4 OTHER STATUTORY REQUIREMENTS

4.1 CUMULATIVE IMPACT METHODOLOGY, CONTRIBUTING PROJECTS, LIST OF RELATED PROJECTS, AND CONTEXT

4.1.1 INTRODUCTION

This draft environmental impact report/draft environmental impact statement (DEIR/DEIS) provides an analysis of overall cumulative impacts of the Rio del Oro Specific Plan Project taken together with other past, present, and probable future projects producing related impacts, as required by the California Environmental Quality Act (CEQA) Guidelines (State CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15130) and National Environmental Policy Act (NEPA) implementing regulations (40 Code of Federal Regulations [CFR] 1508.7). The goal of such an exercise is twofold: first, to determine whether the overall long-term impacts of all such projects would be cumulatively significant; and second, to determine whether the Rio del Oro project itself would cause a "cumulatively considerable" (and thus significant) *incremental* contribution to any such cumulatively significant impacts. (See the State CEQA Guidelines [CCR Sections 15064(h), 15065(c), 15130(a), 15130(b), and 15355(b)] and *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 120.) In other words, the required analysis first creates a broad context in which to assess the project's incremental contribution to anticipated cumulative impacts, viewed on a geographic scale well beyond the project site itself. The analysis then determines whether the project's incremental contribution to any significant cumulative impacts from all projects is itself significant (i.e., "cumulatively considerable" in CEQA parlance).

Cumulative impacts are defined in the State CEQA Guidelines (CCR Section 15355) as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CCR Section 15355[b]).

Consistent with the State CEQA Guidelines (CCR Section 15130[a]), the discussion of cumulative impacts in this DEIR/DEIS focuses on significant and potentially significant cumulative impacts. The State CEQA Guidelines (CCR Section 15130[b]) state that:

> *The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.*

The Council on Environmental Quality (CEQ) regulations implementing provisions of NEPA define cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions" (40 CFR 1508.7). Cumulative effects can result from individually minor, but collectively significant, actions over time and differ from indirect impacts (40 CFR 1508.8). They are caused by the incremental increase in total environmental effects when the evaluated project is added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can thus arise from causes that are totally unrelated to the project being evaluated, and the analysis of cumulative impacts looks at the life cycle of the effects, not the project at issue.

4.1.2 PROJECTS CONTRIBUTING TO POTENTIAL CUMULATIVE IMPACTS

The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (the "list approach") or the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document (the "plan approach"). For this DEIR/DEIS, the list approach and the plan approach have been combined to generate the most reliable future projections possible. A list approach is used to define the local project environment and includes projects within the corporate boundaries of the City of Rancho Cordova (City). Because the project is large and would directly influence and be influenced by regional development activities, the plan approach is also used, to allow a cumulative analysis on this regional scale. Projects and plans included in these two approaches are described below.

4.1.3 CUMULATIVE CONTEXT

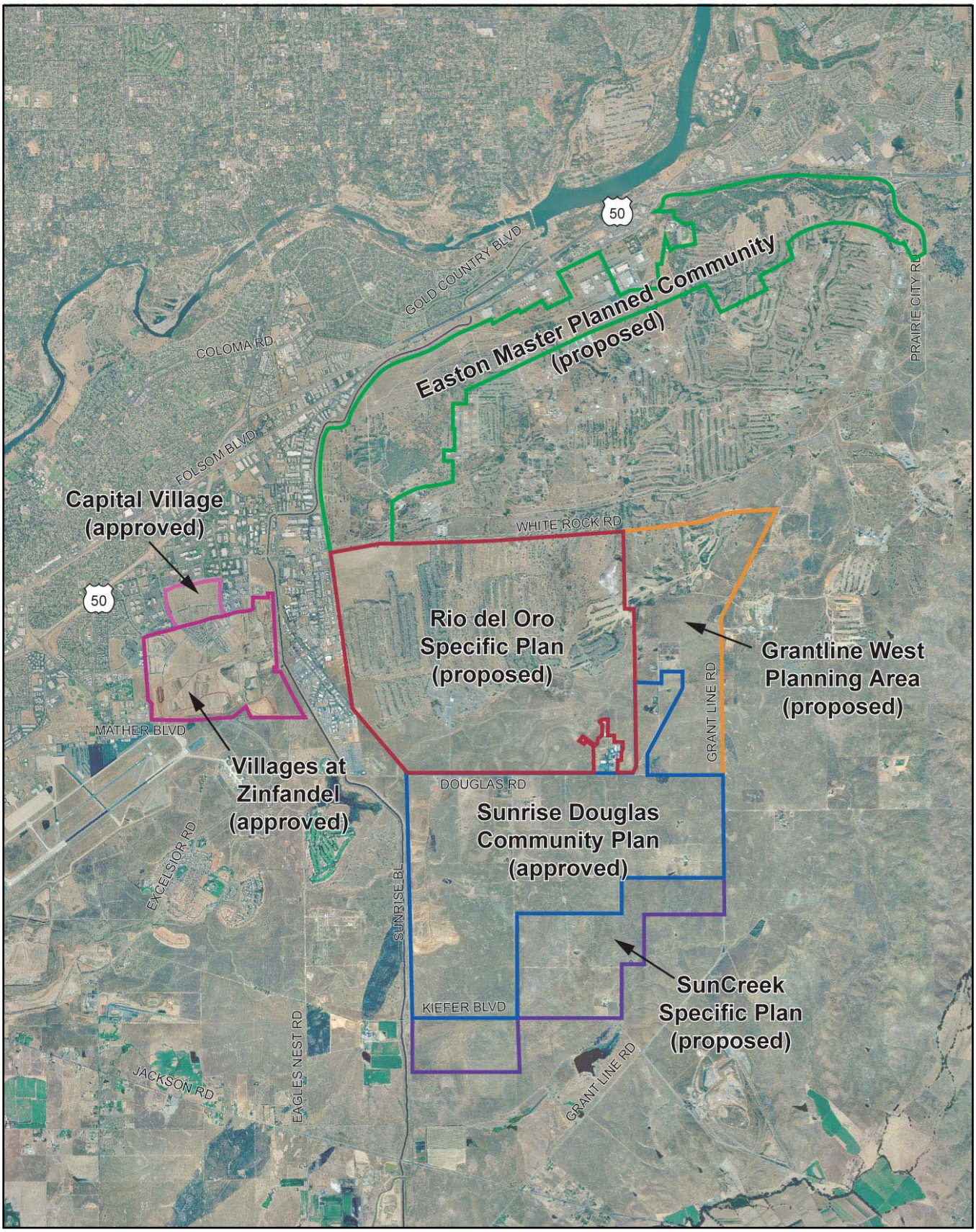
Growth in Sacramento County is occurring and is projected to occur primarily in the cities of Elk Grove and Rancho Cordova and in the community of Natomas, which are the only remaining areas of the county within the Urban Services Boundary (USB) where land is available (for additional detail, see Section 2.8, "Off-Site Alternatives," in Chapter 2 of this document). Sacramento County as a whole has experienced fairly rapid growth and development since 1990. Employment increased from 527,843 jobs in 1990 to 587,086 in 2000. The Sacramento Area Council of Governments (SACOG) projected that the county would experience an increase of 13,000 additional jobs between 2000 and 2005. Annual job growth is expected to accelerate between 2005 and 2015 to more than 4,000 jobs per year and then decline to about 1,400 jobs per year by 2025. Housing is currently in short supply countywide; however, SACOG projects that the jobs/housing balance will be relatively equal by the year 2025, taking into account the future development projected for Elk Grove, Rancho Cordova, and Natomas.

Rancho Cordova is located within the eastern portion of Sacramento County, covering approximately 33.6 square miles (almost 3.3% of the land area for the entire county). The planning area for the *Rancho Cordova General Plan* (City General Plan) consists of the existing incorporated City and a larger study area consisting of the incorporated City and the unincorporated area extending east to Prairie City Road, south to Jackson Highway (State Route [SR] 16), west to Watt Avenue, and north to the American River. To the south of the planning area, the area south of SR 16 is primarily agricultural land and industrial land uses, while the other parts of the planning area are bounded by residential, commercial, and open-space uses. The data from the 2000 U.S. Census indicated that the population of Rancho Cordova was 48,731 in 1990. The City has since conducted an analysis to calibrate the available data to the city limits using the 2000 census block groups, blocks, and tracts in relation to the city-limit boundary. This analysis determined that the population within the city limits was 53,065 in 2000.

Rapid growth is projected for the newly incorporated City. Exhibit 4-1 shows the location of approved and proposed community development in Rancho Cordova, with full buildout of the city expected by the year 2030. Adding projected development to current residential and commercial development in Rancho Cordova would give an estimate of 310,568 residents, 126,241 dwelling units, and 215,609 jobs at full buildout of the city in 2030 in the City and its Planning Areas (City of Rancho Cordova 2006). As part of its general plan process, the City has addressed expected environmental changes such as air quality degradation, traffic congestion, loss of plant or animal habitat, loss of farmland, provision of adequate public services, and other environmental changes related to urban development.

4.1.4 LIST OF RELATED PROJECTS

The list of past, present, and probable future projects used for this cumulative analysis is restricted to those projects that have occurred or are planned to occur in Rancho Cordova or nearby areas of Sacramento County. Future development planned in Folsom south of U.S. Highway 50 (U.S. 50) is too speculative, and therefore is not



Source: City of Rancho Cordova 2005, Aerial Image: Sacramento County 2002

Proposed and Approved Development in the Project Vicinity

EXHIBIT 4-1

Rio del Oro Specific Plan Project DEIR/DEIS
City of Rancho Cordova and USACE
P 3T089.01 01/06

NORTH

EDAW

identified in the list of related projects. However, this area is covered by the regional approach described in Section 4.1.5 below. For the purposes of this discussion, these projects may have a cumulative effect on the resources in the project study area and will often be referred to as the "related projects." These related projects are identified in Exhibit 4-2 and Table 4-1 below.

The "related projects" provided by the City and the County of Sacramento (County) include both approved and proposed projects; however, the calculations are approximate because the City does not have exact numbers for all projects. Approved projects would add approximately 1,768.3 acres of residential use and 119.8 acres of commercial/office use on a total of approximately 2,187.9 acres. Proposed projects would add approximately 7,018.4 acres of residential use and 566.3 acres of commercial/office use on a total of approximately 11,174.8 acres. In total, approved and proposed projects would be developed on approximately 13,362.7 acres of land.

4.1.5 REGIONAL PLANNING ENVIRONMENT

Because the project is large and would directly influence and be influenced by regional development activities, the plan approach was used to evaluate cumulative impacts on a regional scale. The regional cumulative analysis area covers the incorporated and unincorporated areas of Sacramento County. The analysis included an evaluation of the SACOG Sacramento Region Blueprint and Preferred Blueprint Scenario; the *County of Sacramento General Plan* (County General Plan), adopted in 1993 and as amended; and the City General Plan. A summary of the cumulative planning environment in Sacramento County used for the regional cumulative impact analysis is provided below.

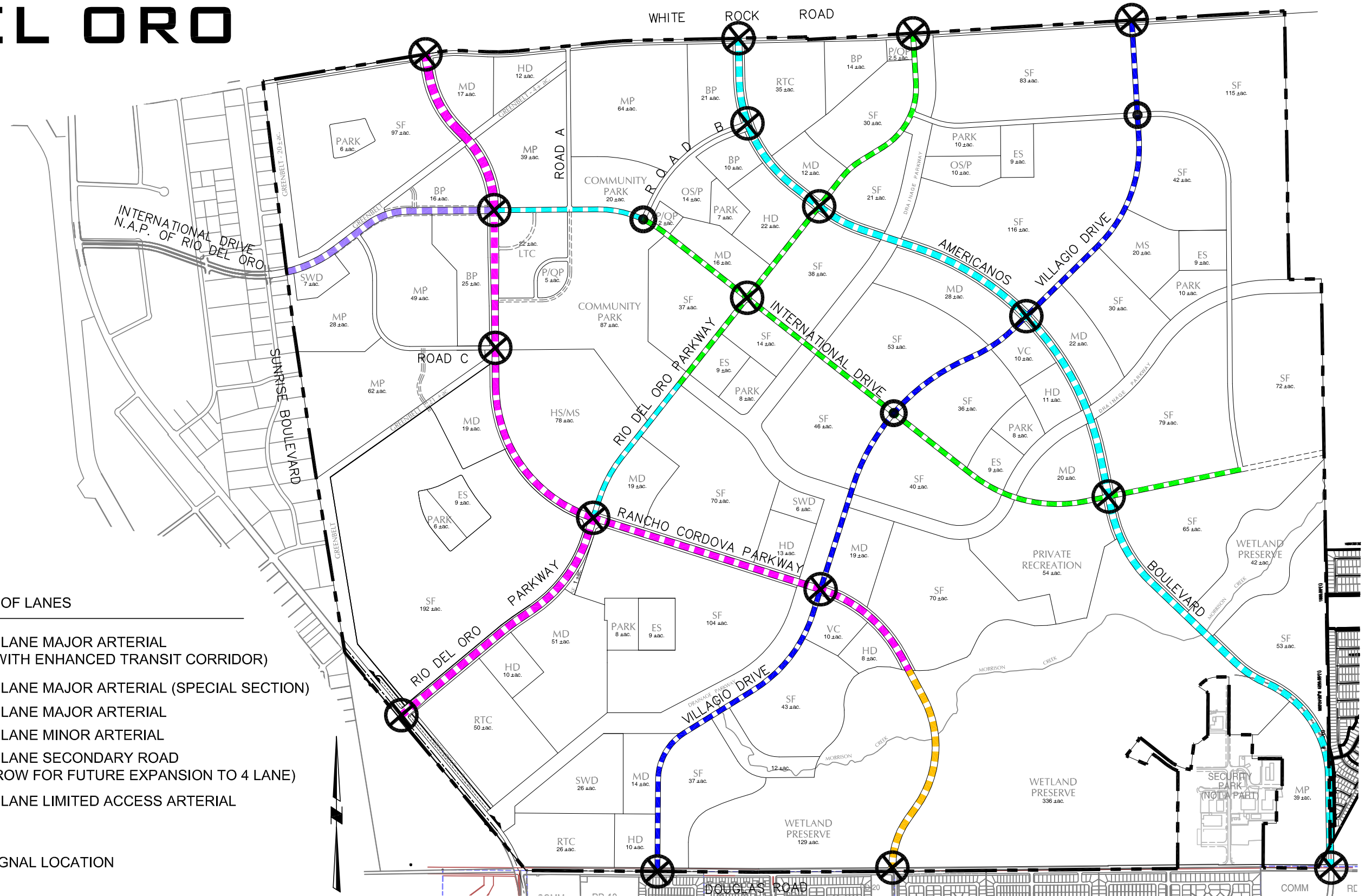
SACRAMENTO AREA COUNCIL OF GOVERNMENTS SACRAMENTO REGION BLUEPRINT

The SACOG Sacramento Region Blueprint depicts a way for the region to grow through the year 2050 as the current population of 2 million increases to more than 3.8 million, the number of jobs increases from 921,000 to 1.9 million, and the amount of housing increases from 713,000 to 1.5 million units. In December 2004 the SACOG Board of Directors adopted the Preferred Blueprint Scenario, a vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. The Preferred Blueprint Scenario predicts that undertaking a realistic long-term planning process will result in long-term environmental benefits and avoidance of impacts; these benefits are intended to minimize the extent of the inevitable physical expansion of the overall regional urban area. As a result, natural resources that might be lost under a traditional approach would be protected because less land would be required for urban uses and less agricultural land would be converted. In addition, the Preferred Blueprint Scenario predicts less time per person devoted to travel, fewer car trips, and fewer miles traveled to work and local businesses. The reduction in traffic compared with what would occur under traditional patterns would lead to long-term reductions in air quality emissions in the region by reducing the amounts of vehicular carbon monoxide and particulates that would otherwise be emitted under traditional, lower density development patterns.

Although it is only advisory, the Blueprint is the most authoritative policy guidance in the Sacramento region for long-term regional land use and transportation planning. As stated in the City General Plan, land uses in Rancho Cordova generally reflect the types and intensity of land uses shown in the Preferred Blueprint Scenario, which envisions relatively higher overall residential densities than currently in place (Exhibit 3.1-2). This land use scenario does not establish "buildout targets" but anticipates the addition of approximately 54,000–60,000 new households and 48,000 new jobs in the current Rancho Cordova city limits (based on assumptions used in the Blueprint process), with possible additional growth in the planning area.

CIRCULATION PLAN

RIO DEL ORO



LEGEND

SYMBOL	R.O.W.	# OF LANES
	98'	6 LANE MAJOR ARTERIAL (WITH ENHANCED TRANSIT CORRIDOR)
	108'	6 LANE MAJOR ARTERIAL (SPECIAL SECTION)
	98'	6 LANE MAJOR ARTERIAL
	76'	4 LANE MINOR ARTERIAL
	76'	2 LANE SECONDARY ROAD (ROW FOR FUTURE EXPANSION TO 4 LANE)
	57'	2 LANE LIMITED ACCESS ARTERIAL

TRAFFIC SIGNAL LOCATION

POTENTIAL ROUND ABOUT LOCATION

Exhibit 4-2
Circulation Plan

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Table 4-1
Related Projects in the City of Rancho Cordova and Nearby Sacramento County

Location No.	Project Name	Description	Status		Total Acreage	Units	Proposed/Existing Use	
			City	USACE			Residential Acreage	Commercial/ Office Acreage
Approved Projects								
1	SunRidge Park (Phase 1) (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Under review	244.2	801	244.2	NA
2	Anatolia I (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Permitted	229.8	949	229.8	NA
3	Anatolia II (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Permitted	298	886	298	NA
4	Anatolia III (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Permitted	208	879	208	NA
5	Anatolia IV (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Permitted	25	134	25	NA
6	Mather East (Raley's Center) (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Commercial and residential development	Approved	Under review	44.5	NA	13.3	18.8
7	Sunrise Douglas Shopping Center (Safeway Center) (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Commercial development	Approved	Under review	51	NA	NA	51
8	Villages at Zinfandel—Stone Creek	Residential development	Approved	Under review	17.1	288	17.08	NA
9	Villages at Zinfandel	Commercial and residential development	Approved	Under review	823	719	527	18
10	North Douglas (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Approved	Permitted	130.3	680	120.9	NA

Table 4-1
Related Projects in the City of Rancho Cordova and Nearby Sacramento County

Location No.	Project Name	Description	Status		Total Acreage	Units	Proposed/Existing Use	
			City	USACE			Residential Acreage	Commercial/ Office Acreage
12	SunCreek Specific Plan	Mixed-use development	Proposed	Under review	1,253	5,043–5,602 (unit range)	697	22
13	The Preserve at SunRidge (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Commercial and residential development	Approved	Under review	530	2,703	303.5	21.6
14	SunRidge East (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Commercial and residential development	Proposed	Under review	609.4	3,042	393.6	25.7
15	Montelena (part of the Sunrise Douglas Community Plan/SunRidge Specific Plan)	Residential development	Proposed	Permitted	251.9	869	158.3	NA
16	Easton Master Planned Community	Residential development	SPA Development	Under review	3,000	10,000	1,850	
17	Westborough (part of the Easton Master Planned Community)	Residential development	Land use plan in process	Under review	1,650	5,100	820	
18	Glenborough (part of the Easton Master Planned Community)	Residential development	Tentative map submitted	Under review	1,200	3,390	524	
19	Easton Place (part of the Easton Master Planned Community)	Residential development	Tentative map submitted	Under review	183	1,500	68	213
20	Mine Shaft Rezone	Rezone and conditional use permit	Proposed	Under review	NA	NA		
21	Bradshaw Landing	360,000-square-foot theater and retail commercial development	Proposed	Under review	40.5	NA	NA	NA

Table 4-1
Related Projects in the City of Rancho Cordova and Nearby Sacramento County

Location No.	Project Name	Description	Status		Total Acreage	Units	Proposed/Existing Use	
			City	USACE			Residential Acreage	Commercial/ Office Acreage
22	Legion of Christ Catholic College	Full-service residential campus by 2008 for 7,000 students and nearly 600 facility members	Proposed	Under review	300	NA	NA	NA
23	Mather Airport Master Plan	Review of Draft Final Master Plan by DERA pursuant to CEQA. The goal of the Master Plan is to guide development over the next 20 years and to identify the facilities necessary to meet near- and long- term aviation demand.	Under DERA review	Under review				
Total Proposed Projects					11,174.8	31,647–32,206	4,814	282
Grand Total[1]					13,362.7	37,819–38,378	6,582	402

Notes: City = City of Rancho Cordova; County = County of Sacramento; DERA = County of Sacramento Department of Environmental Review and Assessment; NA = not applicable; SPA = Specific Plan Area; USACE = U.S. Army Corps of Engineers

[1] Grand total includes total proposed projects added to total City approved projects.

Source: Data provided by City of Rancho Cordova and County of Sacramento in 2005 and U.S. Army Corps of Engineers in 2006

COUNTY OF SACRAMENTO GENERAL PLAN

Between the year 2000 and January 1, 2002, Sacramento County's population increased to nearly 1.28 million, an increase of 5% since the 2000 census. The population of the unincorporated county decreased by nearly 9% between 2000 and 2002, to 602,271, because of the incorporation of Elk Grove. Residents within the newly incorporated City of Rancho Cordova accounted for more than 60,000 of those residing in the county's former unincorporated area. The cities of Rancho Cordova and Elk Grove contain areas supporting a significant number of future jobs and a significant level of housing growth. The incorporation of Rancho Cordova combined with the future growth of the city of Elk Grove is anticipated to remove much of the population growth potential in the unincorporated county. SACOG projects that by 2050 there will be 1.7 million more people in the Sacramento region than there were in 2000. In addition, as population grows to more than 3.8 million residents, the number of homes is projected to more than double from 713,000 to more than 1.5 million. SACOG also projects Sacramento County's population growth to be in the single-digit range for each 5-year period between 2000 and 2025. Population growth per 5-year period is anticipated to decline gradually, from nearly 9% between 2000 and 2005 to about 3% between 2020 and 2025. SACOG projects similar, modest population growth in the unincorporated county. However, much of the projected population growth will occur in developing areas of the county that are now part of the new cities of Elk Grove and Rancho Cordova.

RANCHO CORDOVA GENERAL PLAN

Land north of the project site is also owned by Aerojet General Corporation (Aerojet) and is currently used for aerospace testing facilities and associated buffer lands. Aerojet land approximately 1 mile north of the project site and adjacent to U.S. 50 has been previously designated for urban development as the Easton Master Planned Community (Exhibit 4-1) under various adopted plans and zoning ordinances, including the Land Use Element of the City General Plan. The City General Plan identifies planned development northwest (Westborough), north (Easton Place), and northeast (Glenborough) of the project site (see Exhibit 3.1-1 in Section 3.1, "Land Use"). These developments within the Easton Master Planned Community will include residential and commercial land uses, regional town centers, village centers, open spaces, and parks. Full buildout of the Easton Master Planned Community is expected over the next 25 years.

Land south of the project site is projected for development as part of the Sunrise Douglas Community Plan, which includes the SunRidge and SunCreek Specific Plan areas (Exhibit 4-1). The communities within these planning areas have been previously designated for urban development under various adopted plans and zoning ordinances, including the Land Use Element of the City General Plan. Future development will include residential and commercial land uses, regional town centers, village centers, open spaces, and parks. Full buildout of the Sunrise Douglas Community Plan is expected over the next 25 years.

Land on the west side of Sunrise Boulevard is primarily developed with the exception of the last phases of the Villages of Zinfandel (Elliott Homes), which are projected for single-family housing, and the Capital Village development (Beazer Homes), designed to be a pedestrian-friendly community that combines homes, retail stores, a mixed-use town center, parks, bike trails, and a civic amphitheater with a village green (Exhibit 4-1). Farther west, the *Mather Airport Master Plan* will guide redevelopment of the former Mather Air Force Base (Mather Field).

Land on the east side of the project site is projected for development as part of the Grantline West Planning Area (Exhibit 4-1). The area would contain medium- and high-density residential housing along with development of retail and professional office development, pedestrian trails, and bicycle paths. The North Douglas development, which is part of the Sunrise Douglas Community Plan, would be developed to the east of the southeastern project site boundary (Exhibit 4-1), and would contain primarily residential housing.

4.1.6 CUMULATIVE IMPACT ANALYSIS

A detailed analysis of cumulative impacts is provided at the end of each technical section in Chapter 3, "Affected Environment, Environmental Consequences, and Mitigation Measures." A summary of impacts for which the project's contribution would be cumulatively considerable is provided below.

UTILITIES AND SERVICE SYSTEMS

Project implementation could hasten the occurrence of potentially significant or significant related impacts that could occur from construction of permanent water supply and conveyance facilities, permanent wastewater conveyance facilities, and permanent wastewater treatment facilities. These impacts are discussed in the previously certified *Zone 40 Water Supply Master Plan Environmental Impact Report* (SCWA 2003), the *CSD-1 Sewerage Facilities Expansion Master Plan Environmental Impact Report* (County of Sacramento 2004b), the *Sacramento Regional County Sanitation District Interceptor Master Plan 2000 Program Environmental Impact Report* (County of Sacramento 2003), and the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan Final Environmental Impact Report* (County of Sacramento 2004c). Because these facilities are needed to serve the project and other regional development, the project's contribution to impacts associated with construction of permanent water supply and wastewater conveyance facilities, and permanent wastewater treatment facilities, would be cumulatively considerable.

PUBLIC SERVICES

The project, when considered with other present and future planned development in the area, could cumulatively contribute to a shortage of public services and facilities, which could lead to significant construction- and operation-related environmental effects. Conducting separate environmental analyses for development of these public services as required by CEQA would not necessarily guarantee that significant environmental effects would not occur. Thus, project implementation could result in a cumulatively considerable contribution to impacts associated with construction of additional public services necessary to serve both the project and other regional development.

CULTURAL RESOURCES

Project implementation would result in the destruction of historic buildings, sites, and structures determined potentially eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. Although the sites would be properly documented and recorded, the loss of such structures is considered significant and unavoidable under CEQA. Thus, the project would incrementally contribute to significant cumulative impacts on important cultural resources in the project region.

BIOLOGICAL RESOURCES

The project would contribute to cumulative historic loss of Sacramento-area vernal pools that are located within the Laguna geologic formation. In addition to the direct loss of habitat, the project, in conjunction with existing and planned development in the area, would result in a cumulatively considerable contribution to fragmentation of the remaining vernal pools. Project implementation would result in the loss of nearly 1,500 acres of annual grassland habitat that serves as foraging habitat for raptors, including Swainson's hawk. The loss of this habitat would contribute significantly to the cumulative regional loss of this biological resource as a result of other development projects in the region. Finally, removal of large expanses (867 acres) of woodland and riparian habitat from the project site would contribute significantly to the cumulative regional loss of these habitat types, which provide important functions and values to both common and special-status plant and animal species; woodland and riparian habitat within the region is rapidly declining, and a large portion has already been lost to development and other land use modifications.

VISUAL RESOURCES

Project development would change 3,800 acres of rural, undeveloped land to urban land uses. With the development of other large planned projects in the vicinity, much of the remaining open space within Rancho Cordova is expected to be converted to other land uses. When considered along with past urban development and planned future development proposed in the city, the surrounding communities, and the county as a whole, the project's contribution to degradation of visual character would be cumulatively considerable.

TRAFFIC

Buildout of the project, in conjunction with other planned, proposed, and approved projects in the vicinity, would result in cumulatively considerable increases to peak-hour and daily traffic volumes. These traffic volume increases would result in unacceptable levels of service at various roadway segments, intersections, and freeway ramps in the study area as detailed in Impact 3.14-4 and Tables 3.14-13, 3.14-14, and 3.14-15 in Section 3.14, "Traffic and Transportation."

AIR QUALITY

Project-related long-term operational emissions of reactive organic gases (ROGs), oxides of nitrogen (NO_X), and particulate matter less than or equal to 10 microns in diameter (PM_{10}), when combined with emissions from other reasonably foreseeable future projects in the Sacramento Valley Air Basin as a whole, would contribute to long-term increases in emissions that would exacerbate existing and projected nonattainment conditions. Thus, the project's contribution to regional air quality violations would be cumulatively considerable.

NOISE

Project buildout would result in a perceptible increase in traffic noise on several area roadways that could adversely affect sensitive receptors. The combined cumulative increase in traffic on several area roadways from buildout of the project and other related projects in the vicinity (e.g., the Sunrise Douglas Community Plan area and the Grantline West planning area) would extend the distances of the 60 A-weighted decibel (dbA) noise contours for these roadway segments, resulting in additional sensitive receptors that could be adversely affected by traffic noise. Thus, the project's contribution to traffic noise would be cumulatively considerable.

4.2 GROWTH-INDUCING IMPACTS

4.2.1 INTRODUCTION

According to the State CEQA Guidelines (CCR Section 15126.2[d]), an EIR must discuss the growth-inducing impacts of the proposed project. Specifically, CEQA states that the EIR shall:

> *Discuss the 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. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- a construction effort with substantial short-term employment opportunities that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect, but it may foreseeably lead to environmental effects. These environmental effects may include increased demand on other community and public services and infrastructure, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, or conversion of agricultural and open-space land to urban uses.

4.2.2 SUMMARY OF GROWTH PLANNED IN THE RANCHO CORDOVA GENERAL PLAN

The City General Plan reflects an approach that combines specific land use designations in some areas of Rancho Cordova and more general descriptions of land uses in areas planned for future growth—the "Planning Areas" (Exhibit 3.1-2 in Section 3.1, "Land Use"), which have been incorporated as part of the City General Plan. These Planning Areas are described in general, but have not yet been specifically mapped with land use designations. Detailed plans (e.g., specific plans or similar planning tools) will be required for implementation of the Planning Areas. For the Rio del Oro project, detailed land use descriptions have been developed as part of the Rio del Oro Specific Plan and have been incorporated into the City General Plan.

The City General Plan considers overall development of Rancho Cordova, including the area covered by the Rio del Oro Specific Plan. The City's General Plan EIR provides an additional analysis of growth-inducing impacts.

4.2.3 GROWTH-INDUCING IMPACTS OF THE PROJECT

DENSITY OF DEVELOPMENT

The project site is located within the city limits of Rancho Cordova; it is identified as the "Rio del Oro Planning Area" in the Land Use Element of the City General Plan. The City General Plan identifies the Rio del Oro Planning Area primarily as a mix of low-, medium-, and high-density residential units; commercial; commercial mixed use; shopping facilities; office and light-industrial uses; and open spaces. The project proposes a mix of land uses and densities compatible with those proposed in the City General Plan.

Depending on the alternative selected, project implementation could result in conflicts between the project and the SACOG Sacramento Region Preferred Blueprint Scenario. The Blueprint envisions a higher density of development on the project site than proposed under the Impact Minimization Alternative or the No Federal Action Alternative. Although lower density development on a particular property may reduce the levels of impacts occurring on or emanating from the property, low densities can be considered an inefficient use of finite land resources. In areas with growing populations, low-density development can push market demand for development outward toward other areas on the urban periphery, ultimately resulting in a greater overall loss of habitat, open space, and farmland. In the long term, these alternatives would be growth inducing and could result in greater expansion of the overall regional urban areas.

The High Density Alternative was designed to embrace the concept of Smart Growth, consistent with the SACOG Blueprint. Under Smart Growth principles, areas that are planned for development are developed at higher densities. These higher densities may result in greater on-site impacts on biological, cultural, open-space, and agricultural resources, but the overall area of disturbance is reduced because development is concentrated in

particular locations. Sacramento County is experiencing demographic pressure that reflects an increasing statewide population and intrastate migration from the San Francisco Bay Area, and the newly incorporated City is interested in furthering its goals and objectives of providing a mix of affordable housing and new jobs to its residents. Smart Growth principles suggest that developing the project site with a higher density use while avoiding wetland areas would focus market demand for development into an area near existing development, infrastructure, and services. Thus, the High Density Alternative would be growth-inducing, but it would feasibly attain most of the basic objectives of the project while mitigating one or more significant project effects.

ROADWAY IMPROVEMENTS

Roadways providing access to the project site and throughout the project area would consist of improved roads along existing roadway alignments in the project vicinity, as well as new roads within the project site itself. The Proposed Project Alternative includes the development of an estimated 183 acres of major roadways within the project site. The major roads proposed for improvement in the project vicinity are Sunrise Boulevard, White Rock Road, Douglas Road, and Grant Line Road, which would serve the project and provide access through the project site to adjacent properties, consistent with the City General Plan.

In 2005, subsequent to the initiation of the environmental review of this project in 2004, SACOG adopted a new Metropolitan Transportation Plan (MTP). Although the region has made significant progress in reducing ozone, a problem has arisen with regard to another requirement set forth in the federal Clean Air Act. The region's transportation plan must conform and thus show that it does not harm the region's chances of attaining the ozone standard. The State Implementation Plan (SIP) is tied to a "motor vehicle emissions budget"; transportation planners must ensure that emissions anticipated from plans and improvement programs remain within this budget. The region is not required to update the SIP before the ozone (8-hour) plans are due in 2006. However, since a conformity lapse began on October 4, 2004, an expedited process to prepare a plan is under way (SMAQMD 2005). Because of the region's lapse in air quality conformity (associated with attainment efforts for federal Clean Air Act standards for ozone), the new MTP 2025 no longer contains regional transportation projects. Based on consultation with SACOG and the Sacramento Metropolitan Air Quality Management District, this issue will be resolved after the approval of the *Rate-of-Progress State Implementation Plan for Air Quality for the Sacramento Air Basin* in early 2006 and the adoption of a new MTP 2025 containing the regional transportation projects previously identified in the MTP 2025.

Given these conditions, the regional and local improvements identified in the 2004 edition of the MTP 2025 are considered appropriate. The following regional roadway network and transit improvements are included: Alta-Sunrise Interchange, Grant Line Road Extension, Zinfandel Drive Extension, Douglas Road Extension, Eagles Nest Road Extension, and International Drive Extension. The project applicant(s) are considering various additional options to address traffic flow on the surrounding roadways in the project study area, including widening portions of White Rock Road, Douglas Road, Sunrise Boulevard, and Grant Line Road. These improvements, which would also serve the project site, were identified as necessary to serve existing traffic and future development that is already approved by the City or currently under way. Roadway improvements are considered growth-inducing because they would serve the project, would provide access through the project site to adjacent properties, and would provide enhanced access to currently undeveloped areas planned for future development by the City General Plan.

UTILITIES

No public storm drain facilities currently serve the project site. The development effort would require that drainage watercourses be provided to effectively drain the site, control flooding, and provide recreation and water quality benefits. Drainage features such as parkways and detention basins would be integrated into the ultimate project buildout. A network of conveyance pipes, inlets, manholes, and regulating structures would deliver runoff to the aforementioned system components. Construction of the stormwater conveyance facilities serving the project site would be sized to include existing flows from the Aerojet land north of White Rock Road, and

existing flows from the land located east of the project site (south of White Rock Road and west of Grant Line Road), because of all of this land is within the same watershed. However, the new drainage facilities would not be sized or intended to serve any new development on these lands outside the project site, and therefore would not be growth inducing.

The Rio del Oro project site is located in central Sacramento County within the service area of Sacramento County Water Agency's (SCWA's) Zone 40. SCWA Zone 40 is the wholesale water purveyor that would provide water to the retail customers SCWA Zone 41 and the California-American Water Company, a privately owned retail purveyor. For purposes of sizing transmission/distribution facilities, the total average-day demand for the Rio del Oro project is estimated to be 8,888 acre-feet per year (AFY) for the Proposed Project Alternative; 9,245 AFY for the High Density Alternative; 7,370 AFY for the Impact Minimization Alternative; and 8,118 AFY for the No Federal Action Alternative. SCWA has planned for 1,500 AFY of water supplies through the Zone 40 Water Supply Master Plan (WSMP) for these lands. These water supplies would be available when the Vineyard Water Treatment Plant (WTP) is constructed (estimated at 2011). The Eastern County Replacement Water Supply Project would provide water to serve the water demand of the project above and beyond the 1,500-AFY water demand that was planned for in the Zone 40 WSMP, which would be conveyed through the new Vineyard WTP and facilities. Construction of these facilities would also occur without development of the project; the Vineyard WTP, the 42-inch transmission main, and the water tank are required to serve regional development, and they would be needed whether or not the project is developed. Because there is a relationship between the project and the need for these water facilities, project approval may hasten the occurrence of the related impacts associated with the future construction of water supply facilities needed to serve the project and other regional development. The Vineyard WTP, transmission main, and water tank would provide water services in areas where public water services currently do not exist and would support future planned growth anticipated by the City in the *Zone 40 Water Supply Master Plan* (February 2005). Therefore, these water facilities and infrastructure would be growth inducing.

The only existing public sewer facilities in the vicinity of the project site are small 6- to 8-inch sewer laterals adjacent to the western site boundary. Project implementation would result in increased generation of wastewater and construction of interceptor facilities. The Aerojet and Laguna Creek Interceptors, as designated in the *SRCSD Interceptor System Master Plan 2000*, would be constructed by the Sacramento Regional County Sanitation District (SRCSD) and would serve the project site. The trunk and interceptor lines are required to serve regional development, and they would be required whether or not the project is developed. Because there is a relationship between the project and the need for these sewer lines, project approval may hasten the occurrence of the related impacts associated with the future construction of water supply facilities needed to serve the project and other regional development. Construction of interceptor facilities and infrastructure required to serve the project would result in capacity to serve other planned regional development, and therefore would be growth inducing.

Flow to the Sacramento Regional Wastewater Treatment Plant (SRWTP) would increase over time as development increases the population in the SRCSD service area. According to the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan*, the permitted capacity of the SRWTP is expected to be reached before 2010. The 2020 Master Plan provides for the expansion of the SRWTP to 218 million gallons per day (mgd) based on growth rates expected to be achieved in Sacramento County by 2020. This flow rate does not represent a buildout population total for SRCSD; rather, it represents the amount of growth expected within the district based on projections. Thus, if new development is approved before 2020, it is assumed that it would not change the rate of growth in the district; rather, it would change the potential location within the SRCSD service area where the growth would occur. Expansion is planned to be phased to provide for sufficient long-term capacity for regional development. Because the SRWTP is planned to accommodate growth in the county by 2020, development on the project site that occurs by 2020 would be accommodated by planned SRWTP capacity. Over time, additional planning at the SRWTP would occur, and overall capacity would be assessed and additional capacity planned for and added. The SRWTP site has sufficient land area to accommodate a substantially higher flow than 218 mgd; however, future plans beyond the next 15 years are speculative. The project and regional

development would contribute to the need to expand wastewater treatment capacity at the SRWTP facility, and therefore would be growth inducing.

CONSTRUCTION-RELATED HOUSING DEMAND

The project would involve a substantial construction effort over a 25- to 30-year period that would bring construction workers to the project site on a daily basis. Because construction workers typically do not change residences each time they are assigned to a new construction site, it is not anticipated that there would be any substantial project-related relocation of construction workers to Rancho Cordova. In addition, approximately 1,781 residents in Rancho Cordova and 37,223 residents in Sacramento County are currently employed in the construction industry (U.S. Census Bureau 2000). Because the existing supply of construction workers would be sufficient to meet the project demand, no substantial increase in demand for housing or goods and services would be created by project construction workers, and thus no growth inducement associated with these workers would occur.

PUBLIC SERVICES

Depending on the alternative selected, project development would include 10,560–15,488 new residential units with an estimated population of 28,828–42,282 new residents at full buildout. Although the project includes the provision of commercial and retail services, on-site services would meet only some of the needs of the project population. The additional population associated with the project would spur an increase in demand for goods and services in the city and region, which could result in additional development to satisfy this demand. In this respect, the project would be growth inducing. As shown in Table 4-1, only development south of the project site has been approved. Most of this surrounding development is either planned or currently undergoing environmental review. Development in the Sunrise Douglas Community Plan/SunRidge Specific Plan area south of the project site is under way. This area would include commercial and retail services that could serve the project site. New services would likely be located where the adopted land use map in the City General Plan currently anticipates them. The City General Plan identifies additional planned development northwest (Westborough Planning Area), northeast (Glenborough Planning Area), and east (Grantline West Planning Area) of the project site. These planned developments include land uses such as residential housing, commercial development, regional town centers, village centers, open spaces, and parks. Because these development areas are independent of the Rio del Oro project and presumably would go forward with or without Rio del Oro, the project would not directly or indirectly result in the urbanization of undeveloped areas north and east of the site.

Six elementary schools, one middle school, and a combined middle school/high school would be developed on-site as part of the project. Completion of the first elementary school is planned for summer 2008; this school would accommodate most of the students generated by development Phase 1. Future development would include construction of the remaining five elementary schools. At project buildout these schools could accommodate all students generated by the project as well as other students residing in Rancho Cordova. Completion of the proposed middle school/high school is anticipated for summer 2009. This school would serve students generated by development Phase 1 and future phases of development on the site as well as other middle school/high school students residing elsewhere in Rancho Cordova. Police, fire, and other public services would be expanded only as necessary to meet project demand. The project would not facilitate additional development with respect to public services (with the exception of schools) because it would not create additional public-service capacity in Rancho Cordova beyond what would be necessary to serve the project site.

JOBS/HOUSING BALANCE

As described in Section 3.2, “Population, Employment, and Housing,” Rancho Cordova’s strong employment base equates to a jobs/housing balance of 3:1, meaning that there are currently three job opportunities in the city for each household. This ratio indicates that there is an imbalance between housing and jobs in the city, with employment growth outpacing housing growth; that Rancho Cordova has more jobs than employed residents; and that the city supports a net in-commuting population. The estimated number of jobs generated by the project and

the number of employable residents on the project site would depend on the project alternative chosen for development. The jobs/housing index would be 0.74 for the Proposed Project Alternative (an excess of 4,731 jobs), 0.99 for the High Density Development Alternative (an excess of 178 jobs), 0.71 for the Impact Minimization Alternative (an excess of 5,149 jobs), or 0.72 for the No Federal Action Alternative (an excess of 2.051 jobs), which indicates that the project would be job rich regardless of the alternative implemented. These employees would generate demand for housing units that are not proposed as part of the Rio del Oro project.

Under the Proposed Project Alternative, the Impact Minimization Alternative, or the No Federal Action Alternative, the project would result in a condition where jobs exceed employable residents, and the project could generate additional housing demand in Rancho Cordova while facilitating development of additional housing. The City General Plan projects that new residential projects would generate approximately 67,230 dwelling units in the city by 2030; development of the Rio del Oro project was included in these projections (City of Rancho Cordova 2005). These planned housing projects are expected to provide housing opportunities in Rancho Cordova and improve the current 3:1 jobs/housing balance to approximately 2.6 jobs to one housing unit; however, the city would remain highly job rich. The excess jobs associated with project buildout would be considered as contributing to the city's housing shortage through increased housing demand. Given these conditions, jobs generated by the project are not expected to be filled by the existing resident labor pool because there is currently a jobs/housing imbalance within Rancho Cordova and most employees with jobs in the city travel to work from residences outside of the city.

Sacramento County as a whole is nearly balanced between housing and employment, with a jobs/housing index of 0.97 in 2000. Although the county is projected to remain close to balanced, the number of out-commuters is estimated to grow to 38,963 county residents by 2025. If only 0.1% of the 2025 out-commuting workers were to fill the jobs generated by the project, then the project would not generate any off-site housing demand (County of Sacramento 2004a, City of Rancho Cordova 2005). Alternatively, if the workers did not live in Rancho Cordova or Sacramento County, or could not be accommodated by housing units in the city, then new housing units outside Rancho Cordova, beyond those anticipated in the county, would be needed to meet the housing demand generated by the proposed jobs. Therefore, under this second scenario, implementation of the Proposed Project Alternative, the Impact Minimization Alternative, or the No Federal Action Alternative would create a housing shortage and would be growth inducing.

Under the High Density Development Alternative, jobs and housing would be nearly even. Most of the employees on the project site could be supported by the proposed on-site housing units. At full buildout under this alternative, the project would generate only 178 jobs beyond the ability of housing on the project site to accommodate these employees. These employees would generate demand for approximately 146 housing units that are not proposed as part of the Rio del Oro project. Therefore, any potential increases in housing demand in Rancho Cordova attributable to jobs generated from this alternative would be minimal, and the project would not be growth inducing in this respect.

SUMMARY OF GROWTH-INDUCING IMPACTS

Overall, the project would be growth inducing because it would improve and construct roadways, provide additional water and wastewater facilities and infrastructure capacity beyond that needed to serve the project, provide school capacity beyond that needed to serve the project, create excess jobs, and contribute to the city's housing shortage. The project would also be growth inducing because the increased population associated with the project would increase demand for goods and services, and would foster population and economic growth in Rancho Cordova or nearby communities. Furthermore, implementing the project would effectively result in development of a population and employment base that is the size of a small town. Undeveloped land north, south, and east of the project site is planned to be developed in the next 10–25 years (Exhibit 4-1). As shown in Table 4-1, development to the south of the project site has undergone environmental review and has been approved. Areas to the north and east are planned, but not approved. Therefore, it can be assumed that these areas would in fact develop with urban uses. In summary, much of the growth that the project would induce has been evaluated and provided for in the City General Plan (Land Use Element).

Implementation of the project is expected to result in the following growth-inducing impacts:

- Inefficient use of finite land resources from low-density development (Impact Minimization and No Federal Action Alternatives).
- Increased market demand from low-density development. This increased demand would cause development to be pushed outward toward other areas on the urban periphery. The long-term consequences of such development would be more overall loss of habitat, open space, and farmland, and greater expansion of the overall regional urban areas (Impact Minimization and No Federal Action Alternatives).
- Increased market demand for development in an area near existing development, for infrastructure, and for services with implementation of Smart Growth principles (High Density Alternative).
- Enhanced access to currently undeveloped areas, planned for future development, with implementation of project roadway improvements (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Potential to hasten occurrence of the related impacts associated with the future construction of water supply facilities needed to serve the project and other regional development (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Potential to hasten the occurrence of the related impacts associated with the construction of sewer interceptor facilities and infrastructure required to serve the project (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Contribution to the need to expand wastewater treatment capacity at the SRWTP facility (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Increased demand for goods and services in the city and region, which could result in additional development to satisfy this demand (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- A condition in which jobs exceed employable residents, potentially generating additional demand for housing in Rancho Cordova and facilitating development of additional housing (Proposed Project, Impact Minimization, and No Federal Action Alternatives).
- Creation of a housing shortage, thereby facilitating development of additional housing (Proposed Project Impact Minimization, and No Federal Action Alternatives).
- Improvement and construction of roadways, and provision of additional water and wastewater facilities, infrastructure capacity, and school capacity beyond that needed to serve the project, facilitating additional development (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Increased demand for goods and services, and fostering of population and economic growth in Rancho Cordova or nearby communities (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).
- Development of a population and employment base that is the size of a small town, which would hasten development of related projects (Proposed Project, High Density, Impact Minimization, and No Federal Action Alternatives).

4.3 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

NEPA requires that an environmental analysis include identification of "…any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented." CEQA also requires that this subject be addressed for certain categories of projects, including the "[t]he adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency" and any project also subject to NEPA. (State CEQA Guidelines Sections 15127[a] and 15127[c].) Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects that this use could have on future generations. Irreversible effects result primarily from the use or destruction of a specific resource (e.g., energy and minerals) that cannot be replaced within a reasonable time frame. Irretrievable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., extinction of a threatened or endangered species or the disturbance of a cultural resource).

There are several resources, both natural and built, that would be expended in the construction and operation of the project. These resources include the building materials used in construction of the project; energy in the form of natural gas, petroleum products, and electricity consumed during construction and operation of housing and commercial land uses; and the human effort required to develop and construct various components of the project. These resources are considered irretrievably committed because their reuse for some other purpose than the project would be impossible or highly unlikely. The project constitutes an irreversible and irretrievable commitment of the site as a land resource, thereby rendering land use for other purposes infeasible. Thus, except to the extent minimized by the designation of the on-site wetland preserve, the land would also be permanently lost as a habitat area.

4.4 RELATIONSHIP BETWEEN SHORT-TERM USE OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Effects on resources are often characterized as being short-term or long-term in duration. Impacts that occur only during construction are considered temporary. Impacts that occur over a period of 3 years or less result from short-term uses of the resources in an area most often associated with construction and up to 3 years after construction ceases. Construction can create temporary increases in noise, emissions, and human population that can disturb resources in an area but subside when the work is complete. Long-term effects relate to the maintenance and enhancement of long-term productivity—in particular, the consistency of the project with long-term economic, social, regional, and local planning objectives. These impacts may lead to permanent loss or degradation of resources. The short- and long-term effects of each alternative are summarized below.

4.4.1 SHORT-TERM USES

Implementation of the Proposed Project Alternative, High Density Alternative, Impact Minimization Alternative, or No Federal Action Alternative would result in temporary and short-term construction-related impacts. As discussed elsewhere in this DEIR/DEIS, the temporary and short-term construction impacts would be associated predominantly with water quality, traffic, air quality emissions, and noise and vibration. The project applicant would implement mitigation measures identified in each resource section to reduce these impacts to a less-than-significant level wherever feasible. At the same time, however, construction of the project would create economic benefits during construction, in the form of jobs and the subsequent direct and indirect demand for goods and services.

Under the No Project Alternative, because no development would occur, there would be no construction and no short-term impacts related to construction activities. However, this alternative would create jobs and related economic benefits resulting from ongoing aggregate mining activities, which are not part of the Rio del Oro project.

4.4.2 LONG-TERM USES

Implementation of the Proposed Project Alternative, High Density Alternative, Impact Minimization Alternative, or No Federal Action Alternative would result in long-term impacts related to the loss of biological habitat, open space, and historic structures; a change in the visual character and quality of the project site; air quality emissions; noise; and increased traffic. However, long-term economic productivity of the region would be enhanced. These alternatives, while causing short-term disturbances associated with construction and demolition, would provide the area with an opportunity for substantial economic development. Long-term benefits and increases in productivity from implementation of the project are as follows:

- A well-integrated, mixed-use master-planned community would be developed.
- The project would provide employment-generating uses, including a regional town center, for Rancho Cordova and the surrounding region. These uses would result in long-term community benefits, including generation of substantial permanent employment opportunities and needed retail uses along the Sunrise Boulevard corridor and fiscal benefits from tax-generating land uses.
- The project would provide a diversity of housing types. This would help alleviate the existing and future jobs/housing imbalance in Rancho Cordova and the surrounding region. Particular emphasis would be placed on affordability and proximity of housing to the major employment-generating centers along the U.S. 50 corridor and major existing or planned infrastructure (e.g., light rail and the Bradshaw Section 7 Interceptor).
- A pedestrian-friendly, human-scale community environment would be developed, with a safe and pleasant place for people to live, work, and recreate.
- Habitat would be retained, enhanced, or created where feasible, and market demand for development would be focused primarily into a partially disturbed area (as a result of mining activities) to reduce long-term development pressures in more environmentally sensitive areas farther from existing urban uses.
- The project would facilitate the implementation of regional and city transportation circulation linkages, especially Rancho Cordova Parkway and Americanos Boulevard from the project site north to U.S. 50. It also would facilitate the expansion and use of alternative modes of transportation. The project site would be integrated with the surrounding development and circulation pattern. Street, pedestrian, and bicycle access would be created throughout the project site so that people could complete trips without depending exclusively on major roads, secondary roads, or the automobile.

The No Project Alternative would result only in impacts on the project site associated with ongoing aggregate mining activities (not part of the Rio del Oro project), and these impacts would be substantially fewer than the impacts associated with project development; however, there would be a significant cost to the long-term productivity and future economic and socioeconomic well-being of the area.

4.5 UNAVOIDABLE AND ADVERSE ENVIRONMENTAL EFFECTS

4.5.1 INTRODUCTION

Section 15126.2(b) of the State CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. Chapter 4 of this DEIR/DEIS provides a detailed analysis of all potential significant environmental impacts of the Rio del Oro project, lists feasible mitigation measures that could reduce or avoid the project's significant impacts, and indicates whether these mitigation measures would reduce these impacts to less-than-significant levels. Chapter 5 identifies the significant cumulative impacts of the project. If a specific impact cannot be reduced to a less-than-significant level, it is considered a significant and unavoidable adverse impact.

4.5.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

A list of significant and unavoidable impacts that would occur from project implementation is provided in Table 4-2. Summary discussions of significant and unavoidable impacts by issue area are provided in the text following the table.

Table 4-2
Summary of Project-Related Significant and Unavoidable Impacts

Section	Programmatic Impact Number	Project Level Impact Number	Impact Title
Land Use	NA	3.1-7	Potential Land Use Conflict with California Department of Education Minimum Site Criteria for Siting the Proposed Elementary School
	NA	3.1-8	Potential Land Use Conflict with California Department of Education Minimum Site Criteria for Siting the Proposed High School/Middle School
Utilities and Service Systems	3.5-3	3.5-13	Need for Permanent Water Facilities and Infrastructure
	3.5-5	3.5-15	Increased Demand for Permanent Wastewater Conveyance Facilities
	3.5-6	3.5-16	Increased Demand for Wastewater Treatment Plant Facilities
Cultural Resources	3.9-2	NA	Loss of or Damage to Historic Sites, Buildings, and Structures
Biological Resources	NA	3.10-1	Loss and Degradation of Jurisdictional Wetlands and Other Waters of the United States, and Waters of the State
		3.10-2	Loss and Degradation of Sensitive Natural Communities
		3.10-4	Loss and Degradation of Habitat for Special-Status Wildlife
		3.10-6	Cumulative Biological Resources Impacts
Visual Resources	3.11-3	3.11-10	Degradation of Visual Character
	3.11-4	NA	Temporary Degradation of Visual Character for Developed Project Land Uses Caused by Construction Staging Areas
	NA	3.11-11	Temporary Degradation of Visual Character from Construction Activity and Staging Areas
	3.11-5	3.11-12	Temporary Degradation of Visual Character for Future Project-Related Land Uses from Ongoing Mining Activities
	3.11-7	3.11-14	New Skyglow Effects
Traffic	3.14-1	3.14-1	Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service *Impacts would be significant and unavoidable at the following intersections, roadway segments, and freeway segments:* <u>Intersections</u>: ► SR 16/Excelsior Road (#1) ► SR 16/Eagles Nest Road (#2) ► SR 16/Sunrise Boulevard (#3) ► SR 16/Grant Line Road (#4) ► Florin Road/Sunrise Boulevard (#5) ► Grant Line Road/Sunrise Boulevard (#6) ► Sunrise Boulevard/Douglas Road (#9) ► Mather Field Road/U.S. 50 eastbound ramps (#12) ► Zinfandel Drive/U.S. 50 eastbound ramps (#16) ► Sunrise Boulevard/White Rock Road (#18) ► Sunrise Boulevard/Folsom Boulevard (#19) ► Sunrise Boulevard/U.S. 50 westbound ramps (#21) ► Sunrise Boulevard/Zinfandel Drive (#22)

Table 4-2 Summary of Project-Related Significant and Unavoidable Impacts			
Section	Programmatic Impact Number	Project Level Impact Number	Impact Title
			► Hazel Avenue/Folsom Boulevard (#23) ► Hazel Avenue/U.S. 50 eastbound ramps (#24) ► Hazel Avenue/U.S. 50 westbound ramps (#25) ► Grant Line Road/White Rock Road (#26) ► Kilgore Road/White Rock Road (#27) <u>Roadway Segments</u>: ► Mather Boulevard between Femoyer Street and Douglas Road (#4) ► Douglas Road between Mather Boulevard and Sunrise Boulevard (#5) ► White Rock Road between Sunrise Boulevard and Grant Line Road (#9) ► Zinfandel Drive between the U.S. 50 eastbound ramps and White Rock Road (#15) ► Sunrise Boulevard between Gold Country Boulevard and Coloma Road (#17) ► Sunrise Boulevard between Coloma Road and the U.S. 50 westbound ramps (#18) ► Sunrise Boulevard between the U.S. 50 eastbound ramps and Folsom Boulevard (#19) ► Sunrise Boulevard between Folsom Boulevard and White Rock Road (#20) ► Sunrise Boulevard between White Rock Road and Douglas Road (#21) ► Sunrise Boulevard between SR 16 and Grant Line Road (#22) ► Hazel Avenue between Winding Way and the U.S. 50 westbound ramps (#23) <u>Freeway Segments</u>: ► U.S. 50 between Mather Field Road and Zinfandel Drive (#27) and between Sunrise Boulevard and Hazel Avenue (#29) ► Various merge and diverge segments of U.S. 50
	3.14-2	3.14-2	Increased Demand for Single-Occupant Automobile Travel in the Project Area
	3.14-3	3.14-3	Increased Demand for Alternative Modes of Transportation
	3.14-5	3.14-5	Potential Impacts Associated with Alternative Land Uses within the Overflight Zone of the Rio del Oro Specific Plan Area
	3.14-6	3.14-6	Potential Impacts Associated with the City's Transportation Impact Fee Program
	3.14-7	3.14-7	Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service, under Cumulative (2030) Conditions *Impacts would be significant and unavoidable at the following intersections, roadway segments, and freeway segments:* <u>Intersections</u>: ► SR 16/Eagles Nest Road (#2) ► Grant Line Road/Sunrise Boulevard (#6) ► Grant Line Road/Kiefer Boulevard (#7) ► Sunrise Boulevard/Douglas Road (#9) ► Mather Field Road/U.S. 50 eastbound ramps (#12)

Table 4-2 Summary of Project-Related Significant and Unavoidable Impacts			
Section	Programmatic Impact Number	Project Level Impact Number	Impact Title
			► Mather Field Road/International Drive (#13) ► Zinfandel Drive/International Drive (#14) ► Zinfandel Drive/White Rock Road (#15) ► Zinfandel Drive/U.S. 50 eastbound ramps (#16) ► Sunrise Boulevard/White Rock Road (#18) ► Sunrise Boulevard/Folsom Boulevard (#19) ► Sunrise Boulevard/U.S. 50 westbound ramps (#21) ► Sunrise Boulevard/Zinfandel Drive (#22) ► Hazel Avenue/Folsom Boulevard (#23) ► Hazel Avenue/U.S. 50 eastbound ramps (#24) ► Hazel Avenue/U.S. 50 westbound ramps (#25) ► Grant Line Road/White Rock Road (#26) ► Sunrise Boulevard/International Drive (#29) ► Rancho Cordova Parkway/White Rock Road (#30) ► Rancho Cordova Parkway/U.S. 50 eastbound ramps (#31) ► White Rock Road/Americanos Boulevard (#39) ► Hazel Avenue/Gold Country Boulevard (#40) Roadway Segments: ► International Drive between South White Rock Road and Zinfandel Drive (#6) ► Zinfandel Drive between the U.S. 50 eastbound ramps and White Rock Road (#15) ► Sunrise Boulevard between Gold Country Boulevard and Coloma Road (#17) ► Sunrise Boulevard between Coloma Road and the U.S. 50 westbound ramps (#18) ► Sunrise Boulevard between the U.S. 50 eastbound ramps and Folsom Boulevard (#19) ► Sunrise Boulevard between Folsom Boulevard and White Rock Road (#20) ► Hazel Avenue between Winding Way and U.S. 50 westbound ramps (#23) ► U.S. 50 between Mather Field Road and Zinfandel Drive (#27); between Sunrise Boulevard and Rancho Cordova Parkway (#29); between Rancho Cordova Parkway and Hazel Avenue (#30); and between Hazel Avenue and Folsom Boulevard (#31) ► Sunrise Boulevard between Douglas Road and Chrysanthy Boulevard (#43) ► Rancho Cordova Parkway between Easton Valley Parkway and White Rock Road (#47) Freeway Segments: ► Various merge, diverge, and weave segments of U.S. 50
Air Quality	3.15-1	3.15-8	Generation of Temporary, Short-Term Construction Emissions of ROG, NO_X, and PM_{10}
	3.15-2	3.15-9	Generation of Long-Term Operational (Regional) Emissions of ROG, NO_X, and PM_{10}
	3.15-4	3.15-11	Exposure of Sensitive Receptors to Short- and Long-Term Emissions of Toxic Air Contaminants
	3.15-7	3.15-14	Increase in Long-Term Atmospheric Greenhouse Gas Emissions

Table 4-2 Summary of Project-Related Significant and Unavoidable Impacts			
Section	Programmatic Impact Number	Project Level Impact Number	Impact Title
Noise	3.16-2	3.16-8	Potential Exposure to Stationary-Source Noise Generated by On-site Land Uses
	3.16-3	3.16-9	Potential Exposure to Off-site Stationary-Source Noise
	3.16-5	3.16-11	Compatibility of Proposed Land Uses with Projected Noise Levels
	3.16-6	3.16-12	Potential Exposure to Single-Event Aircraft Noise Levels Exceeding Applicable Standards
Source: Data compiled by EDAW in 2005			

LAND USE

Project implementation would result in indirect significant and unavoidable impacts related to provision of schools because school site plans are not available, and no feasible mitigation is available to ensure that the minimum criteria established by the California Department of Education are met. Until detailed site plans are available and the Folsom Cordova Unified School District conducts a separate, site-specific environmental review, the impact would remain significant and unavoidable.

UTILITIES AND SERVICE SYSTEMS

Water Supply

The EIR for the 2002 Zone 40 Water Supply Master Plan (2004) prepared by SCWA (Zone 40 EIR) evaluated the environmental impacts of constructing a proposed 42-inch transmission main along Douglas Road, and a 1.5-million-gallon water tank north of White Rock Road, that would serve the Rio del Oro project. The EIR was certified and the Master Plan was approved. Because these facilities would need to be constructed to serve the project, as well as other development in the region, the environmental impacts of these facilities are associated with development of the project. However, these impacts would also occur without development of the project because the 42-inch transmission main and the water tank are required to serve regional development, and would be needed whether or not the project is developed.

Because there is a relationship between the project and the need for these water facilities, approval of the project may hasten the occurrence of the related impacts. As described in the Zone 40 EIR, construction of these water facilities would result in several environmental impacts, most of which would be reduced to a less-than-significant level through implementation of mitigation. Impacts on visual resources, air quality, noise, and biological resources would remain significant or potentially significant after implementation of mitigation.

Therefore, the Rio del Oro project would contribute to indirect and direct significant impacts associated with the future construction of water supply facilities needed to serve the project and other regional development.

Wastewater

As the population in the SRCSD service area increases over time, so will flow to the SRWTP. According to the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan Final Environmental Impact Report* (County of Sacramento 2004c), which was approved in 2004, the permitted capacity of the SRWTP is expected to be reached before 2010. The 2020 Master Plan provides for the expansion of the SRWTP to 218 mgd. This is the total capacity projected to be needed based on growth rates expected to be achieved in the county by 2020. Note that this does not represent a buildout population total for SRCSD; rather, it represents the amount of growth

expected within the district based on projections. Thus, if new development is approved before 2020, it is assumed that it would not change the rate of growth in the district; rather, it would change the potential location within the district where the growth would occur. Expansion is planned to be phased to provide for sufficient long-term capacity.

As described in the SRWTP EIR, the construction and operation of the expanded SRWTP would result in several environmental impacts, most of which would be reduced to a less-than-significant level through mitigation. The only significant and unavoidable impact would be from short-term increases in NO_x during construction of SRWTP facilities.

Project buildout would generate 6.6 mgd of average dry-weather flow. Because the SRWTP is planned to accommodate growth in the county by 2020, development on the project site that occurs by 2020 would be accommodated by planned SRWTP capacity. Over time, additional planning at the SRWTP would occur, and overall capacity would be assessed and additional capacity planned for and added. The SRWTP site has sufficient land area to accommodate a substantially higher flow than 218 mgd; however, future plans beyond the next 15 years are speculative.

Although there is expected to be sufficient capacity to accommodate project flows, the project would contribute to the direct, significant impact related to air quality from expansions of the SRWTP because it would contribute to the need to expand the facility.

CULTURAL RESOURCES

The 1956–1957 western half of the Solid Propellant Assembly Area and the 1956–1957 component of the Sigma Test Area appear to be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. Implementation of Mitigation Measure 3.9-2 would ensure that the Solid Propellant Assembly Area and the Sigma Test Area structures and their earthen berms are documented and recorded according to Historic American Building Survey standards. However, under State CEQA Guidelines Section 15064.5, demolition constitutes a substantial adverse change in the significance of a historic resource, and therefore recordation would not mitigate the loss of historic sites, buildings, and structures. Thus, project implementation would result in a significant and unavoidable impact on structures potentially eligible for listing in the National Register of Historic Places and California Register of Historical Resources.

BIOLOGICAL RESOURCES

Project implementation would result in significant impacts on special-status wildlife (federally listed vernal pool invertebrates, valley elderberry longhorn beetle, and Swainson's hawk). Implementation of Mitigation Measures 3.10-1a, 3.10-1b, 3.10-4a, 3.10-4b, 3.10-4c, and 3.10-4d would lessen these direct and indirect impacts by consultation with, issuance of a biological opinion by, and receipt of an incidental take permit from the U.S. Fish and Wildlife Service related to vernal pool invertebrates and valley elderberry longhorn beetle; and creating requirements for preconstruction surveys, establishing appropriate buffer zones, and implementing the City’s Swainson's hawk mitigation requirements. However, the removal of approximately 3,300 acres of potential habitat for special-status wildlife and the associated fragmentation of surrounding potentially suitable habitat could be fully mitigated only through a combination of habitat preservation and restoration in the vicinity of the project site. Parcels of habitat in the project vicinity would be of lesser quality following project implementation because of the effects of habitat fragmentation. Because a large enough parcel for habitat preservation in the project vicinity is not available, there would be a net loss of approximately 3,300 acres of habitat for special-status wildlife. Thus, project implementation would result in significant and unavoidable impacts on special-status wildlife.

Project implementation would result in significant impacts on wetlands and other waters of the United States, vernal pools, and sensitive natural communities (riparian habitat, elderberry savanna, and isolated elderberry

shrubs). Implementation of Mitigation Measures 3.10-1a, 3.10-2, and 3.10-3 would lessen these direct and indirect impacts by requiring that a Section 404 permit be obtained, that permit conditions be implemented, and there be no net loss of wetlands; by requiring that a Section 1602 Streambed Alternation Agreement be obtained from the California Department of Fish and Game, that agreement conditions be implemented; and by requiring implementation of the valley elderberry longhorn beetle mitigation and monitoring plan being developed through ESA Section 7 consultation with the U.S. Fish and Wildlife Service. However, the extent of habitat loss and degradation is extensive and contributes significantly to the loss of habitat in the region. The proposed wetland mitigation and monitoring plan in its current version does not propose adequate creation or restoration to offset the aquatic functions and values that would be lost through project implementation, nor does it adequately address potential effects associated with roadway construction and other project components that could contribute to off-site and secondary impacts. Vernal pools and other wetland habitats within the proposed wetland preserve and on adjacent parcels could be adversely affected by habitat fragmentation and other indirect impacts for which no feasible mitigation measures are available. Thus, project implementation would result in significant and unavoidable impacts on wetlands and other waters of the United States, vernal pools, and sensitive natural communities.

In addition, the project's cumulative contribution to loss of biological resources in the region would be significant and unavoidable because implementation of available mitigation measures would not reduce impacts to a less-than-cumulatively-considerable (i.e., less-than-significant) level.

VISUAL RESOURCES

Project implementation would result in significant impacts related to the degradation of visual character and the introduction of nighttime lighting that would obstruct views of the night sky (skyglow). Implementation of Mitigation Measures 3.11-3, 3.11-4, 3.11-5, and 3.11-6 would lessen these direct impacts by requiring project development to conform to the City General Plan design guidelines, screen construction staging and mining areas, establish and conform with lighting standards, and implement a lighting plan. However, conformance with the City General Plan design guidelines would not mitigate the conversion of 3,800 acres of rural viewshed to large-scale urban development; screening of project construction areas (i.e., projects covering a large area or tall buildings) may not always be feasible; and shielding light fixtures or the use of low-pressure sodium lighting would not fully reduce the effects of nighttime skyglow because of the large scale of project development. Furthermore, no feasible mitigation measures are available to reduce impacts related to the alteration of visual character for future project-related land uses from ongoing mining activities. Thus, project implementation would result in significant and unavoidable impacts from visual character degradation and skyglow effects. In addition, the project's cumulative contribution to degradation of visual character from conversion of open space to large-scale urbanization and the increase in nighttime light and glare/skyglow would be significant and unavoidable, because no feasible mitigation measures are available that would reduce impacts to a less-than-significant level.

TRAFFIC AND TRANSPORTATION

Project implementation would increase peak-hour and daily traffic volumes on area roadways such that unacceptable levels of service would result, which is a significant impact under both the baseline and cumulative (2030) traffic scenarios. To reduce the level of impact of the project on roadway segments, intersections, and freeway ramps that have significant and unavoidable impacts (as identified in Section 3.14, "Traffic and Transportation" of this DEIR/DEIS), the project would contribute to and support alternative transportation modes, like light-rail transit from Rancho Cordova to Folsom and Sacramento, and would provide effective connectivity to the light-rail station (from a shuttle or bus). Such contribution and support would improve the effectiveness of alternative transportation modes and has the potential to decrease the amount of traffic generated by the project. Additionally, improvements to the transportation system, consistent with the City's Circulation Element/Plan, would improve operations of area facilities. Support of identified bus rapid transit routes in the area, implementation of mixed-use development in the project area, good bicycle and pedestrian facilities, participation in the 50 Corridor Transportation Management Association, and development of a comprehensive transportation

supply master plan would all have the potential to reduce reliance on the single-occupant vehicle and could decrease impacts on area transportation facilities. These improvements are identified in greater detail as recommended mitigation measures in Section 3.14, "Traffic and Transportation," of this DEIR/DEIS.

To reduce project traffic volumes on the U.S. 50 corridor and associated freeway ramps (as identified in Section 3.14, "Traffic and Transportation," of this DEIR/DEIS), parallel capacity improvements could be implemented. These improvements include completion of east-west roadway facilities, consistent with the City's Circulation Element/Plan. However, improvements necessary to reduce level-of-service impacts to a less-than-significant level either are infeasible or fall under the jurisdiction of the California Department of Transportation and the County, and therefore neither the City nor the project applicant(s) would have control over the timing or implementation of the improvements. Thus, project implementation would result in significant and unavoidable peak-hour and daily traffic volume impacts on area roadways.

Project implementation would significantly increase demand on area roadways and intersections. Implementation of Mitigation Measure 3.14-3 would lessen this direct impact by requiring implementation of a transportation supply master plan. However, the reduction in single-occupant vehicles using area roadways and intersections as a result of implementing the plan would not be substantial. Substantial numbers of single-occupant trips would continue to result from project-generated development. Therefore, this impact related to demand on area roadways and intersections would remain significant and unavoidable.

AIR QUALITY

Project implementation would result in significant air quality impacts from short-term, temporary construction-generated, and long-term operational (regional) emissions of the pollutants ROG, NO_X, and PM_{10}. Implementation of Mitigation Measures 3.15-1 and 3.15-2 would lessen these direct impacts by requiring specific measures to control air pollutant emissions in compliance with applicable rules and regulations of the Sacramento Metropolitan Air Quality Management District. However, emissions exceed thresholds that are set to prevent a violation of or a substantial contribution to a violation of the national ambient air quality standards and California ambient air quality standards. Therefore, a violation of these health-based protective standards would still occur as a result of project implementation, and thus these impacts would remain significant and unavoidable.

Project implementation would also result in significant air quality impacts from exposure of sensitive receptors to short- and long-term toxic air contaminant emissions from on-site mobile and stationary sources. Implementation of Mitigation Measure 3.15-4 would reduce this direct impact by requiring development of a plan to reduce toxic air contaminant emissions and control exposure of receptors. However, because there are no feasible mitigation measures to reduce the health risk associated with off-site mobile-source emissions of toxic air contaminants to a less-than-significant level, this impact would remain significant and unavoidable.

The project would result in potentially significant long-term regional (operational) air quality impacts. Although Mitigation Measure 3.15-2 requires measures to control generation of long-term operational (regional) emissions of ROG, NO_X, and PM_{10}, emissions attributable to the project, along with emissions from other reasonably foreseeable future projects in the Sacramento Valley Air Basin as a whole, would continue to contribute to long-term increases in emissions that would exacerbate existing and projected nonattainment conditions. Thus, the project would result in a significant and unavoidable long-term (operational) air quality impact, and the project's cumulative contribution to this air quality impact would also be cumulatively significant and unavoidable.

NOISE

Project implementation would result in significant impacts related to exposure of on-site sensitive receptors to noise levels from on- and off-site noise sources in excess of applicable standards. Implementation of Mitigation Measures 3.16-3, 3.16-5, and 3.16-6 would lessen these direct impacts by requiring completion of acoustical analyses, compliance with the City Noise Ordinance, and compliance with specific additional measures to control

source noise and provide public notification regarding an aviation easement. Although interior noise levels would be reduced to less-than-significant levels, exterior noise levels could still exceed applicable land-use compatibility levels. Additionally, noise from activities on land or from land uses over which the City has limited control could still result in stationary-source noise levels at nearby sensitive receptors that exceed the City's maximum allowable noise standards; therefore, the impact of potential exposure to stationary-source noise generated by on-site land uses would remain significant and unavoidable. Furthermore, because no feasible mitigation measures are available to reduce exterior noise to a less-than-significant level, these impacts would remain significant and unavoidable. Additionally, noise from activities on land or from land uses over which the City has limited control could still result in stationary-source noise levels at nearby sensitive receptors that exceed the City's maximum allowable noise standards; therefore, the impact of potential exposure to stationary-source noise generated by on-site land uses would remain significant and unavoidable. Furthermore, the project's cumulative contribution to exposure of sensitive receptors to traffic noise would remain significant and unavoidable because no feasible mitigation measures are available that would reduce impacts to a less-than-significant level.