

# CHAPTER 8.0

---

## CUMULATIVE IMPACTS

### 8.1 INTRODUCTION

“Cumulative impacts” refers to the effects of two or more projects that, when combined, are considerable or compound other environmental effects. The California Environmental Quality Act (CEQA) *Guidelines* Section 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA *Guidelines* state that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness.

Pursuant to Section 15130(b) of the CEQA *Guidelines*, this DEIR uses a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency (i.e., the list approach) in assessing the cumulative impacts.

### 8.2 CUMULATIVE SETTING

The cumulative setting also included consideration of approved and proposed undeveloped projects in the project area. The following are other employee generating/accommodating projects within the project vicinity that are currently undergoing construction, have been recently approved, or are pending approval from the City in or adjacent to William Land Park.

#### ***William Land Park***

There are several planned park improvements for Land Park for 2002 that may result in an increased attraction to the zoo including the renovation of the park’s wading pool, the construction of a jogging trail through the park, and the renovation of the ball fields. It could be argued that the improvements to the wading pool and ball fields are maintenance activities that, once completed, will not necessarily result in an increase of park use; however, these improvements were included in the cumulative list since they are the three of the entire list of improvements that could result in an increased attraction to Land Park.

#### ***Golf Course***

The Sacramento Area Youth Golf Association (SAY GOLF) entered a 30-year contract with the City of Sacramento to lease the William Land Park golf course in 1997. Since 1997, SAY GOLF has made improvements to the golf course by attracting sponsorships, donations and grants. Major improvements include a 4 hole teaching center, which provides instructional practice course for kids; reconstruction of two tees and three greens; and a picnic area. Because sponsors and donors often specify the nature of specific improvements, future planning is uncertain. However, funding is being sought to rebuild the remaining tees and greens of the 9-hole course (Weaver, 2002; MacQueen, 2002). Planned improvements

for 2002 include the construction of an instructional facility and improvements made to some of the golf course hole greens. Under normal conditions, these improvements may result in an increase of visitors to the course; however, the proliferation of golf courses within the Sacramento Region over the past decade has made competition for patronage very tight. The number of rounds played at Land Park in 1987/1988, when the last Zoo master plan was being prepared, was 86,517. In 1996/1997 when SAY GOLF took over the number of rounds played per year had fallen to 60,893. The number of rounds fell to a low of 54,290 in 1997/1998 before rising to approximately 62,000 in 2001 (Weaver, 2002; Curry, 2002). SAY GOLF estimates that the current capacity of the course is 70,000. However, as can be seen from this data, visitation to the course has generally decreased over the last decade.

### ***Fairytale Town***

A Partnership Agreement was signed between the Friends of Fairytale Town and the City of Sacramento in 1997 making Fairytale Town a board-run, non-profit operation. The change in the management of Fairytale Town, has allowed the Friends of Fairytale Town to raise funds from private donors and make more improvements to the facilities than was possible under City management. Improvements consist of improving or replacing some play sets. Future improvements are expected to include similar improvements as well as some additional play sets such as a slide and fort. The future growth of Fairytale Town is limited by size of the existing grounds within William Land Park, which is not expected to change. However, the Friends of Fairytale Town will be seeking to increase visitation to Fairytale Town during off-peak times or seasons. Pricing incentives and educational offers will be used to draw more visitors to Fairytale Town to off-peak times. The total visitation to Fairytale Town in 1997, when the Partnership Agreement was signed, was 161,259. The visitation in 2001 was 166,860 (Fleming, 2002). As can be seen from this data, there has been an increase in visitation over the past several years of approximately 3.5 percent. Attendance is expected to increase approximately 7 percent of the next three years.

### ***Funderland***

Unlike the Sacramento Zoo, Fairytale Town, and the golf course, Funderland has been a private venture since its inception. In 1989-1990, Funderland was revitalized. Old amusements were refurbished, and new rides were installed. New facilities included a train ride, an airplane ride, a roller coaster, and a log flume ride. Funderland has planned to add an additional amusement ride – the Frog Hopper. However, due a new state inspection program, the addition of the ride is uncertain. The growth trend of Funderland is difficult to judge as admittance to the amusement park is free. The owner of Funderland reports a steady increase in visitation of approximately 4-5 percent annually, and expects that this trend will continue. Pricing incentives are being used to attract visitors from peak periods (weekends) to off-peak periods (weekdays) (Johnston, 2002).

### ***South Corridor Light Rail Project***

Regional Transit's new South Corridor Light Rail Project is expected to be operating in September 2003 with a station at Sacramento City College located immediately east Land Park. The first phase of the South Line will extend from existing Light Rail lines in the central city to Meadowview Road. The second phase of construction will extend the South Line to Elk Grove. Regional Transit projects that the Sacramento City College Station will serve 1,000 passengers a day in 2005, and 1,500 passengers a day in 2015. Regional Transit ridership projections assume a ¼ mile radius reasonable walking distance from

stations to define the service areas of stations. The City College Station will also connect with 50 buses per day (Doherty, 2002).

### ***Sacramento City College***

Sacramento City College is part of the Los Rios Community College district, which includes American River College, Cosumnes River College, and Folsom and El Dorado Centers. Sacramento City College has outreach centers in Downtown Sacramento, West Sacramento, and Davis. The College offers weekday, evening and weekend courses. The College currently offers 130 weekend classes and 700 evening classes.

Several improvements have taken place at Sacramento City College over the last decade including; a performing arts complex (1991); a remodeling of the auditorium interior and the completion of a Child Development Center (1993); a new Learning Resource Center and the replacement of the library expanding the floor space from 20,000 square feet to 80,000 square feet (1998); the college bought and demolished the cold storage building (between 23<sup>rd</sup> Street and the UP rail line) and developed surface parking on the lot (1998). With two other lots that were developed at the same time, surface parking for the College increased by 1,100 spaces.

In the fall of 2001, enrollment at Sacramento City College campus increased from the previous year by 8 percent. This increase includes programs held at the College's outreach centers. The largest increase in enrollment was for evening classes, the likely result of the recent increase in parking lots that are lighted at night.

Future growth at Sacramento City College is uncertain. The key limiting factor in enrollment is considered to be access to the college, partly caused by a lack of parking and transportation options. The extension of light rail to the college can be expected to increase access, but actual ridership numbers, and effects to enrollment are unknown. Generally, the College expects that growth in the Los Rios district will not occur through the development of new colleges but rather through new outreach centers, which can better serve career-focused students, who prefer the convenience of taking college courses near their homes. Sacramento City College bases its future enrollment on the Sacramento Area Council of Governments (SACOG) population estimates. Based on SACOG estimates, Sacramento City College enrollment can be expected to grow 41 percent from the current enrollment of 22,000 students to 31,000 students over the next 15 years.

Sacramento City College is currently redeveloping approximately 10,000 square feet of underutilized space at Hughes Stadium to provide additional office and classroom space. The College also has plans to upgrade the existing 1,200 seat auditorium on the campus to provide a community entertainment venue for the college's performances (Harris, 2002).

## **8.3 SUMMARY OF CUMULATIVE IMPACTS**

The following is a summary of cumulative impacts related to the Proposed Project by environmental topic as described in Chapter 6.0, Environmental Setting, Impacts, and Mitigation Measures. See Chapter 6.0, Environmental Setting, Impacts, and Mitigation Measures for detailed discussions of cumulative impacts.

## PARKING SUPPLY

Increased parking demand resulting from implementation of the Proposed Project would contribute to the insufficiency of parking within William Land Park. The existing insufficiency of parking, which occurs during heavy demand periods, can be expected to intensify and spread over more hours per day and more days per year. This is considered a **significant cumulative impact**. Mitigation 6.2-1 presents a number of measures that could provide adequate parking spaces to accommodate expected increases Zoo patron parking demand. However, the Zoo lacks the ability to implement the measures by itself, and it is uncertain whether these measures can be carried out solely on behalf of the Zoo. Therefore, the cumulative impact is considered **significant and unavoidable**.

## AIR QUALITY

Cumulative growth associated with the projects listed above could result in an increase of vehicle emissions in the project vicinity. This is likely to result primarily from growth associated with the College; however, the opening of the south line of Light Rail coupled with providing future college services at outreach centers instead of at the College will provide some offset to increased emissions. As discussed in Section 6.3 of Chapter 6, growth associated with the Zoo is expected to result in vehicle emissions that are well below the thresholds established by SMAQMD. This threshold is also used by the City to determine whether or not the project's contribution to the cumulative environment is considered cumulatively considerable. The Proposed Project will not result in air quality emissions that are cumulatively considerable given that the estimated emissions are below the established threshold.

## NOISE

As is the case with air quality, the potential cumulative increases associated with the projects listed above coupled with the Proposed Project may increase noise on area roadways; however, some offset will be provided by the opening of the south line of Light Rail and the use of outreach centers by the College. The construction of the cumulative project is not expected to result in a doubling of traffic along the areas roadways. As noted in the noise section to this DEIR, a 25 percent increase in traffic is needed for the traffic noise environment to increase by 1 dBA. Therefore, the cumulative noise increase from increased vehicular activity is expected to result in a de minimis increase in noise. As is the case with air quality, the City's threshold established in Section 6.4 of Chapter 4 is used to consider if the project's contribution to the cumulative environment is cumulatively considerable. When compared with the City thresholds for increased noise due to vehicular activity, the Proposed Project will not result in a noise increase that is cumulatively considerable.

## TREE RESOURCES

All development within Land Park will be required to comply with the Sacramento City Code as it relates to City Street Trees and Heritage Trees. Given the requirements to comply with the City Code and the fact that none of the projects are expected to result in redevelopment of vast areas of parkland containing Heritage or Street Trees, a less-than-significant cumulative impact to Heritage and City Street Trees is expected. The Proposed Project will not affect any City Street Trees, while the impacts to Heritage Trees

will be mitigated with measures specified in Section 6.6 of Chapter 6. Therefore, the Proposed Project will not result in a tree impact that is cumulatively considerable.

## **VISUAL RESOURCES**

The vast majority of the improvements will be to the interior of the Zoo and will not be visible from Land Park proper. The exception to this will be the entrance of the Zoo that will be reconstructed. Other improvements within Land Park include the renovation of ball fields and wading pool. A jogging trail is also proposed for construction. Improvements at the College are not visible from the Zoo, therefore, the improvements considered for the cumulative visual resource impact is restricted to those improvements to the vicinity of the Zoo. Some internal improvements to Funderland and Fairytale Town may also occur, but are not expected to substantially alter the appearance of either attraction. The final design of the new Zoo entrance will be designed to comply with the City's Zoning Ordinance, as well as with community and City input. Additionally, other projects in the project vicinity are expected to result in minimal visual changes to the park area. Therefore, the Proposed Project will not result in a visual impact that is cumulatively considerable.