023, to request a search of the Sacred Lands File for the project site. This search determines whether the California Native American tribes within the project site have recorded Sacred Lands because the Sacred Lands File is populated by members of the Native American community with knowledge about the locations of tribal resources. The NAHC completed a record search and the results were positive.

Archaeological Resources

The records search consisted of a review of previous research and literature, records on file with the NCIC for previously recorded resources, and historical aerial photographs and maps of the vicinity. The records search revealed that six previously recorded pre-contact and historic-era cultural resources are within 0.5 mile of the project site, as shown in Table 5.13-1, *Previously Recorded Archaeological Resources within a 0.5-mile Radius of the Project Site*. Of the sites listed, two are believed to be associated with Native American occupation of the vicinity and four are historic-era sites associated with mining activities. The records search results indicate that the project site is within the boundaries of the previously recorded American River Placer Mining District (P-34-335). However, the field surveys did not identify any features or artifacts associated with the district.

Table 5.13-1 Previously Recorded Archaeological Resources within a 0.5-Mile Radius of the Project Site

Site Number	Primary Number	Recorder and Year	Site Description	Age/Period	Within Project Area?
CA-SAC-157	P-34-184	A.R. Pilling, 1949; S. Flink, J. Johnson, Dames and Moore, 1995	Habitation and Burials	Pre-contact	No
CA-SAC-233	P-34-260	Boloyan and Payen, 1958	Other	Pre-contact	No
CA-SAC-308H	P-34-335	K.G.S, 1969; Coleman, Talcott, and Wolpert, Solano Archaeological Services, 2020	Folsom Mining District	Historic	Yes
CA-SAC-428H	P-34-455	J. Arbuckle, 1979; M. Maniery, Par, 2009	Southern Pacific Railroad	Historic	No
-	P-34-2435	S. D. Mikesell, JRP Historical Consulting Services, 1993	Mills Station	Historic	No
CA-SAC-1275H	P-34-53698	L. Furnis, Cogstone Resources Management, Inc	Mather Sur	Historic	No

Source: ECORP 2023 (Appendix 5.3-1).

The American River Placer Mining District (P-34-335) is considered a Super District that includes smaller districts, such as the Alder Creek Corridor Mining District, Prairie Diggings Mining District, and others, which were grouped arbitrarily on paper decades ago to ensure proper consideration during a surge in development in the region. The American River Placer Mining District includes thousands of acres of land that were subjected to placer mining by manual and mechanical methods, using water from the South Fork of the American River following the discovery of gold in California in 1848.

5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.13.3 Plans, Programs, and Policies

The 2006 General Plan Environmental Impact Report

The 2006 Rancho Cordova General Plan EIR does not discuss tribal cultural resources; however, the Impact 4.11.1 in the DEIR did determine implementation of the General Plan could result in the potential disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated prehistoric/historic artifacts and features) and human remains. The implementation of General Plan policies and action items aims to reduce significant impacts on known and unknown cultural resources. However, it is uncertain whether all significant impacts can be avoided or mitigated. Therefore, the 2006 EIR concluded the impact would be significant and unavoidable due to uncertainty.

5.13.4 Environmental Impacts

5.13.4.1 METHODOLOGY

SB 18 and AB 52 Consultation

The 2006 General Plan was proposed prior to March 1, 2005, and is therefore not subject to SB 18. Regardless, the City of Rancho Cordova requested a sacred lands search of Native American contacts and SB 18 contacts from the NAHC for the project site. The sacred lands search did not identify any Native American cultural resources in or near the project site. All Native American groups or individuals identified by the NAHC were contacted, and tribes were asked to consult regarding the General Plan.

In accordance with AB 52 and SB 18, ECORP requested a Sacred Lands File and Native American Contact List Request search from NAHC on January 17, 2023. NAHC responded on February 27, 2023. The search of the Sacred Lands File from the NAHC resulted in a positive result for the presence of Native American Sacred Lands near the proposed project.

In accordance with SB 52, the City sent letters to the Ione Band of Miwok Indians, Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, and Wilton Rancheria on January 10, 2023, notifying them of the proposed project and requesting comments or concerns for the project area. The date that the 30-day window closed for the City's response was February 16, 2023. Two tribes sent responses: Wilton Rancheria and the Shingle Springs Band of Miwok Indians.

In a letter dated March 13, 2023, the Shingle Springs Band of Miwok Indians requested consultation regarding the proposed project via email. The City's response was sent via email offering to set up a consultation on March 20, 2023. The Shingle Springs Band of Miwok Indians have yet to respond to set up a meeting for consultation.

The Wilton Rancheria tribe reached out to the City via email on January 17, 2023. The City responded by email offering to set up a consultation on January 20, 2023. The tribe confirmed their availability on February 7, 2023, and confirmed the date and time on February 8, 2023. The City then sent a Zoom meeting invitation on February 8, 2023, for the consultation on February 15, 2023. During the consultation, the tribe shared the

history of tribal activity in the area and requested an on-site visit, review of the EIR cultural study, and on-site monitoring during trenching and site work.

The City sent letters to the tribes that were listed in their current internal list of tribes recently contacted for CEQA, planning, and project-related matters. The City of Rancho Cordova sent tribal letters before receiving the official tribal list from NAHC. The NAHC tribal list identified three new tribes not identified in the City's internal tribal list, including Buena Vista Rancheria of Me-Wuk Indians, Tsi Akim Maidu, and Colfax-Todds Valley Consolidated Tribe. The City sent letters notifying the three additional tribes of their opportunity for consultation, which were mailed on April 22, 2024. The City sent two letters to the Tsi Akim Maidu tribe at the address listed by the NAHC. Both letters were returned to the City undeliverable. No responses or requests for consultation were received from these additional tribes within 30 days of the letters' send date of April 22, 2024. All tribes that needed to be contacted to request information and consultation received a letter.

The City has accepted all requests and is collaborating with Wilton Rancheria to have an on-site monitor present during soil remediation excavation work.

No other comments were received for the proposed project.

5.13.4.2 IMPACT ANALYSIS

Impact 5.13-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is: (i) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). (ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code Section 5024.1(c). In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. [Thresholds TCR-1.i and TCR-1.ii]

The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1. The 2006 General Plan EIR stated the Pacific Municipal Consultants conducted archaeological and historical investigations for the General Plan, including a records search at the NCIC, archival research at other repositories, and field investigation of the project site. The investigations identified 31 cultural resources or prehistoric/historic sites in the area, demonstrating the archaeological and historical sensitivity of the area. Impact 4.11.1 of the 2006 Rancho Cordova General Plan DEIR states that part of the project site has been subject to archaeological and historical investigations (as shown in Figure 4.11-1, *Archaeological and Cultural Sensitivity Areas Within the General Plan Planning Area*, of the 2006 Rancho Cordova General Plan EIR), but the entire area has not been subjected to investigation. Impact 4.11.1 notes the General Plan Roadway System Sizing Map is expected to significantly impact a historic resource site, potentially eligible under the National Register of Historic Places. The development under the Rancho Cordova General Plan could also negatively affect known cultural resources, undiscovered resources, and human remains. In addition, as shown in Figure 4.11-1 of the 2006 Rancho Cordova General Plan DEIR, the project site is not in an archaeologically sensitive area.

In addition, the lead agency must assess the significance of a tribal cultural resource to a California Native American tribe, following the criteria outlined in Public Resources Code Section 5024.1(c). The Public Resources Code Section 5024.1(c) states that a historical resource in the California Register can be listed if it meets the National Register of Historic Places criteria, such as being associated with significant events in California's history and cultural heritage, representing important historical figures, embodying distinctive characteristics of a type, period, region, or method of construction, or containing high artistic values, and potentially yielding important information in prehistory or history. The City of Rancho Cordova adopts this definition as a guideline for identifying tribal cultural resources.

As shown in Table 5.13-1, of the six pre-contract and historic-era cultural resources, two are associated with Native American occupation – CA-SAC-157 and CA-SAC-233. CA-SAC-157 was recorded in 1949 as a habitation and burials, and CA-SAC-233 was recorded in 1958 as "other." Both of these sites are not within the project site. Construction and operation would be contained to the project site; therefore, the proposed project would not result in significant impacts to these identified tribal resources.

ECORP notes that the project site sits on a terrace with approximately 50 percent of the ground surface covered with an asphalt paved lot and the remaining 50 percent of the ground surface was tall grass (Appendix 5.3-1). Additionally as mentioned in Chapter 3, *Project Description*, the project site has been graded, paved, and developed in the past and currently includes paved areas with patches of vegetated areas. Therefore, due to the previous ground-disturbing activities on-site, the likelihood of uncovering tribal cultural resources is low. No significant impacts on tribal cultural resources are expected to occur as a result of the proposed project.

Nonetheless, the City contacted Native American tribes pursuant to AB 52; the City consulted with the Wilton Rancheria who provided recommended mitigation measures for the project. As described in Section 5.13.1.2, *Existing Conditions*, Wilton Rancheria identified the possibility of tribal cultural resources in the project area. On February 15, 2023, the City consulted with Wilton Rancheria and they requested an on-site visit, review of the ECORP cultural study, and implementation of site monitoring in accordance with project mitigation. At the time of drafting this DEIR, the City and Wilton Rancheria site visit has not yet occurred.

Although the project site presents a low likelihood of uncovering tribal cultural resources due to previous ground-disturbing activities, this does not make it impossible. In addition, with the request of Wilton Rancheria to implement mitigation, the following mitigation measures would need to be followed by future developers/project applicants. This impact is determined to be potentially significant.

Level of Significance Before Mitigation: Impact 5.13-1 would be considered potentially significant.

Mitigation Measures

TCR-1 Prior to issuance of grading permits, a qualified tribal monitor/consultant shall be identified to be on call during ground-disturbing activities. The project applicant shall be required to retain and compensate for the services of a tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Wilton Rancheria Tribal Government and is listed under the Native American Heritage Commission (NAHC) Tribal Contact list for the project area. A Native American monitor shall be retained by the lead agency or owner of the

project to be on-site to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, potholing, trenching). A monitor associated with one of the NAHC recognized tribal governments that have commented on the project shall provide the Native American monitor. The monitor/consultant shall only be present on-site during the construction phases that involve ground-disturbing activities. The tribal monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

TCR-2 If any tribal cultural resources are discovered during excavation or construction activities, construction shall stop within 100 feet of the find, and the qualified tribal monitor/consultant shall be consulted to determine whether the resource requires further study. The tribal monitor/consultant shall make recommendations to the City to protect the discovered resources. All tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified tribal monitor/consultant. If the resources are Native American in origin, the Wilton Rancheria Tribal Government shall coordinate with the landowner regarding treatment and curation of these resources. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 1506.5[f]).

Level of Significance After Mitigation: Impact 5.13-1 would be considered less than significant with mitigation applied.

5.13.5 Cumulative Impacts

The Rancho Cordova General Plan EIR did not specifically analyze the potential impacts of tribal cultural resources; however, tribal cultural resource analysis may be relevant to the discussion of impacts on tribal cultural resources (i.e., prehistoric sites, historic sites, and isolated prehistoric/historic artifacts and features) and human remains. The Rancho Cordova General Plan EIR analyzed the cumulative impacts on cultural resources and human remains under Impact 4.11.3. Land uses associated with the buildout of Rancho Cordova would require considerable ground-disturbing activities. The General Plan EIR concluded implementation of the General Plan that impacts related to cultural resources and human remains would be cumulatively significant and unavoidable.

The project site is not determined to be in an archaeologically sensitive area (seen in Figure 4.11-1 of the 2006 Rancho Cordova General Plan EIR). Additionally, other projects in the city may have the potential to impact tribal cultural resources directly or indirectly through ground-disturbing activities during development. Other projects would be required to adhere to laws and regulations, such as AB 52 and SB 18. As the project site has been previously graded and developed, there is a low likelihood that the proposed project would significantly impact tribal resources in the project site. In addition, the construction and operation of the proposed project would be within the boundaries of the project site; therefore, the project site would not significantly impact

surrounding tribal cultural resources. However, if tribal cultural resources are discovered within the project site, then the proposed Mitigation Measures TCR-1 and TCR-2 would reduce impacts to less than significant.

5.13.6 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impact 5.13-1 would be less than significant. Without mitigation, Impact 5.13-1 would be potentially significant. the following impact would be **potentially significant:**

5.13.7 Mitigation Measures

Impact 5.13-1

TCR-1 Prior to issuance of grading permits, a qualified tribal monitor/consultant shall be identified to be on call during ground-disturbing activities. The project applicant shall be required to retain and compensate for the services of a tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Wilton Rancheria Tribal Government and is listed under the Native American Heritage Commission (NAHC) Tribal Contact list for the project area. A Native American monitor shall be retained by the lead agency or owner of the project to be on-site to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, potholing, trenching). A monitor associated with one of the NAHC recognized tribal governments that have commented on the project shall provide the Native American monitor. The monitor/consultant shall only be present on-site during the construction phases that involve ground-disturbing activities. The tribal monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

TCR-2 If any tribal cultural resources are discovered during excavation or construction activities, construction shall stop within 100 feet of the find, and the qualified tribal monitor/consultant shall be consulted to determine whether the resource requires further study. The tribal monitor/consultant shall make recommendations to the City to protect the discovered resources. All tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified tribal monitor/consultant. If the resources are Native American in origin, the Wilton Rancheria Tribal Government shall coordinate with the landowner regarding the treatment and curation of these resources. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 1506.5[f]).

5.13.8 Level of Significance After Mitigation

With incorporation of Mitigation Measures TCR-1 and TCR-2, Impact 5.13-1 would be less than significant.

5.13.9 References

ECORP Consulting Inc (ECORP). 2023, March. *Archaeological Resources Inventory Report for the Mills Crossing Project*. Appendix 5.3-1 to this DEIR.

This page intentionally left blank.

5.14 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed Mills Crossing project (proposed project) to impact utilities and service systems. Utilities and service systems include wastewater (sewage) treatment and collection systems, water supply and distribution systems, storm drainage, solid waste collection and disposal, and other public utilities. Potential impacts to hydrology (e.g., flooding) and water quality are provided in Chapter 8, *Impacts Found Not to be Significant*, in the discussion of hydrology and water quality impacts. Storm drainage, though discussed in this section, is also addressed in Chapter 8. Impacts associated with electrical and natural gas infrastructure are discussed in Section 5.4, *Energy*.

5.14.1 Wastewater Treatment and Collection

5.14.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal, state, and local laws, regulations, plans, or guidelines related to wastewater treatment and collection that are applicable to the Specific Plan are summarized below.

Federal Regulations

Clean Water Act and National Pollution Elimination Discharge System

The Clean Water Act (CWA) establishes regulations to control the discharge of pollutants into waters of the United States and regulates water quality standards for surface waters (US Code, Title 33, Sections 1251 et seq.). Under the CWA, the US Environment Protection Agency (EPA) is authorized to set wastewater standards and run the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the United States. The federal CWA requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the project region are issued by the Central Valley Regional Water Quality Control Board (RWQCB).

The quality of the effluent that can be discharged to waterways in the Sacramento area, including the entire city of Rancho Cordova by the Sacramento Regional Wastewater Treatment Plant (SRWTP) which is owned and operated by the Sacramento Regional County Sanitation District (SRCSD). The SRWTP is established by the Central Valley RWQCB through waste discharge requirements (WDRs) that implement the NPDES permit. WDRs are updated at least every five years. A new permit must be issued in the event of a major change or expansion of the facility. In April 2021, the Central Valley RWQCB issued Order No. R5-2021-0019, NPDES No. CA 0077682, to the SRCSD (Regional San) for its SRWTP, which treats wastewater from its service area before discharging the treated effluent to the Sacramento River (Regional San 2017). The water quality objectives established in the Central Valley RWQCB Basin Plan are protected, in part, by Order No. R5-2021-0019, NPDES No. CA 0077682.

State Regulations

State Water Resources Control Board: Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State of California need to develop a sewer master plan. The master plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

General Pretreatment Regulations for Existing and New Sources of Pollution

The General Pretreatment Regulations establish the responsibilities of federal, state, and local governments; industry; and the public to implement National Pretreatment Standards to control pollutants that pass through or interfere with treatment processes in publicly owned treatment works or that may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits that apply to industrial users (Title 40 Code of Federal Regulations [CFR] Part 403).

Local Regulations

Sacramento Regional Wastewater Treatment Plant 2020 Master Plan

SRWTP's 2020 Master Plan provides a phased program of recommended wastewater treatment facilities and management programs to accommodate planned growth and to meet existing and anticipated regulatory requirements through the year 2020. The master plan addresses both public health and environmental protection issues while providing reliable service at affordable rates for Regional San customers. The key goals of the master plan are to provide sufficient capacity to meet growth projections and an orderly expansion of SRWTP facilities, comply with applicable water quality standards, and provide for the most cost-effective facilities and programs from a watershed perspective, as described in Chapter 2, Master Planning Goals, Objectives, Planning Assumptions, and Regulatory Requirements, of the 2020 Master Plan (Regional San 2008).

The 2020 Master Plan relies on the Sacramento Area Council of Government's (SACOG's) population projections to determine SRWTP capacity requirements in the Regional San service area, which includes the proposed project, through 2020. The population projections used in the master plan do not represent a buildout population total for Regional San; rather, they represent the amount of growth expected in the Regional San service area. Regional San's planning and facility construction is not tied to the long-range growth projection, but instead is designed to respond to the actual growth rate and associated wastewater flows (Regional San 2008).

Sacramento Area Sewer Capacity Plan 2020 Update

The primary objective of the Sacramento Area Sewer District (SASD)'s 2020 System Capacity Plan (SCP) update was to develop a comprehensive plan that addresses existing and buildout sewer capacity needs. Existing capacity needs are based on SASD's current sewer system conditions. Buildout capacity needs are based on providing sewer service to the entire SASD service area in the future, as described in Section 1.1, Objectives and Scope, of the 2020 SCP.

Rancho Cordova General Plan

The Rancho Cordova General Plan contains the following goal and policies that are relevant to wastewater:

Infrastructure, Services, and Finance Element

- **Goal ISF.2**: Ensure the development of quality infrastructure to meet community needs at the time they are needed.
  - **Policy ISF.2.1**: Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
  - **Policy ISF.2.2**: Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.
  - **Policy ISF.2.3**: Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.
  - **Policy ISF.2.4:** Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
  - **Policy ISF.2.6:** Ensure that sewage conveyance and treatment capacity are available in time to meet the demand created by new development, or are guaranteed to be built by bonds or other sureties.

City of Rancho Cordova Municipal Code

Chapter 6.32, Sanitary Sewage Systems. This chapter requires that the drainage system in every building where persons reside, congregate or are employed, is available to a public sanitary sewer.

Chapter 15.04, Sewer Use. This chapter establishes provisions to assure efficient operation and protection of maintenance district sewage facilities. Per Section 15.04.070, a connection permit is required for any connection to the City's sewer system.

Chapter 15.05, Sewer Rates. This chapter establishes the fees for sewer use for new development. The rates applicable to the proposed project are shown in Section 15.05.030 of the Municipal Code.

5.14.1.2 EXISTING CONDITIONS

Wastewater Service

Sanitary sewer service for the proposed project would be provided by SASD and Regional San. SASD operates and maintains the laterals and main line pipes for wastewater conveyance and collection from the source to the Regional San interceptors (sanitary sewers that are designed to carry flows in excess of 10 million gallons per day [mgd]). Regional San is responsible for collection by interceptors and for wastewater treatment in Sacramento County (Regional San 2022). This district owns, operates, and is responsible for the collection, trunk, and interceptor sewer systems throughout Sacramento County as well as the SRWTP near Elk Grove (Regional San 2022).

The main SASD collection system includes over 3,100 miles of sewer pipelines ranging in size from 1.25 to 75 inches in diameter (SASD 2020). The collection system pipelines are categorized based on size, function, and hydraulic capacity. Sewer collectors generally receive flow directly from individual homes and businesses and are designed to carry less than one mgd of peak wet-weather flow (PWWF) (SASD 2020). In general, collector sewers are 10 inches and smaller in diameter and comprise the majority (over 85 percent) of the pipes in the collection system. Trunk sewers carry one mgd of PWWF or more to the Regional San interceptor system. Trunk sewers are generally 12 inches in diameter (SASD 2020).

Wastewater flows collected from the Regional San interceptors are ultimately transported into the SRWTP. Wastewater conveyed to the SRWTP is treated to a secondary level, which is designed to substantially degrade the biological content of the waste, which allows for safe release into the local environment and is ultimately discharged into the Sacramento River. The SRWTP receives and has a permitted plant treatment capacity of 181 mgd for average dry weather flow (ADWF) and 392 mgd under wet-weather conditions (Regional San 2008). The SRWTP had an average effluent flow of 115 mgd in 2021 (Ramirez 2022).

Future wastewater capacity needs are based on the wastewater flow and load projections. Beyond the 20-year planning period, flows (and loads) can be expected to continue to increase above the projected 181 mgd average dry-weather flow for the year 2020 (Regional San 2022b). Construction of the EchoWater Project is underway to rehabilitate the older facilities at the SRWTP to increase capacity, and when the project is complete, the SRWTP will produce about 120 mgd of tertiary-treated water, which removes inorganic compounds, bacteria, viruses, and parasites, which is then safe to reuse, recycle, or release into the environment (Regional San 2023a).

A portion of the SRWTP's secondary-treated flow is sent to a Water Reclamation Facility at SRWTP. Regional San, in cooperation with Sacramento County Water Agency (SCWA), operates an existing recycled water program that distributes up to 3.5 mgd of tertiary-treated water from the Water Reclamation Facility.

5.14.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-3 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.

5.14.1.4 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR determined that impacts to wastewater facilities would be significant and unavoidable since buildout under the General Plan would contribute to the need for expanded wastewater conveyance and treatment facilities. Under the calculations made in the 2006 EIR, projected wastewater generation rates by year 2030 were estimated to be 36.5 mgd and under buildout conditions 42.2 mgd. No mitigation measures were considered feasible.

5.14.1.5 ENVIRONMENTAL IMPACTS

Impact 5.14-1: The proposed project would not require the relocation or construction of new or expanded wastewater treatment facilities, the construction of which would cause significant environmental effects. [Threshold U-1 (part)]

The proposed project is in the service area of SASD, which manages the sewer system and serves much of Sacramento County, including the City of Rancho Cordova. Wastewater treatment services are provided by the SRWTP. As discussed previously, an upgrade of the SRWTP is underway, known as the EchoWater Project, to meet new water quality requirements that were issued by the Central Valley RWQCB as part of Regional San's 2010 NPDES permit (Regional San 2023b). The requirements are designed primarily to help protect the Delta ecosystem downstream by removing most of the ammonia and nitrates and improving the removal of pathogens from wastewater discharge. The upgrade will include deployment of new treatment technologies and facilities and will increase the quality of effluent discharged into the Sacramento River and ensure that the SRWTP discharge constituents are below permitted discharge limits specified in the NPDES permit. Flows to the SRWTP have decreased as a result of water conservation efforts over the last 10 years (Ramirez 2022).

Furthermore, adequate capacity for wastewater is anticipated well into the future. The average effluent flow in 2021 was approximately 115 mgd, compared to the current permitted capacity of 181 mgd. Wastewater would be conveyed off the project site using a network of collectors (up to 1 mgd flow capacity) and trunk sewers (1 to 10 mgd flow capacity), which currently exist adjacent to the project site, as seen in the 2020 SCP in Figure 1-2, SASD and Regional San Existing Sewer Systems (SASD 2020). The proposed project would involve reconfiguring the existing connections on the project site to accommodate the uses under the proposed project, the environmental impacts of which are addressed through this DEIR. The construction of these improvements would adhere to SASD's adopted Standards and Specifications (SASD 2022).

These sanitary sewer lines would then connect to the district's sewer system by connecting to an existing interceptor line along Folsom Boulevard, which has a flow capacity of greater than 10 mgd (SASD 2020). The project would construct up to 120 housing units and up to 154,000 square feet[1] (3.53 acres) of commercial and event center space. The SASD's Standards and Specifications determined the average dry-weather flow rates for land use type. The flow rates relevant to the proposed project include 310 gallons per day per single-family dwelling unit, 233 gallons per day per multifamily dwelling unit, and 1,900 gallons per day per acre of commercial development, as seen in Table 201-1, ADWF Summary, in Section 201, Capacity Design, of SASD's the Standards and Specifications document (SASD 2023). When multiplied by the residential dwelling units and commercial acreage under the proposed project, the total average dry-weather flow would be 38,000 gallons per day, or 0.038 mgd.

These calculations and assumptions are shown in Table 5.14-1, *Proposed Project Wastewater Generation*.

Table 5.14-1 Proposed Project Wastewater Generation

Land Use	Units/Acres	ADWF[1] Rate (g/d)	ADWF (mgd)
Single-Family	60 units	310	0.018
Multifamily	60 units	233	0.014
Commercial	3.53 acres	1,900	0.006
Total			**0.038**

Source: SASD 2023.
[1] Average Dry-Weather Flow

The wastewater generated by the project would be less than 0.01 percent of a 10 mgd flow capacity. This flow represents an even smaller fraction of the 181 mgd capacity of the SRWTP. Therefore, existing utility infrastructure, including the interceptor sewer line on Folsom Boulevard and the SRWTP would have sufficient capacity to accommodate the wastewater flows that the project is estimated to generate.

Level of Significance Before Mitigation: Impact 5.14-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant.

Impact 5.14-2: The proposed project would result in the determination of a 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. [Threshold U-3]

As described previously, the project site is in the service area of SASD, which maintains the wastewater treatment conveyance system that would collect wastewater at the project site. SASD's system connects to Regional San interceptors that convey the wastewater to the SRWTP in Sacramento County for treatment. The SRWTP receives and has a permitted plant treatment capacity of 181 mgd for ADWF and 392 mgd under wet-

[1] Based on coverage of the project site, the total acreage per building site was calculated by adding 10 percent to building footprint of the nonresidential buildings (140,000*1.1= 154,000).

weather conditions (Regional San 2008). The SRWTP had an average effluent flow of 115 mgd in 2021 (Ramirez 2022).

As described under Impact 5.14-1, the proposed project is anticipated to result in an ADWF of 0.038 mgd, which would represent approximately 0.002 percent of the SRWTP's current ADWF capacity. Additionally, the proposed project's increase in wastewater treated at the SRWTP would not cause the SRWTP's existing average effluent flow of 115 mgd to exceed the ADWF capacity of the plant. Therefore, the proposed project would not exceed Regional San's wastewater treatment capacity. Impacts would be less than significant.

5.14.1.6 CUMULATIVE IMPACTS

The 2006 General Plan EIR analyzed cumulative impacts to wastewater treatment capacity and conveyance infrastructure under Impact 4.12.4.2. Development under the General Plan and other development planned in Sacramento County and SRCSD's service area would substantially increase cumulative demands for wastewater services and related facilities. While planned improvements to the wastewater infrastructure network have been analyzed in the 2006 EIR, future growth may require modification and expansion of currently planned wastewater facility improvements. Overall, the 2006 EIR concluded that impacts related to cumulative wastewater service demands are less than cumulatively considerable, but impacts related to infrastructure/facility expansion are cumulatively considerable, significant, and unavoidable.

As discussed under Impact 5.14-1, the existing infrastructure is sufficient to serve the proposed project. The SRWTP currently has a permitted capacity of 181 mgd for ADWF and 392 mgd of Average Wet Weather Flows (AWWF). Per the City's General Plan EIR, projected wastewater generation rates by 2030 are estimated to be 36.5 mgd and under buildout conditions 42.2 mgd. As such, wastewater generated from the proposed project (0.038 mgd) would constitute 0.1 percent of the wastewater treatment demand at buildout of the City's planning area. The proposed project does not include any change in land use designation; the growth under the proposed project was included as part of the City's planned regional growth estimate. Therefore, impacts to wastewater treatment facilities have been anticipated in the 2006 General Plan EIR. While the 2006 EIR concluded that impacts related to infrastructure/facility expansion would be cumulatively considerable, significant, and unavoidable, the proposed project would be subject to payment of development fees to fund the planned Capital Improvement Program, and the project's incremental contribution to the impact would be less than cumulatively considerable.

5.14.1.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.1.8 MITIGATION MEASURES

No mitigation measures are required.

5.14.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact would be less than significant.

5.14.2 Water Supply and Distribution Systems

5.14.2.1 ENVIRONMENTAL SETTING

Regulatory Background

State Regulations

California Urban Water Management Planning Act

The Urban Water Management Planning Act requires urban water suppliers to prepare an urban water management plan (UWMP) if they provide water for municipal purposes to more than 3,000 customers or provide more than 3,000 acre-feet per year (afy) of water. The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment that compares total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that UWMPs be updated every five years.

Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009, Senate Bill (SB) X7-7, requires all water suppliers to increase water-use efficiency. The legislation sets an overall goal of reducing per-capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per-capita water use by 2015. As of 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards; it also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

20x2020 Water Conservation Plan

The 20x2020 Water Conservation Plan of 2010 was a byproduct of the Water Conservation Act of 2009. The plan had a threefold effect, establishing: (1) a benchmark of current usage per capita of 2005 baseline data, (2) an intermediate goal for all water providers to meet by 2015, (3) a 20 percent reduction by 2020 of water usage.

Assembly Bill 1668 and Senate Bill 606

On May 31, 2018, Governor Brown signed two bills (Assembly Bill [AB] 1668 and SB 606) that established long-term standards for water suppliers. The bills called for the creation of new urban efficiency standards for indoor use, outdoor use, and water lost to leaks as well as any appropriate variances for unique local conditions. The State Water Resources Control Board (SWRCB) is in the process of adopting standards for indoor residential water use, outdoor residential water use, commercial and industrial water use, and water loss. The indoor water use standard will be 55 gallons per person per day until January 2025; the standard will become stricter over time, decreasing to 50 gallons per person per day in January 2030. The outdoor water use standard will be based on land cover, climate, and other factors determined by the Department of Water Resources (DWR) and the SWRCB.

Mandatory Water Conservation

Following the declaration on July 15, 2014, of a state of emergency due to drought conditions, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts. These regulations, which went into effect on August 1, 2014, were intended to reduce outdoor urban water use and persuade all California households to voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB. The SWRCB readopted the regulations several times until Governor Brown issued Executive Order B-40-17 in April 2017, ending the drought emergency and directing the SWRCB to rescind portions of its existing drought emergency water conservation regulations but maintain the portions that prohibit wasteful water use practices until permanent requirements are in place. The prohibitions that are still in effect address: (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff, (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle, (3) the application of potable water to driveways and sidewalks, (4) the use of potable water in nonrecirculating ornamental fountains, and (5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. Also, urban water suppliers are still required to submit monthly water monitoring reports to the SWRCB.

Governor's 2021 Drought Declaration

Governor Gavin Newsom declared a drought state of emergency on April 21, 2021, and asked State agencies to partner with local water districts and utilities to make Californians aware of drought and encourage actions to reduce water usage by promoting DWR's Save Our Water Campaign and other water conservation programs. The proclamation also included measures to be implemented by the DWR, SWRCB, the California Department of Fish and Wildlife (CDFW), and the Department of Food and Agriculture that included coordinated State and local actions to address issues stemming from continued dry conditions.

Governor Newsom issued subsequent drought emergency proclamations on May 10, June 8, and October 19, 2021, and March 28, 2022. The May 10 proclamation included further measures to be implemented by DWR, SWRCB, CDFW, and the Department of Food and Agriculture. The July 8 proclamation called on Californians to voluntarily reduce water use by 15 percent from their 2020 levels. The October 19 proclamation required local water suppliers to implement water shortage contingency plans that are responsive to local conditions and prepare for the possibility of a third dry year. The March 28 proclamation requires that by May 25, 2022, the SWRCB must consider adopting emergency regulations defining non-functional turf[2] and banning irrigation of non-functional turf in the commercial, industrial, and institutional sectors. The proclamation also requires that by May 25, 2022, SWRCB must consider adopting emergency regulations to implement the shortage response actions specified in UWMPs for a water shortage level of up to 20 percent.

The SWRCB tracks and reports monthly on the state's progress toward achieving a 15 percent reduction in statewide urban water use compared to 2020.

[2] Nonfunctional turf is turf that is ornamental and not otherwise used for human recreation purposes, such as school fields, sports fields, and parks.

Executive Order N-5-23

Executive Order N-5-23 ends the voluntary 15 percent water conservation target, while continuing to encourage that Californians make conservation a way of life, as well as ends the requirement that local water agencies implement level two of their drought contingency plans. It also maintains the ban on wasteful water uses, such as watering ornamental grass on commercial properties, while preserving all current emergency orders focused on groundwater supply, where the effects of the multi-year drought continue to be devastating. It also maintains orders focused on specific watersheds that have not benefited as much from recent rains, including the Klamath River and Colorado River basins, which both remain in drought and retains a state of emergency for all 58 counties to allow for drought response and recovery efforts to continue (California Governor 2023).

State Water Resources Control Board Resolution No. 2022-002

On January 4, 2022, the SWRCB adopted an emergency regulation by resolution. On January 18, 2022, the emergency regulation became effective and remains in effect for one year from the effective date unless the SWRCB acts to end, modify, or readopt it. The following emergency regulation restrictions remain in effect until December 2023 (SWRCB 2024):

- Outdoor watering that lets water run onto sidewalks and other areas (except incidental runoff)
- Washing vehicles without an automatic shutoff nozzle
- Washing hard surfaces like driveways or sidewalks that don't absorb water
- Street cleaning or construction site preparation
- Filling decorative fountains, lakes, or ponds without a recirculation pump
- Outdoor watering within 48 hours after at least a quarter-inch of rainfall
- Watering decorative grass on public medians

Water Conservation in Landscaping Act of 2006 (AB 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required DWR to update the State Model Water Efficient Landscape Ordinance by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties are required to adopt a State updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated model ordinance. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015.

2015 Update of the State Model Water Efficient Landscape Ordinance (Executive Order B-29-15)

To improve water savings in the landscaping sector, DWR updated the State Model Water Efficient Landscape Ordinance in accordance with Executive Order B-29-15. The Model Ordinance promotes efficient landscapes in new developments and retrofitted landscapes. The Executive Order called for revising the Model Ordinance to increase water-efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

New development projects that include landscaped areas of 500 square feet or more—including residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review—are subject to the Model Ordinance. The previous landscape-size threshold for new development projects ranged from 2,500 to 5,000 square feet.

California Green Building Standards Code

The residential provisions of the 2019 California Green Building Standards Code (CALGreen) outline planning, design, and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore, and enhance the environmental quality of the site and respect the integrity of adjacent properties. The code also establishes the means of conserving water used indoors, outdoors, and in wastewater conveyance, outlines means of achieving material conservation and resource efficiency, and outlines means of reducing the quantity of air contaminants.

Regional and Local Regulations

2020 Urban Water Management Plan for California American Water's Northern Division - Sacramento Main District

The project site is in the service area of California American Water (CAW) Northern Division's Sacramento Main District. Within the Sacramento Main District, the project site is in the Suburban-Rosemont Service Area, which covers the eastern portion of the City of Rancho Cordova in addition to the La Riviera and Rosemont neighborhoods in unincorporated Sacramento County. The 2020 UWMP addresses current and future water use in the Sacramento Main District and its constituent service areas in addition to identifying all available potable and non-potable water supplies and providing a water supply reliability analysis, a drought risk assessment, and a water shortage contingency plan.

City of Rancho Cordova General Plan

The Rancho Cordova General Plan contains the following goals and policies that are relevant to water service.

Infrastructure, Services, and Finance Element

- **Goal ISF.2:** Ensure the development of quality infrastructure to meet community needs at the time they are needed.
  - **Policy ISF.2.1**: Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
  - **Policy ISF.2.2**: Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.
  - **Policy ISF.2.3**: Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.
  - **Policy ISF.2.4**: Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

Natural Resources Element

- **Goal NR.5**: Protect the quantity and quality of the City's water resources.
  - **Policy NR.5.1**: Promote water conservation within existing and future urban uses.
  - **Policy NR.5.2**: Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.

City of Rancho Cordova Municipal Code

The City's Municipal Code, Chapter 22.180, Water Use and Conservation, establishes the standards and procedures for the design, installation, and management of landscapes for the purpose of water conservation. The standards in this chapter would be applicable to landscaping the proposed project.

South American Subbasin Groundwater Sustainability Plan

As explained below, the primary water supply for the project site is groundwater from the South American Subbasin under the Sacramento Valley Groundwater Basin. The *South American Subbasin Groundwater Sustainability Plan* was adopted in 2021 by the six groundwater sustainability agencies that manage and use the groundwater in the South American Subbasin. The plan reviewed the past, current, and future water needs of the subbasin's users and assesses the impacts of predicted future groundwater levels. The key finding of the plan is that the basin will be sustainable over the next 20 years as long as planned recycled water, recharge, and other projects are implemented, as explained in the Executive Summary of the plan (South American Subbasin 2021). These projects will raise groundwater levels above current levels, maintain storage volumes, and protect ecosystems, interconnected surface water, and shallow well users.

5.14.2.2 EXISTING CONDITIONS

Water Service Area

As described previously, the project site is in the service area of California American Water (CAW). CAW is a privately owned utility that provides service to approximately 675,000 customers throughout California. The Sacramento Main District (District) is part of CAW's Northern Division and contains 11 public water systems. The Suburban-Rosemont Public Water System contains the project site. The Suburban-Rosemont service area covers approximately 13,600 acres in Sacramento County and a portion of eastern Rancho Cordova along the American River. It is bordered to the north by the American River and to the west by the Mather Airport. The service area extends to Fruitridge Road in the south and approximately 1 mile west of Watt Avenue in the west. The Suburban-Rosemont service area contained 16,585 municipal connections and supplied 8,813 acre-feet (AF) of water in 2020, as shown in Table 2-1, Water System Information, of the CAW-Sacramento Main District 2020 UWMP (CAW 2021).

Water Demand

The Suburban-Rosemont water system serves primarily residential and commercial customers. The historical and projected water use for the service area is shown in Table 5.14-2, *Suburban-Rosemont Historical and Projected*

Water Use. This data can also be found in Table 4-9, Suburban-Rosemont Historical and Projected Water Use, of the CAW-Sacramento Main District 2020 UWMP.

Table 5.14-2 Suburban-Rosemont Historical and Projected Water Use

Year	Total Water Use (Million Gallons)
2011	3,176
2012	2,938
2013	2,716
2014	2,526
2015	2,216
2016	2,389
2017	2,676
2018	2,691
2019	2,629
2020	2,872
2021	2,836
2022	2,839
2023	2,842
2024	2,845
2025	2,848
2030	2,915
2035	3,036
2045	3,162

Source: CAW 2021.

The 2020 UWMP estimated the population and growth rates of the service area using the data from the SACOG Transportation Analysis Zones projections. The total population for the District in 2020 was estimated to be 234,686 with the population in 2040 projected to be 287,145, as discussed in Section 3.5.1, Population, of the CAW-Sacramento Main District 2020 UWMP. The UWMP notes that the Suburban-Rosemont service area includes a portion of land designated as the West Jackson development, which has the potential to add about 4,000 new customers in the future; however, CAW anticipates that most growth in the District will consist of infill development.

Water Supply

CAW has wholesale water supply agreements with several water providers. The CAW service areas, Arden, Fruitridge, Parkway, and Suburban-Rosemont, lie within the Place of Use for the City of Sacramento's American River Water Rights. CAW has an agreement with the City of Sacramento to receive a maximum of 3.46 mgd of non-firm supply during off-peak periods (October 15th through May 14th), plus an additional 2.3 mgd of firm capacity, for a total of 5.76 mgd. The agreement stipulates that the City would supply surface water unless the Lower American River is below the Hodge Flow Criteria, in which case, the City would produce groundwater instead of surface water when demands exceed 1.13 mgd. This mixed supply is available to CAW up to 2.3 mgd. Other service agreements serve other service areas in the Sacramento Main District, including agreements with Placer County Water District, Sacramento County Water Agency, and the Sacramento Suburban Water District.

The 2020 UWMP notes that groundwater is the primary source of supply for most of the water systems in the Sacramento Main District. All water systems in the Sacramento Main District are within the boundaries of the Sacramento Valley Groundwater Basin of the Sacramento River Hydrologic Region. The Suburban-Rosemont service area is in the South American Subbasin of the Sacramento Valley Groundwater Basin. A total of 15,357 million gallons (mg) of water were pumped from the South American Subbasin in 2020. This subbasin is managed by the Sacramento Groundwater Authority. The current and projected water supplies available to the Suburban-Rosemont service area are shown in Table 5.14-3, *Current and Projected Water Supplies for the Suburban-Rosemont Service Area.*

Table 5.14-3 Current and Projected Water Supplies for the Suburban-Rosemont Service Area

		Source (MG)	
		Groundwater (South American Subbasin)	Purchased Water (City of Sacramento)
2020	Drinking Water Available	9,217	1,417
	Safe Yield	8,924	403
2025	Reasonably Available	9,217	1,471
	Safe Yield	8,924	403
2030	Reasonably Available	9,217	1,471
	Safe Yield	8,924	403
2035	Reasonably Available	9,217	1,471
	Safe Yield	8,924	403
2040	Reasonably Available	9,217	1,471
	Safe Yield	8,924	403

Source: CAW 2021.
Note: All quantities are expressed in millions of gallons (MG)
The safe yield for groundwater is calculated as the total capacity of all the wells in each system with the largest well out of service. Safe yield for purchased supply refers to the amount of water guaranteed to CAW.

As shown in Table 5.14-3, CAW expects that all current water agreements will continue to serve the Suburban-Rosemont area through 2040. A total of 9,327 mg of water is guaranteed to the service area each year. This is composed of 8,924 mg of safe yield water from the South American Sub-basin and 403 mg purchased from the City of Sacramento. The safe yield is calculated as the total capacity of all the wells in each system with the largest well out of service. The 2020 UWMP's drought risk assessment notes that its groundwater supply is expected to remain dependable under drought conditions. Overall, CAW expects all 9,327 mg of safe yield water supply available to Suburban-Rosemont service area under single-year and multiple-year drought conditions. At the expected demand of 3,162 mg in 2040, 6,165 mg of water supply would still be available to the service area, as shown in Table 5.14-4, *Normal, Single Dry, and Multiple Dry Year Supply and Demand (MG).*

Table 5.14-4 Normal, Single Dry, and Multiple Dry Year Supply and Demand (MG)

	2025	2030	2035	2040
Normal Year				
Supply Totals	10,395	10,395	10,395	10,395
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**7,546**	**7,480**	**7,359**	**7,233**
Single Dry Year				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**
Multiple Dry Year				
Year 1				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**
Year 2				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**
Year 3				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**
Year 4				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**
Year 5				
Supply Totals	9,327	9,327	9,327	9,327
Demand Totals	2,849	2,915	3,036	3,162
Surplus	**6,478**	**6,412**	**6,291**	**6,165**

Source: CAW 2021.

5.14.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.14.2.4 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR determined that impacts on water supplies and treatment would be significant and unavoidable since buildout under the General Plan would contribute to the need for expanded water supplies and facilities. No mitigation measures were considered feasible.

5.14.2.5 ENVIRONMENTAL IMPACTS

Impact 5.14-3: The proposed project would not require the relocation or construction of new or expanded water facilities, which could cause significant environmental effects. [Threshold U-1 (part)]

Existing water distribution pipelines and valves are present on-site from previous commercial uses; however, utility connections would need to be reconfigured for the proposed site plan. The environmental impacts of constructing these improvements are discussed throughout Chapter 5, *Environmental Analysis*, of this DEIR. Therefore, the proposed project is not expected to result in the construction of new or expanded water facilities that would cause significant environmental impacts.

Level of Significance Before Mitigation: Impact 5.14-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant.

Impact 5.14-4: CAW would have sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. [Threshold U-2]

As described above, CAW's 2020 UWMP assumed infill development and population growth based on SACOG population projections. The proposed project is an infill development that would not involve any land use changes. Therefore, the development of the site under the proposed project was anticipated within the SACOG population projections and the CAW 2020 UWMP. Furthermore, the proposed project represents approximately less than 1 percent of the population growth assumed in the UWMP for the Sacramento Main District between 2020 and 2045.

The UWMP identifies a 2020 water use target of 173 gallons per capita per day (gpcd) for the Sacramento Main District. The District is currently in compliance with this target (CAW 2021). The California State Water Resources Control Board's Water Conservation and Production Reports state that the Suburban-Rosemont service area (Public Water System ID: CA3410010) had a gpcd of 61.86 for December 2022 (DWRCB 2022). However, to estimate the proposed project's indoor water use for both its residential and commercial components, the water use factors in Appendix G, Default Data Tables, of the California Emissions Estimator Model (CalEEMod) are used.

Table 5.14-5 Indoor Water Usage

Project Component	CalEEMod Land Use Type	CalEEMod Water Use Factor (gallons/year)	Water Use (gallons/year)	Water Use (million gallons/year)
Residential				
120 Dwelling Units	Indoor Residential Water Consumption per dwelling unit in Sacramento County	35,259	4,231,080	4.23
Commercial				
Community Health Clinic (30,000 square feet)	Indoor Water Consumption for Medical Office Buildings per 1,000 square feet	125,481	3,764,430	3.76
Arts Center (35,000 square feet)	Indoor Water Consumption for Arenas per 1,000 square feet	430,770	15,076,950	15.08
Events Meeting Space (15,000 square feet)	Indoor Water Consumption for Arenas per 1,000 square feet	430,770	6,461,550	6.46
Community Office Building (52,500 square feet)	Indoor Water Consumption for Office Parks per 1,000 square feet	177,734	9,331,035	9.33
Commercial Retail (7,500 square feet)	Indoor Water Consumption for Convenience Market (24 Hour) per acre	74,073	555,548	0.55
		TOTAL	**39,420,593**	**39.41**

Source: CAPCOA 2022.

Consistent with the water consumption modeled for the proposed project in CalEEMod shown in Appendix 5.1-1, the project's estimated outdoor water usage would be approximately 3.10 mg per year.

As shown in Table 5.14-5, *Indoor Water Usage,* total indoor yearly water use from the proposed project is estimated to be 39.41 mg per year and when added to the proposed project's estimated outdoor water usage, the proposed project's total water usage would be 42.51 mg per year. The water demand from the proposed project would be approximately 1.4 percent of the water demand anticipated during normal years during the year 2040 in the UWMP. The 2020 UWMP estimated that, in the event of multiple-year drought conditions, the supplier would have reliable water supplies for the District through 2040 for a projected population of 234,686. Due to conjunctive management and a Water Shortage Contingency Plan, the 2020 UWMP projects adequate supply to meet demand in all water years through 2040. The proposed project is consistent with the type of infill development assumed in CAW's 2020 UWMP. Normal water year demand is expected to increase by 323 mg (from 2,839 mg to 3,162 mg) between 2020 and 2040. The projected increase in water demand under the proposed project is accounted for in the UWMP, which concludes that there is sufficient supply to serve the reasonably foreseeable development in its service area through 2040. Therefore, impacts are less than significant.

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

5.14.2.6 CUMULATIVE IMPACTS

The Rancho Cordova General Plan EIR analyzed cumulative impacts to water supply and water conveyance infrastructure under Impact 4.12.3.2. As noted therein, the land uses associated with buildout of the Rancho Cordova General Plan would require considerable modifications and improvements to the existing water supply delivery system to meet the projected water demands. Additional water treatment, storage capacity, and the extension of the existing water system, including pipelines and other transmission and conveyance infrastructure, would be required to meet the demand for the General Plan growth and other anticipated regional growth. The General Plan concluded that impacts related to water supply utilities would be cumulatively considerable, significant, and unavoidable.

However, per CAW's Sacramento Main District 2020 UWMP, the Suburban-Rosemont service area would have a surplus of 6,165 mg of water by 2040. The proposed project is anticipated to consume approximately 42.51 mg per year based on the assumptions explained above regarding its indoor and outdoor water use. This would represent approximately 1.45 percent of the Suburban-Rosemont service area's annual demand (at single- and multi-year drought levels) for the year 2040. Though the proposed project is an infill project and was therefore considered to be part of the demand projected for the Suburban-Rosemont service area, the proposed project's water use, when added to the water demand for the service area in 2040, does not exceed CAW's supply of 9,327 mg. The surplus with the proposed project would be 6,122.5 mg in 2040. The CAW's 2020 UWMP for the Sacramento Main District considers the cumulative buildout of the service area primarily accounting for infill development in addition to larger development projects that are anticipated in the next 18 years. Therefore, the proposed project would not result in a cumulative impact on water supply or water supply systems.

5.14.2.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After implementation of regulatory requirements and standard conditions of approval, Impact 5.14-4 would be less than significant.

5.14.2.8 MITIGATION MEASURES

No mitigation measures are required.

5.14.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.3 Storm Drainage Systems

5.14.3.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

National Pollution Elimination Discharge System

The CWA mandates permits for stormwater discharges and requirements for stormwater discharges are regulated under the NPDES program. In California, the NPDES permit program is administered by the SWRCB through the nine RWQCBs. The project site lies in the jurisdiction of the Central Valley RWQCB (Region 5).

State Regulations

State Water Resources Control Board General Construction Permit

The SWRCB has adopted a statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit a Notice of Intent to the SWRCB for coverage under the NPDES permit and would be obligated to comply with its requirements.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to be used during construction of the project, (2) eliminate or reduce non-storm-water discharge to stormwater conveyance systems, and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges.

Regional Regulations

Sacramento County (MS4) Permit

The City of Rancho Cordova, along with the cities of Citrus Heights, Folsom, and Galt, and the County of Sacramento, operate under a NPDES municipal separate storm sewer system (MS4) permit to discharge stormwater runoff from storm drains within their jurisdictions (NPDES No. CAS082597). The NPDES MS4 Permit establishes waste discharge requirements needed to attain water quality standards and protection of beneficial uses consistent with the Basin Plan. To comply with the NPDES MS4 Permit, the City imposes water quality and watershed protection measures for all new development projects.

A Stormwater Quality Improvement Plan (SQIP) was adopted by the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, and the County of Sacramento in 2010 for compliance with the NPDES permit. The SQIP is composed of six program elements developed to reduce contaminants discharged into receiving-water bodies. The six Minimum Control Measure elements of the SQIP are public education and outreach, public involvement/participation, detection and elimination of illicit discharges, construction-site runoff control, post-construction runoff control in new development and redevelopment, and pollution prevention/good housekeeping for municipal operations (CRWQCB 2007).

Stormwater Quality Design Manual for the Sacramento Region

The Stormwater Quality Design Manual (SQDM) for the Sacramento Region outlines planning tools and requirements to reduce urban runoff pollution to the maximum extent practicable from new development and redevelopment projects for jurisdictions in the Sacramento Stormwater Quality Partnership (SSQP), which includes Rancho Cordova. The Design Manual primarily addresses stormwater quality features that can be optimally integrated into the site and project design of projects, including a selection of multiple categories of stormwater quality control measures: source control, treatment control, low-impact development, hydromodification management, and trash control (SSQP 2018).

Local Regulations

City of Rancho Cordova General Plan

The Rancho Cordova General Plan contains the following goal and policies that are relevant to water service:

Infrastructure, Services, and Finance Element

- **Goal ISF.2:** Ensure the development of quality infrastructure to meet community needs at the time they are needed.
  - **Policy ISF.2.1**: Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
  - **Policy ISF.2.2**: Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.
  - **Policy ISF.2.3**: Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.
  - **Policy ISF.2.4**: Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

City of Rancho Cordova Municipal Code

Chapter 15.95, Storm Drainage Impact Fee Program. The provisions of this chapter impose development fees on all new development projects to fund the cost of certain storm drainage facilities. Fees are required upon the issuance of building permits. The adopted fee schedule for the year of 2023 is calculated by acre and

includes a fee for construction impacts and administrative costs. The fees were established based on the assumed impervious area of the land uses as identified in the storm drainage impact fee program nexus study.

Chapter 15.12, Stormwater Management and Discharge Control. This chapter implements the requirements of the City's MS4 permit. The provisions of this chapter are applicable to all users and potential users located within the incorporated area of the city and all users that discharge either directly or indirectly into the county stormwater conveyance system. This also applies to all activities that would make non-stormwater discharges directly into the Sacramento River, American River, Cosumnes River, Mokelumne River, or navigable waters of the delta. The chapter also states that activities subject to this chapter shall reduce the discharge of pollutants from those activities through the implementation of BMPs.

Chapter 16.44 Land Grading and Erosion Control. This chapter requires projects disturbing 350 cubic yards or more of soil or one or more acres of land to prepare an erosion and sediment control plan specifying BMPs for erosion and sediment control. It also provides legal authority for inspections and enforcement needed on local construction sites to ensure compliance with the ordinance.

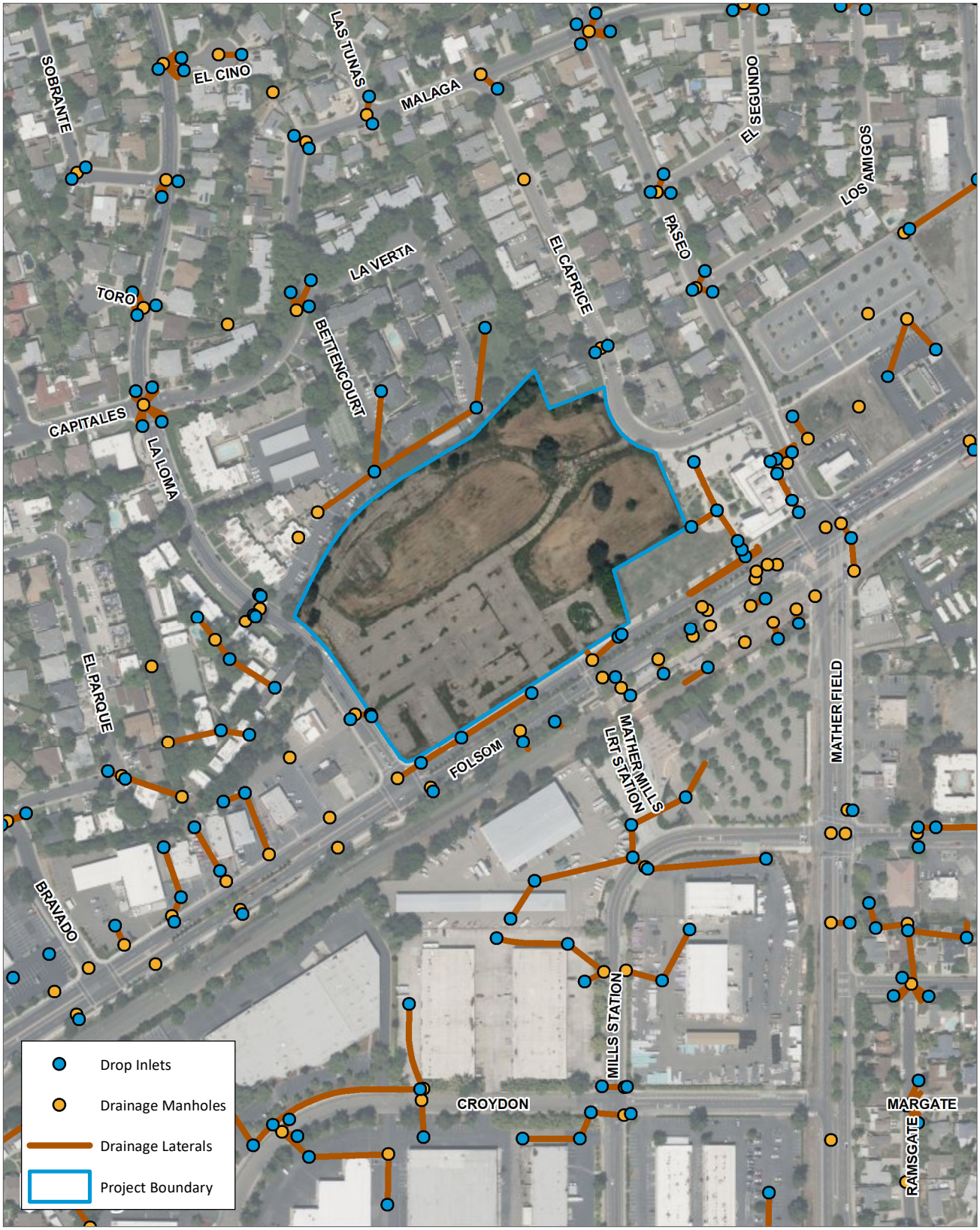
5.14.3.2 EXISTING CONDITIONS

The City of Rancho Cordova is home to six miles of the American River, as well as 41 miles of creeks and channels, some of which flow directly into the river. The City's Stormwater Division protects these waterways by preventing pollutants from entering the drainage system (Rancho Cordova 2023).

This includes operating and maintaining:

- Six pump stations
- Six regional detention basins
- 254 miles of drainage pipes
- 7,740 drainage inlets
- 4,370 manholes

According to the U.S. Geological Survey Watershed Boundary Dataset, the project site is in the American River Watershed and the Lower American River Sub-watershed. The nearest surface water is the American River, located approximately 0.72 miles northwest of the project site. Runoff at the project site generally flows from northeast to southwest. Runoff drains into drop inlets on the streets bordering the project site, as shown in Figure 5.14-1, *Storm Drainage Infrastructure*. From these inlets, stormwater is conveyed through a drainage lateral on La Loma Drive and another on Folsom Boulevard to drainage mains along Folsom Boulevard and La Loma Drive. Historically, the project site has featured commercial uses; a large portion of the site is currently covered in impervious concrete hardscape from the remains of the previous development (Kleinfelder 2008).



Source: Generated using ArcMap, Inc. 2022.; City of Rancho Cordova 2023.

0 350
Scale (Feet)

Figure 5.14-1
Storm Drainage Infrastructure

5.14.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.14.3.4 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR analyzed impacts to the City's drainage system in Section 4.9, Hydrology, and concluded that because the General Plan contains adequate policies and actions that address drainage and flooding issues, impacts are considered less than significant. No mitigation measures related to stormwater drainage are required under the 2006 EIR.

5.14.3.5 ENVIRONMENTAL IMPACTS

Impact 5.14-5: The proposed project would not require the relocation or construction of new or expanded storm drainage facilities, the construction of which would cause significant environmental effects. [Threshold U-1 (part)]

Runoff from the project site would be collected through existing stormwater drainage infrastructure on La Loma Drive and Folsom Boulevard. Much of the site is currently composed of impervious surfaces, including concrete foundations and asphalt parking lots that have remained on-site from previous commercial uses. The proposed project would also feature 2.5 acres of open space and additional landscaping throughout the site.

Any proposed stormwater infrastructure would fulfill the requirements of the SQDM for the Sacramento Region, ensuring that the proposed project implements all applicable hydromodification control measures and low-impact development measures to reduce and accommodate stormwater runoff. The proposed project would also be required to comply with Chapter 15.12 of the Municipal Code which regulates discharges into the stormwater conveyance system. The proposed project would also be subject to fees under Chapter 15.95 which requires payment from all new development to fund improvements to the City's stormwater infrastructure. Furthermore, the proposed project would also be required to comply with the provisions of the NPDES Construction General Permit issued by the Central Valley RWQCB. The proposed project would also require preparation of a SWPPP with BMPs to control erosion. These requirements are consistent with the land grading and erosion-control requirements outlined in Chapter 16.44 of the Municipal Code. Compliance with the applicable regulations and design measures would ensure that impacts to the City's stormwater infrastructure would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-5 is less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-5 is less than significant.

5.14.3.6 CUMULATIVE IMPACTS

The Rancho Cordova General Plan EIR concluded cumulative impacts to flood hazards would be less than cumulatively considerable under implementation of the General Plan. The 2006 EIR notes that development under the General Plan would increase impervious surfaces in the Planning Area that would contribute (in combination with cumulative development in the watershed) to increases in flood conditions for area waterways, as discussed in Sections 4.9, Hydrology and Water Quality, and 4.12, Public Services and Utilities, of the 2006 EIR. The 2006 EIR also notes that the City's NPDES permit requires the provision of water quality control measures that would treat stormwater drainage, reducing cumulative impacts with respect to stormwater quality (see Sections 4.9.3 and 4.12.4.3 of the 2006 EIR).

Cumulative projects in the American River watershed could increase impervious areas and thus increase local runoff volumes at those project sites which could require the relocation or construction of new or expanded storm water drainage facilities. However, as noted above and within the 2006 EIR, cumulative projects in the region would be required to capture and infiltrate runoff as applicable in accordance with the NPDES MS4 permit. Compliance with the MS4 permit would ensure projects retain a specified volume of stormwater runoff, and the SSQP's Stormwater Quality Design Manual provides guidance on how projects can meet these on-site retention requirements using stormwater quality control measures. Projects in the region would also be required to limit post-development runoff discharges per the requirements of the Stormwater Quality Improvement Plan listed throughout Sections 9.3 through 9.8 of the SQIP, and projects in the City would be required to comply with the Rancho Cordova Stormwater Management and Discharge Control ordinance. These measures minimize the potential for exceedance of the capacity of existing or planned stormwater drainage systems. No significant cumulative drainage impact would occur, and the proposed project's drainage impacts would not be cumulatively considerable; impacts would be less than significant.

5.14.3.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After implementation of regulatory requirements and standard conditions of approval, Impact 5.14-5 would be less than significant.

5.14.3.8 MITIGATION MEASURES

Impacts would be less than significant and no mitigation would be required.

5.14.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.4 Solid Waste

5.14.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the CFR), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State Regulations

Assembly Bill 939

AB 939 (California Integrated Solid Waste Management Act of 1989; Public Resources Code Section 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 1327

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900 through 42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings with five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance.

Organic Waste Methane Emissions Reduction Act (Senate Bill 1383)

In September 2016, SB 1383 was signed into law establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. SB 1383 establishes goals to reduce the landfill disposal of organics by achieving a 50 percent reduction in the 2014 level of statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. SB 1383 grants CalRecycle the regulatory authority to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food must be recovered for human consumption by 2025.

As of January 2022, SB 1383 affects all generators of organic waste, including businesses, institutions, and nonprofit organizations, multifamily property owners or managers of buildings with five or more units, residents in single-family homes, apartments, and condominiums, public and private schools, and government agencies, such as State agencies and park districts. All generators must be provided with curbside organics service.

California Green Building Standards Code

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Additionally, newly constructed non-residential buildings, certain non-residential additions and multi-family housing with more than 5 units are required to provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at minimum) paper, corrugated cardboard, glass, plastics, organic waste and metals. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

Rancho Cordova General Plan

The Rancho Cordova General Plan contains the following goals and policies that are relevant to solid waste disposal and recycling.

Natural Resources Element

- **Goal NR.8**: Promote waste reduction, reuse, recycling, and composting efforts.
  - **Policy NR.8.1**: Support recycling efforts by developing a set of programs to educate residents on recycling and provide recycling services.
  - **Policy NR.8.2**: Encourage all companies that do business in Rancho Cordova to recycle and reuse construction scraps, demolition materials, concrete, industrial waste, and green waste.
  - **Policy NR.8.3**: Promote the use of rubberized asphalt on all public roadways in an effort to recycle old tires and reduce noise impacts. Implementation of this policy will help to preserve aggregate resources.
  - **Policy NR.8.4**: Encourage the use of recycled materials and source reduction (also known as waste prevention) by governmental agencies and local businesses.
  - **Policy NR.8.5**: Meet state mandates for solid waste reduction and recycling. Increase recycling efforts beyond those required by state law through supporting businesses that buy and sell re-used materials, such as materials exchange centers.
  - **Policy NR.8.6**: Encourage the use of recycled-content products and construction materials.

- **Policy NR.8.7**: Maintain contact with Sacramento County and Allied Waste (or its successor) regarding the capacity projections of Kiefer Landfill and Lockwood Landfill to ensure an adequate capacity in their disposal facilities for the long-term disposal needs of Rancho Cordova.

Infrastructure, Services, and Financing Element

- **Policy ISF.2.1**: Ensure the development of public infrastructure that meet the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

City of Rancho Cordova Municipal Code

Chapter 6.20, Solid Waste Management. This chapter regulates the management of garbage, recyclables, and other wastes. Section 6.20.230 outlines the rules and regulations for collection, transportation, and disposal of commercial solid waste and recyclables in the city.

Chapter 6.21, Business and Multifamily Recycling and Organics Recycling. This chapter promotes recycled and organics recycling for businesses and multifamily uses by:

- Requiring covered generators in the city of Rancho Cordova to keep recyclable materials separate from all other solid waste for recycling;
- Requiring covered generators in the city of Rancho Cordova to keep organic recyclable materials separate from all other solid waste for organics recycling;
- Requiring covered generators to provide signs and labeled containers for the storage and collection of recyclable materials and organic recyclable materials; and
- Requiring covered generators to either self-haul or enter into a written service agreement for the collection and subsequent delivery of recyclable materials and organic recyclable materials to a recycling facility.

Chapter 16.92, Construction and Demolition Debris. This chapter outlines the City's Construction and Demolition Debris ordinance. "Covered project" means a project that meets one or more of the following criteria: (1) is new construction; (2) is a demolition project; or (3) is a tenant improvement with a permit valuation greater than or equal to $250,000. "Covered project" shall not include: (1) activities performed in response to an emergency, such as a natural disaster; or (2) activities that contain significant amounts of materials that cannot be disposed of in Class II sanitary landfills described in Title 27, Section 20250 of the California Code of Regulations, and as may be amended from time to time. The general requirements of the Construction and Demolition Debris ordinance are outlined in Section 16.92.030.

5.14.4.2 EXISTING CONDITIONS

Republic Services Inc. currently provides solid waste and recycling collection services to the City. Solid waste is transported to the Republic Services Forward Inc. & Austin Rd. Landfill (Forward Landfill), located at 9999 South Austin Road in the City of Manteca. Forward Landfill is owned and operated by Republic Services.

Forward Landfill is a total of 567 acres in size, with a permitted disposal area of 371.80 acres. Forward is classified as a Class I, II, and III municipal solid waste landfill facility and is permitted to accept tires, sludge (biosolids), mixed municipal, industrial, green materials, contaminated soil, construction/demolition materials, ash, asbestos, and agricultural debris (CalRecycle 2024a). The landfill is permitted to accept a maximum of 8,668 tons per day of solid waste (CalRecycle 2024a). The site currently has a permitted capacity of approximately 59 million cubic yards and a remaining capacity of 24 million cubic yards (CalRecycle 2024a). The landfill is currently operating; however, the closure date was reported in 2020, which occurs when a landfill or disposal site is no longer receiving waste due to being prepared for post-closure maintenance to an approved plan or construction schedule. Closure and post-closure maintenance plans ensure that landfill closure and post-closure maintenance and the eventual reuse of disposal sites will conform to state performance standards and minimum substantive requirements (Cal Recycle 2024b). The landfill has a cease operation date of January 1, 2036 (CalRecycle 2024a).

California Department of Resources Recycling and Recovery (CalRecycle) provides an average per-capita solid waste disposal rate for residents and businesses. In Rancho Cordova, CalRecycle identified solid waste disposal rates of 4.7 tons per resident per year and 7.0 tons per employee per year in 2021 (CalRecycle 2023). The Countywide Integrated Waste Management Plan requires recycling programs that are expected to result in a 50 percent diversion away from landfills, thereby extending the life of landfills. According to the 2006 Regional Waste Management Authority Annual Report, Rancho Cordova showed 48 percent of the solid waste generated in the city was diverted from landfills through recycling, composting, and other waste diversion methods. To comply with the CIWMA, the City adopted the Business and Multifamily Recycling and Organics Ordinance (Title 6, Chapter 6.21) in October 2008. The ordinance requires businesses and multifamily residential properties with five or more units that generate four or more cubic yards per week of solid waste to implement an on-site recycling program. Businesses and multifamily properties that generate an excess of two cubic yards of organic waste per week are also subject to the provisions of the ordinance.

5.14.4.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

U-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.14.4.4 PLANS, PROGRAMS, AND POLICIES

The 2006 General Plan Environmental Impact Report

The 2006 General Plan EIR determined that implementation of the proposed policies Infrastructure, Services, and Financing and Natural Resource Elements and associated actions and mitigation measures would ensure that the 2006 General Plan's solid waste service impacts would be less than significant.

5.14.4.5 ENVIRONMENTAL IMPACTS

Impact 5.14-6: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of waste reduction goals. [Threshold U-4]

With the implementation of the proposed project, the population is anticipated to increase by 322 residents[3] and approximately 280 jobs[4] are projected to be generated. As shown in Table 5.14-6, *Increase in Solid Waste Generation Rates,* this projected growth would result in an increase in solid waste of approximately 2.4 tons/day or 864.9 tons/year. Table 5.14-6 also shows the disposal rate for residential and employees in Rancho Cordova. The per-capita disposal rate is a jurisdiction-specific index used to determine compliance with AB 939, allowing CalRecycle and jurisdictions to focus on the successful implementation of diversion programs, as one of several factors (CalRecycle 2023).

Table 5.14-6 Increase in Solid Waste Generation Rates

Category	Increase in Residents	Solid Waste Generation Rate (ppd)	Increase in Solid Waste (tons/day)	Increase in Solid Waste (tons/year)
Residents	322	7.5	1.2	440.7
Jobs	280	8.3	1.2	424.1
Total			**2.4**	**864.9**

Source: CalRecycle 2023.

Municipal waste services in the city are currently provided by Republic Services, Inc. The proposed project would increase the waste delivered to The Forward Landfill (SWIS No. 39-AA-0015) by 2.4 tons per day. The remaining capacity at the Forward Landfill was reported to be 24,720,669 tons with a Ceased Operation Date of January 1, 2036 (CalRecycle 2024a). The Ceased Operation Date is when the landfill will no longer receiving waste and is being prepared for post-closure maintenance according to an approved plan and construction schedule (CalRecycle 2024b). The proposed project would result in a nominal increase in waste generation that would not exceed the capacity of the Forward Landfill.

During construction, the proposed project would need to comply with CALGreen requirements, specifically recycling and/or salvaging for reuse a minimum of 65 percent of nonhazardous construction and demolition waste generated during most "new construction" projects. Section 74-04.006, Amendments to CALGreen Building Standards Code, amends Section 5.408.1, Construction Waste Management, to include 2019 CALGreen requirements. Furthermore, the proposed project would also comply with the requirements of AB 341 which mandates recycling for commercial land uses and SB 1383, which requires every jurisdiction to provide organic waste collection services to all residents and businesses. Additionally, any organic waste generated in amounts over a certain threshold would be recycled in accordance with AB 1826. Therefore, the

[3] Based on the average household size of 2.68 persons per household from the General Plan multiplied by the 120 dwelling units from the proposed project.

[4] Based on the 140,000 square feet proposed by the project and multiplied by the 2 employees per 1,000 square feet factor (see Chapter 5.10, *Population and Housing*).

proposed project would not generate waste in excess of state and local standards or in excess of local infrastructure, causing the impairment of solid waste reduction goals. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-6 is less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-6 is less than significant.

Impact 5.14-7: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. [Threshold U-5]

As noted above, the proposed project would comply with applicable federal, state, and local statues and regulations related to solid waste. For example, during construction, the proposed project would be required to salvage or recycle a minimum of 65 percent of nonhazardous construction and demolition waste generated during construction activities in order to comply with CALGreen Section 5.408 requirements. Additionally, the proposed project would need to provide readily accessible areas for the depositing, storage, and collection of non-hazardous materials for recycling including for organics, under CALGreen Section 5.408. Furthermore, the proposed project would also comply with the requirements of AB 341 which mandates recycling for commercial land uses and SB 1383, which requires every jurisdiction to provide organic waste collection services to all residents and businesses. The City Municipal Code implements these state requirements in Sections 6.20 and 6.21. The proposed project would also comply with these sections of the Municipal Code by collecting recyclables in separated and labeled containers. Therefore, the proposed project would comply with the federal, state, and local standards related to solid waste. Impacts would be less than significant.

5.14.4.6 CUMULATIVE IMPACTS

The Rancho Cordova General Plan EIR determined that cumulative impacts to solid waste would be less than cumulatively considerable under implementation of the General Plan. The 2006 EIR notes that the Kiefer Landfill, Forward Landfill, and Lockwood Regional Landfill can accommodate solid waste disposal demands from the Planning Area.

The cumulative setting for the discussion of solid waste in the 2006 EIR includes all existing, planned, proposed, approved, and reasonably foreseeable development in all of Rancho Cordova. Implementation of the proposed project is estimated to result in an increase of 322 residents and 280 jobs. As evaluated in Impact 5.14-6, this would result in an increase in solid waste generation of approximately 2.4 tons/day. All waste in the City is deposited at the Forward Landfill. Like the proposed project, all projects in the City would be required to adhere to state and local waste diversion requirements including the 2022 CALGreen standards and various mandates at the state level that require jurisdictions to implement recycling programs. As such, the proposed project in conjunction with other foreseeable projects in the City would not generate waste in excess of state or local standards or in exceedance of the Forward Landfill's remaining capacity. Furthermore, other projects

proposed within the city would be subject to environmental review to evaluate their contributive increase in solid waste.

Continued compliance with the applicable regulations that require waste diversion would ensure that the proposed project's incremental impacts regarding solid waste are not cumulatively considerable.

5.14.4.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After implementation of regulatory requirements and standard conditions of approval, Impact 5.14-7 would be less than significant.

5.14.4.8 MITIGATION MEASURES

Impacts would be less than significant.

5.14.4.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.5 References

California Air Pollution Control Officers Association (CAPCOA). 2022. CalEEMod Version 2022.1-Appendix G: Default Data Tables. https://www.caleemod.com/user-guide

California American Water (CAW). 2021, June. *Urban Water Management Plan- Sacramento Main District*. https://www.amwater.com/caaw/resources/PDF/Customer-Service-Billing/Rates-Tariffs/GRC-Applications/Sacramento_UWMP.pdf

California Department of Resources Recycling and Recovery (CalRecycle). 2023, March 6 (Accessed). Jurisdiction Diversion/Disposal Rate Summary. https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006

_____.2024a, February 14 (Accessed). SWIS Facility/Site Activity Details: Forward Landfill, Inc. (39-AA-0015). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1434?siteID=3106

_____.2024b, May 24 (Accessed). Closure/Postclosure of Disposal Sites. https://calrecycle.ca.gov/swfacilities/closure/

California Governor's Office (California Governor). 2023, March 23. Easing Drought Restrictions. https://www.gov.ca.gov/wp-content/uploads/2023/03/FACT-SHEET_-Drought-EO.pdf?emrc=45befa#:~:text=Newsom%20is%20now%20easing%20some,2%20drought%20contingency%20plans%3B%20%E2%97%8F

California Regional Water Quality Control Board (CRWQCB). 2007. *Stormwater Quality Improvement Plan for the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova*. https://waterresources.saccounty.gov/Documents/June2007-SQIP-DRAFT.pdf

_____.2023. Water Conservation Emergency Regulations. https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/regs/emergency_regulation.html

Department of Water Resources Control Board (DWRCB). 2022. Water Conservation and Production Reports- Current Monthly Reports. https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/conservation_reporting.html

Kleinfelder. 2008, January 11. *Phase I Environmental Site Assessment: Folsom Mather Center*.

Ramirez, Jose, Water Recycling Program Manager. 2022, May 6. Declining Water Flows and Impacts to Regional San and Sacramento Wastewater Treatment Plant May 6, 2022 (Presentation). https://watereuse.org/wp-content/uploads/2022/06/2.-Jose-Ramirez-Regional-San-Declining-Flows.pdf

Rancho Cordova, City of. 2006. Appendix C: Water Supply Evaluation, Table 11. https://www.cityofranchocordova.org/home/showpublisheddocument/1491/635895080495700000

_____. 2023, March 6 (Accessed). "Stormwater Quality Program." https://www.cityofranchocordova.org/departments/public-works/stormwater-quality-program

Sacramento Area Sewer District (SASD). 2023. Standards and Specifications. https://sacsewer-bucket.s3.us-west-1.amazonaws.com/wp-content/uploads/SacSewer-Standards-and-Specifications.pdf

_____. 2020, December. *System Capacity Plan 2020 Update*. https://www.sacsewer.com/sites/main/files/file-attachments/2020_scp_final_report_20210108.pdf?1615570170

Sacramento Regional County Sanitation District (Regional San). 2008, May. 2020 Master Plan: Final Executive Summary. https://www.regionalsan.com/sites/main/files/file-attachments/exec-sum_0.pdf?1391022948

_____. 2016, July. *Sacramento Regional County Sanitation District's South Sacramento County Agriculture and Habitat Lands Recycled Water Program Draft Environmental Impact Report* (SCH#: 2015022067). https://www.regionalsan.com/sites/main/files/file-attachments/draft_eir_final.pdf

_____. 2017, July. *Sacramento Regional County Sanitation District Sacramento Regional Wastewater Treatment Plant: Progress Report Method of Compliance Work Plan and Schedule for Ammonia, Nitrate plus Nitrite, and Disinfection Byproduct Effluent Limitations and Title 22 or Equivalent Disinfection Requirements*. https://www.regionalsan.com/sites/main/files/file-attachments/progress_report_no._19_july_7_2022.pdf?1657554136

_____. 2022. 2022 State of the District. https://www.regionalsan.com/sites/main/files/file-attachments/regional_san_sod_final.pdf?1677776638

_____. 2023a, February 28 (Accessed). EchoWater Fast Facts. https://www.regionalsan.com/sites/main/files/file-attachments/echowater_summary_fact_sheet.pdf?1601047808

_____. 2023b, February 28 (Accessed). "Our New Evolution in Wastewater Treatment." https://www.regionalsan.com/echowater-project

Sacramento Stormwater Quality Partnership (SSQP). 2018, July. *Sacramento Stormwater Quality Design Manual for the Sacramento Region*.

South American Subbasin. 2021, October 21. *South American Subbasin Groundwater Sustainability Plan*. http://www.sasbgroundwater.org/assets/pdf/resources/complete/SASbGSP_FINAL_01212022.pdf

State Water Resources Control Board (SWRCB). 2024 (accessed). State Water Resources Control Board Resolution No. 2022-0054. https://waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2022/rs2022-0054.pdf

This page intentionally left blank.

6. Significant Impacts, Irreversible Changes, and Growth-Inducing Impacts

Section 15126(b) of the California Environmental Quality Act (CEQA) Guidelines requires an Environmental Impact Report (EIR) to describe any significant impacts of the proposed project, including those which can be mitigated but not reduced to a level of insignificance. Significant impacts of a proposed project that cannot be reduced to a less than significant level are referred to as significant and unavoidable impacts. This chapter provides an overview of the significant and unavoidable impacts of the proposed project, as well as impacts found not to be significant, growth inducing, significant and unavoidable impacts, and significant irreversible changes.

A more detailed analysis of the effects the proposed project would have on the environment, and proposed mitigation measures to minimize significant environmental impacts, are provided in Sections 5.1 through 5.13 of this EIR.

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Sections 5.1 through 5.14 of Chapter 5, *Environmental Analysis*, of this EIR evaluate the significant effects of the proposed project and provide mitigation for impacts that can be reduced to a less than significant level. Each chapter discusses the significant impact and provides a corresponding mitigation measure. The mitigation measures are summarized in Chapter 1, *Executive Summary*, of this EIR.

Pursuant to Section 15126.2(b) of the CEQA Guidelines, this EIR considers the significant environmental effects that cannot be avoided if the proposed project is implemented.

The environmental impacts listed below would be potentially affected by the proposed project; however, mitigation measures would reduce their level of significance to less than significant, as determined in the chapters analyzing each of these impacts.

Air Quality

- **Impact 5.1-2:** Construction activities associated with the proposed project could generate short-term emissions in exceedance of Sacramento Metropolitan Air Quality Management District's threshold criteria.

Biological Resources

- **Impact 5.2-1:** Development of the proposed project could significantly impact the following sensitive species: special status birds and bats.

- **Impact 5.2-3:** The proposed project could affect wildlife movement of special status species.

Cultural Resources

- **Impact 5.3-2:** Development of the project could impact archaeological resources.
- **Impact 5.3-3:** Grading activities could potentially disturb human remains.

Greenhouse Gas Emissions

- **Impact 5.5-1:** The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Hazards and Hazardous Materials

- **Impact 5.6-1:** The project could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- **Impact 5.6-2:** The proposed project could potentially 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.

- **Impact 5.6-3:** The proposed project could potentially emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- **Impact 5.6-4:** The proposed project would be located on a site that is included on a list of hazardous materials sites compiled under Government Code Section 65962.5, which could create a significant hazard to the public or the environment.

- **Impact 5.6-6:** The proposed project could potentially impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Tribal Cultural Resources

- **Impact 5.13-1:**The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is: i) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

6.2 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROPOSED PROJECT

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O^3) and particulate matter ($PM_{2.5}$ and PM_{10}) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS.

Given the low likelihood that the land at the project site would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The construction of the proposed project would not require the extension of major infrastructure facilities to the site. The project site does not have any built structures onsite and would require connections; however the site is within an existing residential area and is in an urban area served by existing infrastructure, including water and sewer mains, and electricity and natural gas services.

As mentioned in Section 5.7, *Land Use and Planning*, of the DEIR, the proposed project is located within the Folsom Boulevard Planning area and is zoned RMU (FBSP) with additional development standards. The project consists of community-commercial buildings, parking structures, and affordable multi-family development, adhering to the Mather Mills opportunity site's development standards. In addition, the project aligns with City general plan policies for high-density residential and mixed-use development within 0.25 miles of a transit stop and a strong job-housing ratio.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The proposed project would increase employment and residences in the City. The proposed project is expected to increase the demand for public services, which would contribute to the needs to expand facilities. However, as substantiated in Section 5.11, Public Services, of this DEIR, existing programs and policies would ensure that the increase in uses, and impacts to public services, would be less than significant.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Future development under the proposed project would increase population, housing, and jobs in the City. The project is expected to increase demand for fire protection services, police services, school services, and library services, which would contribute to the need to expand facilities. However, as substantiated in 5.11, *Public Services*, and 5.14, *Utilities and Service Systems*, of the DEIR, existing programs and policies would ensure that the service capability will grow proportionate to the increase in uses and impacts to public services and utilities would be less than significant.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

During construction of future development on the site, several design, engineering, and construction jobs would be created. Construction employees would be from the regional labor force, and the construction of the project would not be expected attract new workers to the region. The proposed project could result in a maximum of 322 residents and 280 employees (see 5.10, *Population and Housing*). Although the proposed project would require a zoning amendment this action would not approve growth beyond that considered in the 2006 GP EIR.

Future residents of the proposed project would seek shopping, entertainment, employment, and other economic opportunities in the City of Rancho Cordova. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses. Proximity to the commercial uses onsite and in the surroundings, would result in beneficial impacts to the City's jobs-housing balance (see Section 5.10, *Population and Housing*), and the close proximity to such uses would reduce vehicle trips, and thereby reduce impacts to air quality, greenhouse gas emissions, and transportation. Therefore, although the proposed project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses in the proposed project.

6. Significant Impacts, Irreversible Changes, and Growth-Inducing Impacts

This page intentionally left blank.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (15126.6[b])
- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])
- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).
- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Provide for a mix of uses onsite by developing residential, commercial, and recreational uses on infill and underutilized parcels near the Mather Field/Mills Station.

2. Increase the City's housing stock by providing a range of housing density types, including affordable housing.

3. Increase employment opportunities in the City.

4. Improve the jobs-housing balance in the City of Rancho Cordova and provide new housing close to jobs and services.

5. Promote healthy living and physical activity by providing open space areas and opportunities to utilize alternative transportation options available proximate to the site, including the Mather Field/Mills Station.

7.1.3 Summary of Significant Impacts

The following environmental topics would result in potentially significant impacts with implementation of the proposed project. However due to proposed mitigation measures these impacts would ultimately be reduced to a less than significant level. The DEIR has determined that there would be no significant and unavoidable impacts from the implementation of the proposed project.

Air Quality

- **Impact 5.1-2:** Construction activities associated with the proposed project could generate short-term emissions in exceedance of Sacramento Metropolitan Air Quality Management District's (SMAQMD) threshold criteria.

Biological Resources

- **Impact 5.2-1:** Development of the proposed project could significantly impact the following sensitive species: special status birds and bats.
- **Impact 5.2-3:** The proposed project could affect wildlife movement of special status species.

Cultural Resources

- **Impact 5.3-2:** Development of the project could impact archaeological resources.
- **Impact 5.3-3:** Grading activities could potentially disturb human remains.

Greenhouse Gas Emissions

- **Impact 5.5-1:** The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Hazards and Hazardous Materials

- **Impact 5.6-1:** The project could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Impact 5.6-2:** The proposed project could potentially 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.
- **Impact 5.6-3:** The proposed project could potentially emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Impact 5.6-4:** The proposed project would be located on a site that is included on a list of hazardous materials sites compiled under Government Code Section 65962.5, which could create a significant hazard to the public or the environment.
- **Impact 5.6-6:** The proposed project could potentially impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Tribal Cultural Resources

- **Impact 5.12-1:** The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is: i) listed or eligible for listing in the California Register of Historical Resources

or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

7.2 ALTERNATIVES CONSIDERED AND REJECTED

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Key factors in evaluating the feasibility of potential offsite locations for EIR project alternatives include:

- If it is in the same jurisdiction.
- Whether development as proposed would require a General Plan Amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). (CEQA Guidelines Section 15126.6[f][1])

The proposed project involves the construction of community-commercial buildings, housing, public open space, and a parking structure on a 9.85-acre vacant site. The project site is zoned Residential Mixed-Use–Folsom Boulevard Specific Plan, incorporating medium- and high-density housing, office, and commercial services. Although there may be other vacant sites that can accommodate this mixed-use project, one of the project's objectives is to develop diverse on-site uses on underutilized parcels near Mather Field/Mills Station. There are no sites of a similar size and proximity to Light Rail and the Mather Field/Mills Station that would be suitable for the uses planned with the proposed project. In addition, any development of the size and type proposed by the proposed project would have substantially the same environmental impacts. As there are no off-site locations that could accommodate the uses and scale of development proposed with the proposed project, an alternate site was eliminated from consideration.

7.2.2 Residential-Only Alternative

The Residential-Only Alternative would only develop the residential component of the proposed project (up to 394 dwelling units). Eliminating the non-residential component of the proposed project would result in accounting for more non-residential square footage elsewhere in the City and would require future residents to travel further for services that are currently planned onsite, likely increasing VMT. Given the Specific Plan's

location and proximity to the Mather Field Mills light rail station, this site is suitable for both residential and non-residential uses, including commercial uses. According to the Folsom Boulevard Specific Plan (FBSP), the project site has a land use designation of Residential Mixed Use (FB-RMU,) which allows for medium- and high-density housing (between 6.1 and 40 dwelling units per acre). Therefore, the project site could allow between 61 and 394 units. The proposed project has the potential to generate 322 residents and 280 jobs while the Residential-Only Alternative would allow up to 1,056 residents. The proximity to major transit system makes this site ideal for mixed use. Limiting the property to only residential would force commercial interests to locate elsewhere in the region. In addition, this alternative would only meet three of the project objectives—this alternative would not be able to provide for a mix of uses near the Mather Field/Mills Station nor improve the jobs-housing balance by provide new housing close to jobs and services. The Residential-Only Alternative would not be feasible as it would not be compatible with the goals and policies regarding the jobs-housing balance, and would instead only focus on increasing the housing supply.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project, but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Reduced Development Alternative

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 No Project/Existing General Plan Alternative

The No Project/Existing General Plan Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6[e]). Pursuant to CEQA, this alternative is based on current plans and consistent with available infrastructure and community services. Therefore, the No Project Alternative assumes that the proposed project would not be adopted, and development on the site would be consistent with the projected buildout in the General Plan.

Table 7-1, *No Project Alternative Buildout Statistical Summary*, compares the buildout summary of the proposed project with the No Project/Existing General Plan Alternative. The proposed project designates 42 percent of the site for residential uses, 33 percent for non-residential uses, and 25 percent for open space. The proposed project assumes 29 units per acre density to generate 120 dwelling units and a floor area ratio (FAR) of

approximately 1.01 to calculate non-residential square footage. Under the No Project/Existing General Plan Alternative the density and FAR are the same as the proposed project; however, the amount of land allocated to each land use type is modified. Since the FBSP requires a greater than 50 percent residential use on the site, the No Project/Existing General assumes 51 percent of the site for residential use and 49 percent for non-residential development. There is no open space requirement under the FBSP.

Table 7-1 No Project/Existing General Plan Alternative Buildout Statistical Summary

	Proposed Project	No Project/ Existing General Plan Alternative
Dwelling Units	120	146
Population	322	390[1]
Jobs	280	463[2]
Non-Residential Square Footage	140,000	231,267
Jobs-to-Housing Ratio	2.3	3.2

[1] Based on the average household size of 2.68 persons per household from the General Plan EIR.
[2] Based on the approximate 2 employees per 1,000 square feet from the General Plan EIR (see Chapter 5.9, *Population and Housing*).

7.3.1.1 AIR QUALITY

Under this No Project Alternative, new development would also occur on the site although with an increase in residential units and non-residential square footage compared to the proposed project. As with the proposed project the entire site would be developed consistent with the existing zoning. Therefore, construction activities and associated exhaust and fugitive dust emissions would occur like the proposed project. The No Project Alternative would result in an increase in vehicle trips and building energy use, compared to existing conditions and development assumed in the General Plan. Air quality impacts under this Alternative would be greater than the proposed project and would still result in potentially significant short-term construction impacts and require mitigation measure AQ-1, which requires the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standards to reduce impacts to less than significant impacts.

7.3.1.2 BIOLOGICAL IMPACTS

Under this No Project Alternative, new development would also occur on the site; therefore, construction and operational activities would still occur. Development activities under the No Project Alternative could disturb the habitat and movement of special status species. Because this alternative would also disturb the entire project site, biological resources impacts under this No Project Alternative would be the same as the proposed project. Both scenarios would be required to include mitigation measure BIO-1, which protects nesting birds, and BIO-2, which protects bat roosting habitat to reduce impacts to less than significant impacts.

7.3.1.3 CULTURAL RESOURCES

Under this No Project Alternative, new development would also occur on the site. Therefore development activities under the No Project Alternative could still potentially disturb human remains and impact archaeological resources. Cultural resources impacts under this Alternative would be similar to the proposed project and would require mitigation measures CUL-1 and CUL-2 to reduce impacts to less than significant.

Mitigation measure CUL-1 mandates that construction work must stop within a 100-foot radius of cultural or human-related subsurface deposits and a qualified archaeologist must evaluate the find's significance and modify the no-work radius, using professional judgment. Mitigation measure CUL-2 states that the California Code requires archaeologists to protect human remains or potentially human remains from disturbance, and to inform the Sacramento County Coroner of any such discovery, as per Section 7050.5 of the Health and Safety Code.

7.3.1.4 ENERGY

Under this No Project Alternative, new development would occur on the site. Development intensity under this alternative would be greater than the proposed project, in terms of housing, and therefore, energy use from residential uses would be increased compared to the proposed project. Because the types of non-residential uses under this alternative cannot be determined at this time, it is unknown what the energy demand would be for those uses. However, any future use would be required to comply with the same energy-conserving regulations as the proposed project, so it is assumed that this alternative would not result in wasteful or inefficient energy use or conflict with plans for renewable energy or energy efficiency. Impacts under this alternative would be increased to that of the proposed project; however impacts would remain less than significant.

7.3.1.5 GREENHOUSE GAS EMISSIONS

Under the No Project Alternative, new development would generate greenhouse gas (GHG) emissions from the construction and operation activities. The No Project Alternative would result in an increase in vehicle trips, compared to existing conditions due to the increase in population. GHG impacts under this alternative would be greater than the proposed project. Therefore this No Project Alternative could exceed SMAQMD Annual Construction Significance Threshold and would require mitigation measures GHG-1, which implements SMAQMD Tier 1 Best Management Practices, and GHG-2, which implements SMAQMD Tier 2 Best Management Practices in order to reduce impacts to less than significant.

7.3.1.6 HAZARDS AND HAZARDOUS MATERIALS

Under this No Project Alternative, new development would also occur on the site; therefore, remediation, construction, and operational activities would still occur. Development activities under the No Project Alternative would require remediation of the hazardous materials on the project site. Because this alternative would introduce commercial and residential uses that could expose people to hazardous materials, the impacts would be the same as for the proposed project. Both scenarios would be required to include mitigation measure HAZ-1, which incorporates all recommendations from an approved Site Cleanup Plan and Addendum to the Site Cleanup Plan prepared by Tetra Tech; impacts would be reduced to less than significant.

7.3.1.7 LAND USE AND PLANNING

Under this No Project Alternative, new development would also occur on the site; however, neither scenario would result in dividing an established community. As both scenarios would not conflict with either the 2006 General Plan EIR or the FBSP, impacts would be similar and less than significant.

7.3.1.8 MINERAL RESOURCES

Under either scenario, the project site is within MRZ-3. MRZ-3 Zones are Mineral Resources Zones where the significance of mineral deposits cannot be determined from the available data. Similar to the proposed project, the No Project Alternative would be unlikely to cause a loss of known mineral resources due to previous ground disturbance activities on the project site. The project site is in an urban area with residential, commercial, and residential uses to the north, east, south, and west. Under the No Project Alternative, the project would still result in urban use. Therefore, under both scenarios the project would unlikely reveal any mineral resources due to previous development and would be compatible with the surrounding environment. The impact would be similar and less than significant.

7.3.1.9 NOISE

Under this No Project Alternative, new development would also occur on the site; therefore, noise from construction and operation would still occur. Noise impacts under this No Project Alternative would be similar to the proposed project, and impacts would be less than significant.

7.3.1.10 POPULATION AND HOUSING

The No Project Alternative would generate 146 dwelling units, 390 residents, and 425 jobs. Compared to the proposed project, the No Project Alternative would result in a increase of 26 dwelling units, 68 residents, and an increase in 145 jobs. Like the proposed project, the No Project Alternative would not displace housing or people. Both scenarios would not result in unplanned population growth in the project area since they would not result in more housing units, residents, and jobs then what was projected in the 2006 General Plan EIR or FBSP. Impacts would be the same.

7.3.1.11 PUBLIC SERVICES

The No Project Alternative would create an increase in demand for fire, police, school, and library services and facilities in the City. Development under the No Project Alternative would result in more residents compared to the proposed project. However, compliance with the General Plan policies, City's Municipal Code, and payment of fees for Government Code Section 65996 would reduce impacts. Impacts would be less than significant under both scenarios.

7.3.1.12 RECREATION

Development would occur under this No Project Alternative; however, no open space would be developed on the site. The proposed project would introduce up to 2.5 acres of public open space with 1.3 to 1.5 acres of Neighborhood and Community Greens and 0.75 to 1.0-acre of Plaza and Green Space. The existing General Plan and FBSP do not specify requirement for parkland or open space; therefore, this No Project Alternative would generate additional residents that would increase the use of existing park and recreational facilities and result in environmental impacts to provide new and/or expanded recreational facilities. Under both scenarios, compliance with Cordova Recreation and Parks District Quimby Parks requirements (land dedication or fees) would be required. Neither the proposed project nor the No Project Alternative would result in significant

impacts to recreational facilities. Impacts of the No Project Alternative would be greater than the proposed project.

7.3.1.13 TRIBAL CULTURAL RESOURCES

Under this No Project Alternative, new development would also occur on the site. Impacts under the No Project Alternative would be similar to the proposed project. Future development under this alternative and the proposed project could result in potentially significant impacts to the uncovering of tribal cultural resources. The No Project Alternative would also require mitigation measure TCR-1 which states that before grading permits, a qualified archaeological monitor must be on call during ground-disturbing activities and if archeological resources are discovered, construction must stop within 25 feet and an archaeologist will be consulted to determine if further study is required. Impacts under this alternative, as with the proposed project, would be similar and less than significant.

7.3.1.14 UTILITIES AND SERVICE SYSTEMS

The No Project Alternative would create an increase in demand for potable water, wastewater generation, and solid waste disposal in the City. Development under the No Project Alternative would result in more residents compared to the proposed project. However, compliance with the General Plan policies and the City's Municipal Code would reduce impacts. Impacts would be less than significant under both scenarios.

7.3.1.15 CONCLUSION

The No Project Alternative would increase impacts on air quality, energy, greenhouse gases, population and housing, public services, recreation, and utilities and service systems compared to the proposed project. All other impacts would be similar to the proposed project. The No Project Alternative would be developed at 51 percent of the site for residential use and 49 percent for non-residential development, with a similar residential density and commercial uses FAR as the proposed project. Under this Alternative, all project objectives would be met except for Objective 1, because no open space would be developed under this scenario; therefore it would not meet the recreational uses goal stated in Objective 1.

7.3.2 Reduced Development

The Reduced Development Alternative would reduce residential and nonresidential development and increase the amount of public open space at the project site.

Table 7-2, *Reduced Development Alternative Buildout Statistical Summary*, compares the buildout summary of the proposed project with the Reduced Development Alternative. Under the Reduced Development Alternative the density and FAR are the same as the proposed project; however, the amount of land allocated to each land use type is modified to reduce development for residential and non-residential development while increasing the amount of open space. The Reduced Development Alternative designates 33 percent of the site for residential uses, 33 percent for non-residential uses, and 34 percent for open space.

Table 7-2 Reduced Development Alternative Buildout Statistical Summary

	Proposed Project	Reduced Development Alternative
Dwelling Units	120	94
Population	322	253[1]
Jobs	280	286[2]
Non-residential Square Footage	140,000	143,007
Jobs-to-Housing Ratio	2.3	3.0

[1] Based on the average household size of 2.68 persons per household from the General Plan EIR.
[2] Based on the approximate 2 employees per 1,000 square feet from the General Plan EIR (see Chapter 5.9, *Population and Housing*).

7.3.2.1 AIR QUALITY

Under this Reduced Development Alternative, new development would also occur on the site although with a decrease in residential units and non-residential square footage and an increase in open space compared to the proposed project. Although the Reduced Development Alternative would result in less development, construction activities and associated exhaust and fugitive dust emissions would occur like the proposed project. The Reduced Development Alternative would result in an increase in vehicle trips and building energy use, compared to existing conditions and development assumed in the General Plan. Air quality impacts under this Alternative would be less than the proposed project but would still result in potentially significant impacts in regard to short-term construction impacts and require mitigation measure AQ-1, which requires the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard to reduce impacts to less than significant.

7.3.2.2 BIOLOGICAL IMPACTS

Under this Reduced Development Alternative, new development would also occur on the site; therefore, construction and operational activities would still occur. Development activities under the Reduced Development Alternative could disturb the habitat and movement of special status species. Because this alternative would also disturb the entire project site, biological resources impacts under this Reduced Development Alternative would be the same as the proposed project. Both scenarios would be required to include mitigation measure BIO-1, which protects nesting birds, and BIO-2, which protects bat roosting habitat to reduce impacts to less than significant impacts.

7.3.2.3 CULTURAL RESOURCES

Under this Reduced Development Alternative, new development would also occur on the site. Therefore, development activities under the Reduced Development Alternative could still potentially disturb human remains and impact archaeological resources. Cultural resources impacts under this Alternative would be similar to the proposed project and would require mitigation measures CUL-1 and CUL-2 to reduce impacts to less than significant. Mitigation measure CUL-1 mandates that construction work must stop within a 100-foot radius of cultural or human-related subsurface deposits and a qualified archaeologist must evaluate the find's significance and modify the no-work radius, using professional judgment. Mitigation measure CUL-2 states that the California Code requires archaeologists to protect human remains or potential human remains from

disturbance, and to inform the Sacramento County Coroner of any such discovery, per Section 7050.5 of the Health and Safety Code.

7.3.2.4 ENERGY

Under this Reduced Development Alternative, new development would occur on the site. Development intensity under this alternative would be less than the proposed project, in terms of housing, and therefore, energy use from residential uses would be decreased compared to the proposed project. Because the types of non-residential uses under this alternative cannot be determined at this time, it is unknown what energy demand would be for those uses. However, any future use would be required to comply with the same energy conserving regulations as the proposed project so it is assumed that this alternative would not result in wasteful or inefficient energy use or conflict with plans for renewable energy or energy efficiency. Impacts under this alternative would be less than the proposed project and impacts would be less than significant.

7.3.2.5 GREENHOUSE GAS EMISSIONS

Under this Reduced Development Alternative, new development would GHG emissions from the construction and operation activities. The Reduced Development Alternative would result in an increase in vehicle trips compared to existing conditions due to the increase in population. GHG impacts under this alternative would be less than the proposed project. However, this Alternative could still exceed SMAQMD Annual Construction Significance Threshold and would also require mitigation measures GHG-1, which requires the project to implement SMAQMD Tier 1 Best Management Practices, and GHG-2, which would require the project to implement SMAQMD Tier 2 Best Management Practices in order to reduce impacts to less than significant.

7.3.2.6 HAZARDS AND HAZARDOUS MATERIALS

The Reduced Development Alternative would still introduce commercial and residential uses, exposing people to hazardous materials. The impacts of this alternative are the same as the proposed project. Both scenarios require mitigation measure HAZ-1, which incorporates recommendations from an approved Site Cleanup Plan and Addendum prepared by Tetra Tech, to reduce impacts to less than significant.

7.3.2.7 LAND USE AND PLANNING

Under this Alternative, new development would also occur on the site; however, the development of this alternative would not result in dividing an established community. Under this Reduced Development Alternative, the project would conflict with the FBSP since the FBSP requires greater than 50 percent residential use on the site, and the Reduced Development Alternative would result in fewer residential units than the proposed project. Therefore impacts would be greater than the proposed project but this conflict would not result in a physical environmental effect.

7.3.2.8 MINERAL RESOURCES

The project site is within the MRZ-3 zone. MRZ-3 Zones are Mineral Resources Zones where the significance of mineral deposits cannot be determined from the available data. Similar to the proposed project, the No Project Alternative would be unlikely to cause a loss of known mineral resources due to previous ground

disturbance activities on the project site. The project site is in an urban area with residential, commercial, and residential uses to the north, east, south, and west. Under the No Alternative, the project would still result in urban use. Therefore under both scenarios the project would be unlikely to reveal any mineral resources due to previous development and would be compatible with the surrounding environment. The impact would be similar and less than significant.

7.3.2.9 NOISE

Under this Reduced Development Alternative, new development would also occur on the site; therefore, noise from construction and operation would still occur. Noise generated on site under this Reduced Development Alternative would be similar to the proposed project, but because the site would be developed with less intense uses, construction noise and traffic noise would be less than the proposed project. Impacts under the Reduced Development Alternative would be less than significant.

7.3.2.10 POPULATION AND HOUSING

The Reduced Development Alternative would include 94 dwelling units and generate 253 residents and 286 jobs. Compared to the proposed project, the Reduced Development Alternative would result in a decrease of 26 dwelling units and 69 residents, and an increase in 6 jobs. Like the proposed project, the Reduced Development Alternative would not displace housing or people. Because the Reduced Development Alternative would not result in unplanned population growth in the project area—in comparison to the 2006 General Plan EIR or the FBSP that increase housing units, residents, and jobs compared to existing conditions—impacts would be similar.

7.3.2.11 PUBLIC SERVICES

The Reduced Development Alternative would create an increase in demand for fire, police, school, and library services and facilities in the city. Development under the Reduced Development Alternative would result in fewer residents compared to the proposed project. Compliance with the General Plan policies, City's Municipal Code, and payment of fees for Government Code Section 65996 would reduce impacts. Impacts would be less than significant.

7.3.2.12 RECREATION

Under this Reduced Development Alternative approximately 3.35 acres of open space would be developed on the site. The proposed project would introduce up to 2.5 acres of public open space with 1.3 to 1.5 acres of Neighborhood and Community Greens and 0.75 to 1.0 acre of Plaza and Green Space. The Reduced Development Alternative would generate additional residents that would increase the use of existing park and recreational facilities and result in environmental impacts to provide new and/or expanded recreational facilities. This alternative would be required to comply with Cordova Recreation and Parks District Quimby Parks requirements (land dedication or fees). Neither the proposed project nor the Reduced Development Alternative would result in significant impacts to recreational facilities. Impacts of the Reduced Development Alternative would be less than the proposed project.

7.3.2.13 TRIBAL CULTURAL RESOURCES

Under this Reduced Development Alternative, new development would also occur on the site. Impacts under the Reduced Development Alternative would be similar to the proposed project. Future development under this alternative and the proposed project could result in potentially significant impacts to the uncovering tribal cultural resources. The Reduced Development Alternative would also require mitigation measure TCR-1 which states that before grading permits, a qualified archaeological monitor must be on call during ground-disturbing activities and if archeological resources are discovered, construction must stop within 25 feet and an archaeologist will be consulted to determine if further study is needed. Impacts under this alternative would be similar to those of the proposed project and less than significant with the mitigation measure.

7.3.2.14 UTILITIES AND SERVICE SYSTEMS

The Reduced Development Alternative would create an increase in demand for potable water, wastewater generation, and solid waste disposal in the City. Development under the Reduced Development Alternative would result in fewer residents compared to the proposed project. However, like the proposed project, compliance with the General Plan policies and City's Municipal Code would reduce impacts on utilities. Impacts would be less than significant.

7.3.2.15 CONCLUSION

The Reduced Development Alternative would increase impacts related to land use and planning compared to the proposed project. All other impacts would be similar or less than compared to the proposed project. The Reduced Development Alternative would be developed at a similar residential density and commercial uses would have similar FARs as the proposed project. Under this Alternative, all project objectives would be met; however, the reduction in residential units compared to the proposed project, particularly with the site's proximity to a light rail stop, makes this alternative less attractive in terms of the use of alternative transportation. Further, the reduction in residential units also makes this alternative less compatible with Objective 2: Increase the City's housing stock by providing a range of housing density types, including affordable housing.

7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" to the proposed project. Because the No Project Alternative would result in an overall increase in the level of impacts identified for the proposed project, the Reduced Development Alternative has been identified as "environmentally superior" to the proposed project. Because the proposed project would not result in significant and unavoidable impacts, additional alternatives were not analyzed.

7. Alternatives to the Proposed Project

This page intentionally left blank.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. This chapter includes an environmental analysis and finding of no impact and less than significant for the topics not included in Chapter 5, *Environmental Analysis,* of this DEIR.

8.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The 2006 EIR indicated that numerous scenic vistas of the American River are provided from various public areas, including Folsom Boulevard. Development with the American River Parkway is regulated via the provisions of the American River Parkway Plan. The American River is adjacent to the City's northern boundary and is approximately 1.30 miles north of the project site. Given the distance, varying topography, and development between the project site and the American River, impacts to scenic resources would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As indicated in the 2006 EIR and on the California State Scenic Highway System Map, there are no State-Designated or State-Eligible Scenic Highways within the city (Caltrans 2022). Additionally, as indicated in the 2006 EIR, there are no locally designated scenic highways within the city. As such, the proposed project would not affect scenic resources within a State Scenic Highway. Therefore, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The 2006 EIR indicated that intensification of urban uses within the city would change the visual character of the area. The Folsom Boulevard Specific Plan Area indicates that the maximum height for the project site is 65 feet or 4 stories, however, if vertical mixed-use, where residential uses are located above non-residential uses, is proposed, then there is no maximum height. The 2006 EIR indicated that there could be areas where no height restrictions are proposed which could result in development that is not compatible with low-rise development. The 2006 EIR identified that even with the implementation of the General Plan Policies and Mitigation Measure 4.13.3 impacts would be significant and unavoidable as high-rise structures would irrevocably alter the skyline and visual character of the city. Compared to the 2006 EIR, the proposed project would not result in new or substantially more severe significant impacts. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. As indicated in the 2006 EIR, development in the city would increase the amount of daytime glare and nighttime lighting through intensification, however, with the implementation of lighting standards and General Plan policies, impacts would be less than significant. Although the project site is vacant and implementation of the proposed project would increase light and glare in the area, the 2006 EIR accounted for the increase in light and glare, as such impacts would be similar. Therefore, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

8.2 AGRICULTURE AND FORESTRY 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?

No Impact. The 2006 EIR and California Important Farmland Finder indicate that the project site is designated Urban and Built-Up (CDC 2022a). While areas within the city are designated Prime Farmland and

Farmland of Statewide Importance, the project site does not contain any such designated areas, and project construction would occur within the project site boundaries. Therefore, no lands currently designated as farmland would be converted to non-agricultural uses. No impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the 2006 EIR, the project site is not part of a Williamson Act contract, nor is it designated as agricultural uses. While areas of the city are within a Williamson Act contract and are designated as agricultural, project construction would occur within the project site boundaries. As such, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is not zoned as forestland or timberland; the project site is zoned RMU (FBSP). Project construction would occur within the project site boundaries. Therefore, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain forestland, and therefore would not result in the loss of forestland or conversion of forestland to non-forest uses. Project construction would occur within the project site boundaries. Therefore, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is zoned RMU (FBSP) and is located in an urbanized portion of the city. There are no forestlands or agricultural uses onsite. Project construction would occur within the project site boundaries. As such, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

8.3 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause 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.

Less Than Significant Impact. As indicated in the 2006 EIR and Regulatory Maps, the city is not located within an Alquist-Priolo earthquake zone (CDC 2022b). The proposed project would be required to comply with the most recent version California Building Code (CBC) to minimize impacts as a result of seismic events. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As indicated in the 2006 EIR and the Fault Activity Map of California, there are no known active faults occurring within Sacramento County (CDC 2015). However, as with most of California, the project site could be subject to minor ground shaking. The proposed project would be required to comply with the most recent version CBC to minimize impacts as a result of seismic events. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The 2006 EIR indicated that the potential for soil liquefaction is considered minimal as development would be required to comply with the most recent version of the CBC. The 2006 EIR indicated that groundwater in the City is greater than 50 feet, and therefore the potential for liquefaction, including at the project site, is low. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

iv) Landslides?

No Impact. According to the California Department of Conservation, the project site is not within a landslide zone (CDC 2022c). The project site is located within a flat urbanized portion of the city, and the likelihood of landslides impacting the site is low. Additionally, the proposed project would be required to comply with the most recent version of the CBC. As such, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. As indicated in the 2006 EIR, construction activities that would disturb one or more acres would be subject to the State's National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit. Applicants would be required to prepare and comply with a Storm Water Pollution Prevention Plan (SWPPP) that would include Best Management Practices (BMPs) to avoid soil erosion. Additionally, Chapter 16.44, Land Grading and Erosion Control, is intended to minimize impacts to surrounding properties as a result of grading activities. Chapter 16.44 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 proposed project would be required to comply with the NPDES, SWPPP, and Chapter 16.44 of the Rancho Cordova Municipal Code, which would reduce the impacts of soil erosion and loss of topsoil. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The project site is flat and not located in a landslide zone (CDC 2022c). Due to the low groundwater table (greater than 50 feet) in the city, the potential for liquefaction and collapse at the project site are low. The potential for lateral spreading is also considered low as there are no active faults in the project area. The 2006 EIR indicated that subsidence in the county did not exceed 0.40 feet when minor land subsidence was observed between 1912 and the mid-1960s. Therefore, the likelihood of subsidence in the city, including the project site, is considered low. The proposed project would be required to comply with the most recent version of the CBC to ensure soil impacts are minimized. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The 2006 EIR indicated that the majority of the City has soil characterized as having expansive soils. The proposed project would be required to comply with the most recent version of the CBC which would minimize impacts related to expansive soils. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The 2006 EIR stated that all commercial and industrial development, as well as all residential development with lots smaller than two acres, would be required to connect to the public sewer system. Rural residential areas would allow septic tanks. The proposed project is located in an urbanized area of the city and would provide a mix of uses onsite. Therefore, the proposed project would connect to the City's public sewer system. As such, no impact would occur, and the proposed project would not result in new or substantially more severe significant impacts.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The 2006 EIR indicated that the database search did not identify any evidence of the existence of paleontological resources or potential in the city. The 2006 EIR stated that development under the General Plan could impact undiscovered paleontological resources, but the likelihood of paleontological resources existing in the city would be low. The project site would require ground-disturbing activities; in addition to comply with the policies and actions of the General Plan, the proposed project would implement Mitigation Measure 4.11.2 of the 2006 EIR, which would require that paleontological resources studies be conducted for all applicable discretionary projects. The studies should identify paleontological resources in the project area, and provide mitigation measures for any resources in the project area that cannot be avoided. Mitigation Measure 4.11.2 would reduce impacts to less than significant. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

8.4 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The 2006 EIR stated that runoff can occur during construction and operational activities which could contaminate surface water and groundwater. However, the City of Rancho Cordova operates under a National Pollutant Discharge Elimination System (NPDES) permit for municipal discharges to surface waters (NPDES No. CAS0085324). The permit requires that the City impose water quality and watershed protection measures for all development projects. Additionally, the City has identified a range of BMPs to address stormwater discharges in the City. As stated in the 2006 DEIR, implementation of Mitigation Measure MM4.9.1a and Mitigation Measure MM4.9.1b would reduce impacts. Mitigation measure MM4.9.1a adds a new policy under Goal NR.5 to continue to cooperate and participate with the County, other cities, and the Regional Water Quality Control Board regarding compliance with the joint National Pollutant Discharge Elimination System Permit (NPDES No. CAS082597) or any subsequent permit and support water quality improvement projects in order to maintain compliance with regional, state and federal water quality requirements. Mitigation measure MM4.9.1b adds an action item under Policy NR.5.3 which states that future land uses that are anticipated to utilize hazardous materials or generate hazardous waste shall be required to provide adequate containment facilities to ensure that surface water and groundwater resources are protected from accidental releases. This shall include double-containment, levees to contain spills, and monitoring wells for underground storage tanks, as required by local, state and federal standards. The land use and zoning designation for the project site would be the same as what the 2006 EIR analyzed.

In addition, as mentioned in Section 5.6, *Hazards and Hazardous Materials*, the project site operated a former dry-cleaning site on its northwest corner from 1971 to 2003. Tetrachloroethylene (PCE) was stored and dispensed from a 45-gallon container near the site, as well as in an above-ground tank and drums near the

facility's back. PCE concentrations were revealed in the project site's groundwater. Tech reports state that the elevated soil vapor concentrations detected since 2019 seem less likely to be attributed to the volatilization of residual PCE in the groundwater, in comparison to the potential impact from residual PCE in the vadose zone. This is due to the concentrations of PCE in groundwater and the depth of the groundwater at the project site, after previous remedial efforts. The contamination within the groundwater in the project site is an existing condition that would not be caused or exacerbated by the proposed project. Refer to Section 5.6, *Hazards and Hazardous Materials*, for more information on PCE concentrations in the groundwater.

The proposed project would be required to comply with local, state, and federal regulations governing water quality. Therefore, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project site is within the Sacramento Valley–South American Groundwater Basin (DWR 2022). Currently, there are no structures on the project. The project site is occupied by paved areas with patches of vegetated areas. The proposed project does not propose groundwater wells that would extract groundwater from the aquifer. Although the project site would create impervious surfaces that could impede water recharge, the project site also includes open space and pervious surfaces, as shown in Figure 3.3, *Conceptual Site Plan*, in Chapter 3, *Project Description*. Therefore, the proposed project would not substantially affect recharge capabilities for the Basin. Therefore, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. See Impact 8.3(b), above. As indicated in the 2006 EIR, construction activities that would disturb one or more acres would be subject to the State's National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit. Applicants would be required to prepare and comply with a Storm Water Pollution Prevention Plan (SWPPP) that would include BMPs to avoid soil erosion for example using erosion control techniques such as mulching and matting, filter fences, straw bales, diversion terracing, and sediment basins (CASQA 2003). Additionally, Chapter 16.44 of the City's Municipal Code, Land Grading and Erosion Control, is intended to minimize impacts to surrounding properties as a result of grading activities. Chapter 16.44 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 proposed project would be required to comply with the NPDES, SWPPP, and Chapter 16.44 of the Municipal Code, which would reduce the impacts of soil erosion, thereby ensuring that waterways are not substantially impacted. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The 2006 EIR stated urban development increases the amount of impervious surfaces which does not allow precipitation to saturate the ground and enter the groundwater table; this can also result in flooding. In addition, downstream drainage system capacity issues may also be exasperated if not properly mitigated onsite. With the implementation of, onsite flood control mitigation measures, the City's General Plan policies, and the City's Municipal Code Chapter 16.44, Land Grading and Erosion Control, the impacts to flooding would be reduced. Chapter 16.44 establishes administrative procedures, minimum standard of review, and implementation and enforcement procedures for controlling pollutant runoff from new development projects. The chapter also ensures compliance with the City's NPDES Permit, which is issued by the Regional Water Quality Control Board. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. See Impact 8.5(a), above. The City's NPDES permit requires the provision of water quality control measures that would treat stormwater drainage. Additionally, the implementation of BMPs, Mitigation Measures MM 4.9.1a and MM 4.9.1b, and onsite flood control mitigation measures would reduce sources of polluted runoff from entering the stormwater drainage system. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

iv) Impede or redirect flood flows?

Less Than Significant Impact. According to FEMA, the project site is not within a flood zone (FEMA 2012). The 2006 EIR states that the project site is within a 500-year floodplain. Since the likelihood of floods on the project site is low, the proposed project would have a less than significant impact on impeding or redirecting flood flows, and the proposed project would not result in new or substantially more severe significant impacts.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. According to FEMA the project site is not within a flood zone, while the 2006 EIR indicates it is within a 500-year floodplain. Since the project site is not within a flood hazard area, the risk release of pollutants due to project inundation is low.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Although there are no large water tanks in the area that could impact the proposed project site, there are dams in the region that could create flooding impacts. Thirteen dams in the greater Los Angeles area moved or

cracked during the 1994 Northridge earthquake. However, none were severely damaged. This low damage level was due in part to the completion of the retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act.

Inundation occurs when there is a break in a dam and water is released, washing downstream and causing flooding. The 2006 EIR stated that failure of either the Cordova Meadows Levee or the Sunriver Levee along the American River could potentially result in the inundation of properties within the northern portion of the City. However, according to the 2006 EIR, such an event has an extremely low probability of occurring and is not considered to be a reasonably foreseeable event. The 2006 EIR indicated that there are planning efforts by the US Army Corps of Engineers to improve flood capacity of the Folsom Reservoir, and improvements have been made to the Folsom Dam. As shown in the Dam Failure/Inundation Map Web Publisher provided by the Department of Water Resources, the project site is not within or near a dam failure inundation area (DWR 2023).

The project site is over 90 miles east of the Pacific Ocean, and therefore is not within a tsunami hazard zone.

As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The proposed project would not obstruct or conflict with the implementation of a water quality control plan or sustainable water management plan. The proposed project would comply with the water quality and use requirements of these plans through the implementation of BMPs such as erosion control measures approved in the Chapter 16.44, Land Grading and Erosion Control, in the City's Municipal Code. Therefore, impacts would be less than significant.

8.5 TRANSPORTATION

a) The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Less Than Significant Impact.

Roadways

The proposed project would include an internal through road at the central portion of the site that connects La Loma Drive to El Caprice Drive. This roadway is proposed to include two shared vehicular and bicycle lanes and on-street parking. The internal roadway would also feature a midblock crossing between the proposed plaza and the community green space. This roadway would provide access to the proposed parking structure and an internal loop on the north portion of the project site for the residential uses. The parking structure would also be accessible via La Loma Drive south of the access point for the new project roadway. This roadway would be constructed in compliance with the City's roadway design and improvement standards.

8. Impacts Found Not to Be Significant

Automobile delay, as described by Level of Service (LOS) or other measurements of vehicular capacity or traffic congestion, is no longer considered a significant impact under CEQA. However, per the General Plan's Circulation Element Policy C.1.2, the City strives to maintain an LOS of D or better at all roadways and intersections. Policy C.1.2 states that congestion in excess of LOS D may be accepted, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. As determined in the 2006 General Plan EIR, the segment of Folsom Boulevard fronting the project site would operate at LOS F under the buildout conditions of the General Plan. The General Plan EIR adopted Mitigation Measure 4.4.1, which directs subsequent development projects to implement system improvements that would impact roadways operating at or better than LOS D. Such improvements could include development of on- or off-street bicycle or pedestrian circulation and providing or funding public transportation facilities.

The proposed project includes several design features that would reduce vehicle trips to and from the site and therefore implement Mitigation Measure 4.4.1, that is, provide consistency with Policy C.1.2. This includes the proposed project's mixed-use design, its proximity to a high-quality transit stop (Mather Field Mills light rail station), and inclusion of affordable housing (see OPR's 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA).

Circulation Element Policy C.5.2 requires that new development projects analyze their contribution to increased traffic and implement improvements necessary to address their impact on facilities not covered by a fee program. The 2007 IS/MND also adopted Mitigation Measure 15.2, which also requires projects under the Folsom Boulevard Specific Plan to pay their fair share of traffic mitigation fees as determined by City staff.

The proposed project would be required under Chapters 16.84 and 16.86 of the City's Municipal Code to pay the applicable development impacts per the most recent fee schedule.

The proposed project is therefore consistent with the City's roadway-related plans, policies, and ordinances.

Bicycle and Pedestrian Facilities

The proposed project would provide green space and pedestrian pathways throughout the project site, connecting bicyclists and pedestrians with the existing sidewalks, crossings, and bike lanes on the roadways surrounding the project site. As required by Municipal Code Section 23.719.110, Bicycle Parking Requirements, the proposed project would provide bicycle parking stalls for short term use in the commercial area and secure bicycle parking stalls in the residential portion for long-term tenant use, satisfying City Bicycle Master Plan Policy 3.3. The proposed project does not involve any additional bicycle facility improvements; however, the project would enhance the environment for pedestrians and bicyclists in the vicinity of the project site by providing a new roadway connecting La Loma Drive to El Caprice Drive.

The proposed project would construct a mix of residential and retail uses within the project site aligning with City Bicycle Master Plan Policy 7.2, which encourages the use of active transportation by locating different land uses within close proximity of one another and providing safe connections for people walking and bicycling in the area. The adopted Bicycle and Pedestrian Master Plans identified bicycle and pedestrian facilities improvements on roadways in the vicinity of the project site, including the construction of planned connection

between bicycle routes on Mather Field Road and Paseo Drive. This improvement would provide improved bicycle and pedestrian access to and from the project site, and construction and operation of the proposed project would not conflict with this future improvement. Therefore, the proposed project would not conflict with any programs, plans, ordinances, or policies addressing pedestrian and bicycle facilities.

Transit Service

The project site is located approximately 120 feet from the Mather Field Mills Gold Line light rail transit station along Folsom Boulevard. Visitors and residents of the proposed project would have direct access to the Gold Line service. The SacRT bus lines operate from a stop adjacent to the project site at the Folsom Lake College Rancho Cordova campus. The proposed project would, by design, encourage transit use in the area due to it being a mixed-use, infill development. The proposed project would promote pedestrian activity and connection between commercial and residential uses, as described in General Plan Action C.3.3.2, and comply with the policies regarding transit service. Additionally, the proposed project would not reconstruct or reconfigure the surrounding roadway network, including the alteration of any existing transit stops. Therefore, the Mills Crossing project would not conflict with any programs, plans, ordinances, or policies addressing transit services or facilities.

The proposed project would therefore not conflict with any policies, programs, or ordinances addressing the circulation system, and impacts would be less than significant.

b) The proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

Less Than Significant Impact. Per the City of Rancho Cordova Transportation Impact Guidelines, the proposed project would not substantially increase regional VMT. Section 5.12.1.1 of the Impact Guidelines use a variety of screening criteria to identify projects that can be expected to result in a less-than-significant VMT impact. As described below, the proposed project would screen from analysis under several criteria in the Impact Guidelines.

- **Residential Located in a VMT Efficient Area**: The proposed project would construct up to 120 dwelling units in a VMT "efficient area" per SACOG's location-based screening map (SACOG 2023).
- **Proximity to Transit**: The proposed project is a mixed-use project located within a ½ mile of a major transit stop and along a high-quality transit corridor. SacRT's Gold Line light rail service travels adjacent to Folsom Boulevard, and the Mather Field Mills transit stop is located approximately 150 feet from the project site. Bus service is also available at two stops in the vicinity of the project site in front of the Folsom Lake College Rancho Cordova campus and near the Mather Field Mills light rail station.
- **Affordable Housing**: The housing portion of the proposed project is proposed to include affordable units.

As the proposed project would screen from review, it would be consistent with CEQA Guidelines § 15064.3, subdivision (b), and impacts would be less than significant.

c) The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Less Than Significant Impact. Construction and operations of the proposed project would be required to follow all local regulations related to design and safety. The design of the Mills Crossing Project is subject to plan review and an encroachment and traffic control permit is required for all improvements.

The proposed project would include up to 120 housing units including a multi-family development and townhomes. The proposed project also includes a commercial retail and event center component with open space and pathways provided throughout the project site. Internal circulation for vehicles, bicyclists, and pedestrians would be required to follow the City's Design Guidelines: Provisions for a Quality Community. Additionally, the proposed project would follow site design standards set forth in the City Municipal Code, including those in Section 23.707.040 pertaining to pedestrian access and open space, Section 23.719.090 regarding parking design standards, and Section 23.722.050 related to on-site pedestrian pathway standards. Vehicular access would be provided via two entrances on the east and west boundaries of the project site at La Loma Drive and El Caprice Drive. Internal access and access through the proposed project would be provided via a new City roadway that connects La Loma Drive and El Caprice Drive. The proposed project would provide adequate site distance at all access points. Additionally, the proposed project plans are subject to review by the City Building & Safety Division and Public Works Department ensuring City standards, including those pertaining to site accessibility and safety, are met. Therefore, the Mills Crossing project would not substantially increase hazards in the area.

i) The proposed project would not result in inadequate emergency access.

Less Than Significant Impact. The project site is in an urban area with an established roadway network. The surrounding roadways provide adequate circulation and access for emergency response. Project-related construction activities have the potential to result in short-term, temporary impacts to surrounding roadways from partial lane closures or the presence of construction vehicles, which may cause temporary traffic slowdown. Any impacts associated with construction activities would be temporary in nature and would be generally confined to the project site.

Furthermore, construction activities would not affect access on any major roadways that may serve as emergency evacuation routes for the region, such as US-50. All construction activities would be subject to emergency access standards and requirements of Sacramento Metropolitan Fire District (Metro Fire) to ensure traffic safety. Chapter 33 of the 2022 CFC contains applicable standards for fire safety during construction and demolition including required provisions for emergency access. As detailed in item c, the proposed project is required to obtain an encroachment permit and submit a traffic control plan for work within public right of way which would demonstrate safe traffic handling during construction including maintaining adequate emergency access. Additionally, emergency access would be subject to review by the City and responsible emergency service agencies; thus, ensuring the project would be designed to meet all applicable emergency access and design standards.

The final site plan for the project would also be subject to approval by Metro Fire. Three emergency vehicle access points are provided for the residential components of the proposed project including access to La Loma

Drive and El Caprice Drive. The proposed project design is required to follow the standards and regulations set forth in the 2022 California Building Standards Code, Title 24, California Code of Regulations, Part 9 (2022 California Fire Code) as adopted by the City (City of Rancho Cordova Municipal Code Chapter 17.04). Appendix D of the 2022 CFC provides minimum dimensions and design standards for fire apparatus roads to maintain adequate emergency access during operations of commercial and residential developments. For these reasons, the proposed project would not result in inadequate emergency access.

8.6 WILDFIRE

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is not within a designated Very High Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2023b). Future development from the proposed project would be subject to compliance with the 2022 CBC (or the most current version) and the 2022 edition of the CFC (or the most current version). Section 4905.2, Construction Methods and Requirements within Established Limits, of the 2022 CFC (Part 9 of Title 24 of the California Code of Regulations) includes construction methods intended to mitigate wildfire exposure. The project applicant must adhere to the wildfire protection building construction standards outlined in the California Building Standards Code, including Chapter 12-7A, Materials and Construction Methods for Exterior Wildfire Exposure. In addition, the City of Rancho Cordova is covered under the Sacramento County Emergency Operations Plan and the 2021 Sacramento County Local Hazard Mitigation Plan (LHMP); these plans guide to effectively respond to any emergency, including wildfires.

Construction associated with the proposed project could temporarily block local roadways during excavation or paving, but would not impair the existing evacuation route since the City of Rancho Cordova has not designated any evacuation routes. The site is served by Folsom Boulevard, a four-lane roadway with a raised and landscaped center median, La Loma Drive, and El Caprice Drive which are two-lane roadways. Construction is unlikely to block all of Folsom Boulevard because any cross-cutting of the roadway for utility extension can be done in phases to ensure access through the area if needed. Construction activity could temporarily block La Loma and El Caprice Drives; however, both of these roadways connect to other throughways such as Malaga Way/Capitates Drive, which in turn connect either back to Folsom Boulevard or to Coloma Road, offering different routes out of the vicinity. Therefore, even the temporary closure of all or part of one of the local roadways adjacent to the proposed project still allows movement and evacuation out of the area.

In addition, all construction projects are reviewed by the City to ensure that do not interfere with emergency response and evacuation plans (SCES 2022). As the proposed project would occur within the project site boundaries, development plans would be reviewed by the City, and there are alternative evacuation routes away from the project site, impacts would be less than significant.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire

risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The project site is not within a designated Very High FHSZ. The project site does not have any built structures and is occupied by paved areas with patches of vegetation, including trees. The project site is generally flat and would not exacerbate wildfire risk due to slope. The LHMP states high winds are common occurrences in the city throughout the entire year, and straight line winds are primarily a public safety and economic concern (Sacramento 2021, pg. E-80). High winds can increase wildfire risks especially during periods of dry vegetation. The proposed project would need to comply with the CBC, which helps regulate construction techniques that minimize damage from windstorms such as Section 1609, Wind Load. In addition, the City's Municipal Code, Chapter 17.12, Weed Control, would help to prevent fire hazards by requiring firebreaks and removal of accumulation. Moreover, the City's LHMP and Emergency Operations Plan provide guidance to effectively respond to and mitigate wildfires.

Although the project site is not in or near a State Responsibility Area (SRA) or a Very High FHSZ, compliance with applicable laws and regulations regarding wildfire emergencies would ensure that the proposed project would not exacerbate wildfire risk, and impacts would be less than significant.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is not within a designated Very High FHSZ. Currently, there are no built structures on the project site, and the proposed project would require the expansion of connections to utilities such as electricity, water, and sewer. The proposed project would also introduce circulation network into the project site. However, General Plan Policy C.1.7 requires the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections and seeks to retrofit all existing intersections to incorporate these features. Since the project site is not within a FHSZ or Very High FHSZ, impacts would be less than significant.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located in an SRA or Very High FHSZ, and project development would not exacerbate wildfire risk on-site. As indicated in Section 8.3, *Geology and Soils,* and Section 8.5, *Hydrology and Water Quality,* the project site is not within a landslide hazard area or floodplain (CDC 2022c; FEMA 2012). Therefore, the proposed project would not expose people or structures to significant risks. Construction activities related to the proposed project would be subject to compliance with the CFC and would include BMPs. Section 3303, Owner's Responsibility for Fire Protection, of the CFC requires that landowners, or an authorized agent, to prepare a site safety plan prior to building permit issuance. BMPs may include but are not limited to grading in a pattern that slows stormwater flow and reduce the potential for erosion, landslides, and downstream flooding. Operationally, drainage could facilitate in areas of open space proposed by the project (See Figure 3-3, *Conceptual*

Site Plan). However, General Plan Policy S.2.4 would ensure that adequate drainage exists for both existing and new development. As such, impacts would be less than significant, and the proposed project would not result in new or substantially more severe significant impacts.

8.7 REFERENCES

California Department of Conservation (CDC). 2015. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/

_____. 2022a. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/

_____.2022b (accessed). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/

_____.2022c. CGS Information Warehouse: Landslides. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

California Department of Forestry and Fire Protection (CAL FIRE). 2022 (accessed). FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/

California Department of Toxic Substances Control (DTSC). 2022. EnviroStor. https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=34720121

California Department of Transportation (Caltrans). 2022 (accessed). California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

California Department of Water Resources (DWR). 2022 (accessed). Groundwater Basin Boundary Assessment Tool. https://gis.water.ca.gov/app/bbat/

_____.2023 (accessed). Dam Breach Inundation Map Web Publisher. https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2

California Stormwater Quality Association (CASQA). 2003. Stormwater Best Management Practice Handbook. https://www.casqa.org/wp-content/uploads/2022/12/BMP_Municipal_Complete.pdf

Federal Emergency Management Agency (FEMA). 2012, August 16. FEMA Flood Insurance Rate Map ID #06067C0205H. https://msc.fema.gov/portal/search?AddressQuery=rancho%20cordova%2Cc%20a#searchresultsasearc.

Governor's Office of Planning and Research (OPR). 2018, April. Technical Advisory on Evaluating Transportation Impacts in CEQA. https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

8. Impacts Found Not to Be Significant

Rancho Cordova, City of. 2003. Bicycle Master Plan. https://www.yumpu.com/en/document/view/51769975/bicycle-master-plan-city-of-rancho-cordova

Sacramento County Association of Governments (SACOG). 2022, August. Mather Airport – Airport Land Use Compatibility Plan. https://www.sacog.org/sites/main/files/file-attachments/2_draft_alucp_august_2022.pdf

Sacramento County Office of Emergency Services (SCES). 2022. Operational Area Plan. https://sacoes.saccounty.gov/Documents/EOP%20Plan%20-%20Sacramento%20County%20-%20Final%204-22-2022.pdf.

Sacramento Regional Transit District (SacRT). 2021. "Smart Ride On-Demand Transit Expanded in Rancho Cordova." https://www.sacrt.com/apps/wp-content/uploads/2021_SmartRide-Flyer_Rancho-Cordova_r2.pdf

State Water Resources Control Board (SWRCB). 2022. GeoTracker. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000403

9. Organizations Consulted and Qualifications of Preparers

ORGANIZATIONS

Native American Tribes

Wilton Rancheria

City of Rancho Cordova Department of Community Development: Planning Division

Stefan Heisler, Housing Manager

QUALIFICATIONS OF PREPARERS

PLACEWORKS

Mark Teague, AICP
Principal

- BA, Political Science, California State University Stanislaus

Lexie Zimny
Associate

- BS, Environmental Policy Analysis and Planning, Sustainable Environmental Design, University of California, Davis

Jessica Mendoza
Project Planner

- BS, Environmental Science and Management, University of California, Davis

Angel Castro
Planner

- BA, Urban Studies and Business Economics, University of California, Irvine

Joseph Ruiz
Planner

- BA, History, University of California, Los Angeles
- Master of Urban and Regional Planning, University of California, Irvine

9. Organizations Consulted and Qualifications of Preparers

CONTRIBUTING EIR CONSULTANTS

- ECORP Consulting, Inc.