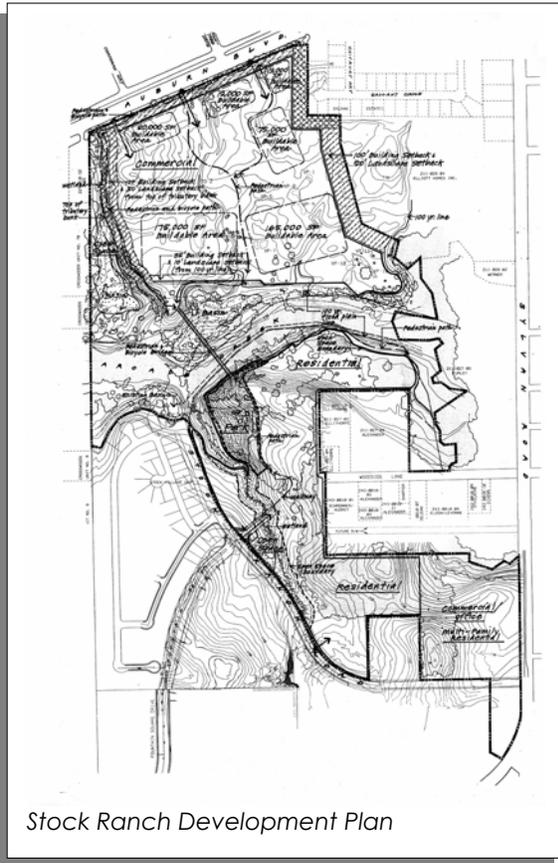


7.0 OTHER SECTIONS REQUIRED BY CEQA



7.1 CUMULATIVE IMPACTS

Cumulative impacts are the result of combining potential effects of the project with other planned developments, as well as foreseeable development projects.

The analysis of cumulative impacts in this document is based on the development scenario included in the City of Citrus Heights Draft General Plan Environmental Impact Report (August 2000).

Cumulative impacts have been addressed within each of the environmental issue areas in Sections 4.1 through 4.12. A summary of the cumulative impacts for each issue area is provided below:

Land Use

The proposed project would result in the development of approximately 129 acres of vacant land in the City of Citrus Heights. Although the Stock Ranch project would convert vacant land to urban uses, the project is in an urbanized area and is therefore an infill project. Development of the Stock Ranch site is

accounted for in the cumulative list of projects included in the Draft General Plan; development of site has been contemplated for more than 20 years. As a result, the cumulative effects of the project on land use have been fully considered in the environmental analysis of the Draft General Plan. Therefore, impacts to land use resulting from the proposed project are considered **less than significant**.

Population and Housing

Although the proposed project would result in population growth in the City, the project site is designated for such growth as indicated in the Draft General Plan.

As indicated in the analysis, implementation of the proposed project could result in approximately 1558 new residents in the City. Assuming the project site is built out and completely occupied by the year 2020, the project's population would consist of 1.7 percent of the City's 2020 population (estimated to be 92,949). This increase in population would result in direct and indirect environmental effects (such as noise, public services, traffic and air quality), which are discussed in the relevant chapters of this EIR and in the environmental analysis of the Draft General Plan. Buildout of the project site would also result in the construction of up to 590 new residential dwelling units in the City, comprising 346 single family occupied units and 244 multi family residential units. The proposed project would make up a very small portion of the

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City's housing stock at General Plan buildout, and would be within anticipated housing growth projections for the City. Impacts are considered to be **less than significant**.

Noise

Note: The Noise section of this EIR includes a detailed discussion of cumulative noise levels. The following is a brief summary:

Cumulative traffic noise impacts along Sylvan Road, Auburn Boulevard, Greenback Lane and Fountain Square Drive are not anticipated to exceed the draft General Plan noise level criteria at proposed single-family residential areas within the project site (see the Noise section of this EIR for further information on potential impacts). This impact is considered **less than significant**. Residential outdoor activity areas located within 100 feet of the Sylvan Road centerline could be exposed to traffic noise levels in excess of the 60 dB Ldn exterior noise level criterion. This is considered a **significant impact** that could be mitigated to less than significant levels through construction of a property line sound wall or by locating outdoor activity areas 100 feet or more from the Stock Ranch Road centerline.

The proposed multi-family residential uses located adjacent to Sylvan Road and Stock Ranch Road could be exposed to noise levels exceeding the 60 dB Ldn exterior noise level criterion under cumulative conditions. This is considered a **significant impact** that could be mitigated to less than significant levels by locating a central common outdoor activity area inside of apartment complexes, at a minimum of 300 feet from the Sylvan Road centerline, and 100 feet from the Stock Ranch Road centerline. This will provide an adequate setback from the roadways, and take advantage of shielding from multi-family unit buildings.

The existing single-family residences (Stock Village 1) adjacent to Stock Ranch Road are screened from the roadway by an existing 10-foot combination berm/concrete block barrier. This feature would provide sufficient protection from cumulative traffic noise levels generated along Stock Ranch Road. Therefore, noise impacts to residences adjacent to Stock Ranch Road are considered **less than significant**.

Transportation and Circulation

The proposed project would worsen at congestion Auburn Boulevard/Sylvan Road, Auburn Boulevard/San Tomas Drive and Greenback Lane/San Juan Avenue under cumulative conditions for Scenario 1 (385,000 square feet of development north of Arcade Creek). This is considered a **significant impact**. This impact can be mitigated to an acceptable level at Auburn Boulevard/Sylvan Road by constructing a second left-turn lane on the northbound approach to the Auburn Boulevard/Sylvan Road/Old Auburn Road intersection in addition to the City's planned CIP improvements. Impacts at Auburn Boulevard/Sylvan Road could be mitigated by installing a second left-turn lane on the northbound approach to the Auburn Boulevard/Sylvan Road/Old Auburn Road intersection. However, no feasible mitigation measures are available to reduce delay times at the intersection of Greenback Lane and San Juan Avenue. Therefore, this impact is considered **significant and unavoidable**.

The proposed project would worsen congestion at three intersections under cumulative conditions for Scenario 2. This is considered a **significant impact**. Significant impacts and

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mitigation measures identified for the intersections of Auburn Boulevard/Syvan Road, Auburn Boulevard/San Tomas Drive and Greenback Lane/San Juan Avenue would be identical to those identified under Scenario 1, above. Impacts at Greenback Lane and San Juan Avenue would be significant and unavoidable. Development of Scenario 2 would result in extended delays at the Auburn Boulevard/Van Maren Lane intersection. A second westbound left-turn lane is needed at this intersection in order to maintain LOS D operations during the P.m. peak hour. Additionally, this improvement would reduce average vehicle delay to within five seconds of "No project" levels. Development of Scenario 2 would worsen conditions at the Auburn Boulevard/Raintree Drive/Central Project Driveway. A second westbound left-turn lane at this intersection would restore operations at the intersection to LOS C during the a.m. and p.m. peak hours. As additional mitigation, the project applicant should install a traffic signal at the Auburn Boulevard/Raintree Drive/Central Project Driveway intersection prior to the issuance of any building Certificate of Occupancy in the Auburn Commerce District. Implementation of these mitigation measures would lessen the project's (Scenario 2) impacts to less-than-significant levels at all intersections except the Greenback Lane/San Juan Avenue intersection, which would remain a **significant and unavoidable impact**.

Human Health/Risk of Upset

Performance of the environmental investigations as specified, remediation of hazardous materials or wastes, if any, identified during the audits, and conformance with the policies and actions referenced would protect health and safety of site workers, the public, and the environment, and reduce hazardous materials impacts to a **less-than-significant level**. The recommended mitigation measures would render the proposed project less than cumulatively significant.

Air Quality

Traffic generated by the project would increase cumulative local carbon monoxide concentrations. This is a **less-than-significant impact**, and does not require mitigation. Levels of carbon monoxide are expected to decrease as the average rate of emission from vehicles declines in conjunction with the increase in cleaner vehicles between 2000 and 2005. Therefore, predicted cumulative carbon monoxide concentrations do not exceed the state/federal ambient air quality standards.

Hydrology and Water Quality

The proposed project would incrementally increase the amount of impervious surfaces within the City. However, because the majority of the City is already developed and the fact that development would be required to comply with the General Plan goals/policies, as well as the NPDES requirements, the project is considered to be cumulatively **less than significant**.

Development of the project would increase the amount of non-point-source contamination (e.g. construction, vehicles, etc.). Runoff from residential and commercial uses typically include sediment, herbicides, pesticides, nutrients from fertilizers, organic debris, coliform, trash, grease, solvents, metals, slats and other contaminants. Runoff from streets and parking lots contains typical urban pollutants including oil, grease, fuel, rubber, heavy metals, solvents, coliform and

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trash. Motor vehicles exhaust also generates lead and particulates that could be picked up by runoff and carried into nearby surface water bodies such as Arcade Creek. This impact can be mitigated to **less than significant** levels by implementing the project-specific mitigation measures: develop a stormwater pollution prevention plan (SWPPP) for the project site; install on-site detention facilities and/or a catch basin filtration system designed to adsorb oil and grease, petroleum hydrocarbons and heavy metals to settle and capture pollutants to an acceptable degree before they are carried into the Creek system.

Geology and Soils

The proposed Stock Ranch project site is surrounded by urban and suburban development. Impacts associated with geology and soils would be site specific and are either less than significant or can be reduced to less than significant with implementation of the mitigation measures listed above. The proposed project is not anticipated to contribute to cumulative significant impacts related to geology and soils. Therefore, cumulative impacts **are less than significant**.

Biological Resources

Impacts to biological resources are considered to be cumulatively less than significant because the City is almost entirely built out. The proposed project would preserve the Arcade Creek corridor, which is the most valuable resource on the site. Therefore, cumulative impacts to biological resources would be **less than significant**.

Cultural Resources

Impacts to cultural resources are considered to be cumulatively less than significant because the project site has limited possibility of possessing significant cultural or historical resources. In the event that previously unknown resources are discovered, project specific mitigation measures would reduce cumulative impacts to cultural resources to **less than significant levels**.

Public Services and Utilities

The proposed project would result in an incremental increase in the citywide demand for public services and utilities. However, development of the study area has been considered in the master plans for all services and utilities, and can be accommodated by existing systems or planned improvements. Therefore, cumulative impacts **are less than significant**.

Visual Resources/Light and Glare

Visual impacts resulting from the proposed project would cumulatively add to the urbanized character of the City. As the City is planned for infill in on the project site, this would not be a significant cumulative impact.

Increases in light and glare on the project site would add to the overall increase in light and glare created onsite. However, because the sources of light and glare (the project's commercial areas) are separated from other commercial areas in Citrus Heights, and because the project incorporates measures to reduce overspill of light and glare (such as directing light

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sources downward and into the project site, this increase would not be cumulative with other sources of nighttime light in Citrus Heights. Therefore, cumulative impacts **are less than significant**.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine if the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City of Citrus Heights can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgement. Based on the environmental analysis in Sections 4.1 through 4.12, the proposed project would result in the following significant and unavoidable impacts:

Transportation and Circulation

Scenario 1 - Existing Conditions. Operations at the intersection of Greenback Lane and San Juan Avenue would worsen from LOS C to LOS D during the a.m. peak hour and the average delay would increase by more than five seconds per vehicle during the p.m. peak hour where operations are already at LOS D. Since no feasible mitigation measures are available, this impact is considered **significant and unavoidable**.

Operations at the intersection of Auburn Boulevard/Raintree Drive/Central Project Drive would worsen to LOS D during the p.m. peak hour. Because of the uncertainty surrounding acquisition of the right-of-way necessary to construct a second westbound left-turn lane at this intersection, this impact is considered **significant and unavoidable**.

Scenario 1 & 2- Existing Conditions: Both scenarios would result in increased traffic on Carriage Drive that already exceeds the City's threshold of 3,000 vehicles per day. Because it is unknown whether measures will be available to reduce traffic levels on Carriage Drive to "no project" levels, this impact is considered **significant and unavoidable**.

Scenario 1 - Cumulative Conditions. Project traffic would worsen operations at the intersection of Greenback Land and San Juan Avenue from LOS D to LOS E during the a.m. peak hour and exacerbate LOS F operations during the peak hour (average delay would increase by more than five seconds per vehicle). No feasible mitigation measures are available, therefore this impact is considered **significant and unavoidable**.

Air Quality

Regional Air Quality Impacts from Project Uses. Project related emissions of ozone precursors and PM₁₀ would exceed the SMAQMD's thresholds of significance. Mitigation measures 4.6.2a and 4.6.2b would not be sufficient to reduce operational emissions of ROG and NO_x to below the SMAQMD thresholds. Therefore, new emissions from the project traffic remain **significant** after mitigation

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7.3 GROWTH INDUCEMENT AND SECONDARY EFFECTS OF GROWTH

The California Environmental Quality Act (CEQA) Guidelines (Section 15126[d]) require that an Environmental Impact Report (EIR) evaluate the growth inducing impacts of a proposed action. A growth inducing impact is defined by the CEQA Guidelines as an impact that fosters economic or population growth either directly or indirectly.

Direct growth-inducing impacts may occur when urban services are provided to an undeveloped or unimproved area. The provision of urban services to the project site, and its subsequent development, can serve to induce other landowners in the vicinity to convey their property to urban uses.

Indirect growth inducing impacts occur when growth in the area is induced by the increase demand for housing, goods, and urban services by population or other growth that occurred as a direct result of the project.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public service, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The proposed project is an infill project of the last remaining large parcel in the City of Citrus Heights. The project is consistent with the land use plan depicted in the Draft Citrus Height General Plan. Therefore, the housing and commercial uses included in the project are anticipated as part of the City's planned growth. Existing infrastructure in the area can be extended to service the proposed project. Therefore, the project would not result in any growth inducing impacts.