

**RESOLUTION NO. 2008-26**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
CERTIFYING AN ADDENDUM TO THE GENERAL PLAN ENVIRONMENTAL  
IMPACT REPORT, AMENDING FIGURE CI-2 OF THE GENERAL PLAN, AND  
ADDING POLICY CI-11-ACTION 2 TO THE CIRCULATION ELEMENT OF THE  
GENERAL PLAN TO INDICATE A FUTURE INTERCHANGE AT WHITELOCK  
PARKWAY AND STATE ROUTE 99**

**WHEREAS**, in accordance with the California Environmental Quality Act (CEQA), on November 19, 2003 the City Council adopted Resolution 2003-239 certifying the Final Environmental Impact Report ("EIR") for the City of Elk Grove General Plan, making findings of fact and adopting a statement of overriding considerations, and

**WHEREAS**, the City of Elk Grove has initiated a General Plan Amendment to revise and update the Elk Grove General Plan; and

**WHEREAS**, the proposed General Plan Amendment is required to make circulation policy changes desired by the City Council; and

**WHEREAS**, none of the conditions set forth in CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR are met by the proposed General Plan Amendment, and an addendum to the previously certified General Plan EIR is appropriate; and

**WHEREAS**, the addendum had been presented to the City Council, which has reviewed and considered this information, along with the staff report and information provided to the City Council during the public meeting on this matter; and

**WHEREAS**, the Addendum has been prepared in compliance with CEQA; and

**WHEREAS**, the Addendum reflects the City's independent judgment and analysis; and

**WHEREAS**, the City Council is the appropriate authority to hear and take action on the proposed General Plan Amendment after a recommendation by the Planning Commission; and

**WHEREAS**, the Planning Commission considered the proposed General Plan Amendment at a public hearing on December 20, 2007 and provided recommendation to the City Council of approval of the following amendments to the General Plan: 1) an amendment to Figure CI-2 and; 2) the addition of Policy CI-11-Action 2 of the Circulation Element of the General Plan to indicate a future interchange at Whitelock Parkway and State Route 99; and

**WHEREAS**, the City Council duly advertised and considered the Planning Commission recommendation and all of the testimony presented to it, including staff reports, environmental documents, at a public hearing on January 23, 2008.


**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Elk Grove hereby adopts and certifies the attached addendum to the previously certified EIR for the City of Elk Grove General Plan (Attachment A).

**BE IT FURTHER RESOLVED** that the City Council of the City of Elk Grove hereby approves the Amendment to the Elk Grove General Plan as recommended by the Planning Commission, including the following:

- a) Amending Figure C-2 of the Circulation Element to indicate a future interchange at Whitelock Parkway and State Route 99 as shown in Attachment B;
- b) Adding the following language as Policy CI-11 Action 2 in the Circulation Element;

***CI-11 Action 2** A new Whitelock Parkway interchange, as shown on Figure CI-2, may be considered by the City Council in the future. Any interchange in this general location shall be designed to minimize impacts to the Elk Grove Regional Park as well as other assets to the fullest extent possible. Consultation with CalTrans, the Cosumnes Community Services District, and other stakeholder groups shall be conducted prior to approval of any interchange design.*

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove this 23<sup>rd</sup> day of January 2008.

  
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GARY DAVIS, MAYOR of the  
CITY OF ELK GROVE

ATTEST:

  
\_\_\_\_\_  
PEGGY E. JACKSON, CITY CLERK

APPROVED AS TO FORM:

  
\_\_\_\_\_  
SUSAN COCHRAN, CITY ATTORNEY

**Attachment A- Elk Grove General Plan EIR  
Addendum to the Final EIR**

## 1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) Section 15164. This document has been prepared to serve as an addendum to the previously certified Elk Grove General Plan Final Environmental Impact Report (SCH #2002062082) (Final EIR). The City of Elk Grove is the lead agency, as that term is defined in CEQA, for the environmental review of the Circulation Element General Plan Amendment project (project) to indicate a future interchange at Whitelock Parkway. An interchange at Whitelock Parkway/SR 99 was proposed as part of the Laguna Ridge Specific Plan (LRSP) and was programmatically considered in the LRSP EIR.

### 1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The Elk Grove General Plan Final EIR (SCH: 2002062082) was adopted in October of 2003. The proposed project consists of the programmatic identification of a freeway interchange at Whitelock Parkway and SR 99 on the Circulation Diagram C1-2 *Master Plan of Roadways* and the additional of Policy CI-11-Action 2 in the Elk Grove General Plan. Development of the interchange is not proposed or considered as part of this project. The Final EIR does not discuss a potential interchange at Whitelock Parkway and SR 99, and the interchange is not identified in the General Plan Circulation Element or on the Circulation Diagram C1-2 in the General Plan.

An interchange at Whitelock Parkway and SR 99 would serve, in part, the Laguna Ridge Specific Plan (LRSP) area. The Laguna Ridge EIR was certified on June 14, 2004 and the City Council adopted a Statement of Overriding Considerations (SCH #2000082139) for the significant and unavoidable impacts associated with the LRSP. The LRSP EIR (City of Elk Grove, 2004) identified that the LRSP included the designation of a potential highway interchange facility at Whitelock Parkway and SR 99; however, the City had no formal plans or funding mechanisms for developing an interchange at the time the LRSP was approved.

This Addendum analyzes the potential environmental effects of the programmatic identification of the Whitelock/SR 99 interchange on the Circulation Diagram C1-2 *Master Plan of Roadways* and the addition of Policy CI-11-Action 2 in the Elk Grove General Plan. Development of the interchange, including timing of construction, specific location, and construction plans, is not proposed or considered as part of this project. Any such development will be subject to further environmental review at the time it is considered.

In determining whether an Addendum is the appropriate document to analyze the modifications proposed, State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) *The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

- (e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

## **1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM**

When a Final EIR already has been certified, State CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining whether a subsequent EIR, supplemental EIR or addendum may be prepared in support of further agency action. Under these provisions, a subsequent or supplemental EIR shall be prepared if any of the following three criteria are met:

- (a) *When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
  - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
  - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
    - (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
    - (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR.*
    - (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
    - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alterative.*

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), of the Addendum to the Elk Grove General Plan Final EIR (Addendum), the proposed changes in the Final EIR do not meet the criteria for preparing a subsequent or supplemental EIR. First, as addressed in the analysis in Section 3.0, the proposed amendment to the General Plan would not cause a new significant impact or substantially increase the severity of a previously identified significant impact (State CEQA Guidelines Section 15162[a][1]). As noted in Section 3.0, all impacts would be equal or less than previously analyzed in the Final EIR. This is due to the fact that the project does not propose any specific construction or development. The project

consists of the programmatic identification of the Whitelock Parkway interchange on the Circulation Diagram and additional policy CI-11-Action 2 of the General Plan. Project-specific details such as the design of the interchange, specific area of disturbance, or timing of construction are not included as part of the proposed project and are not analyzed in this Addendum.

Second, proposed modifications to the General Plan are programmatic in nature and are not changes in physical circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other physical changes in the circumstances that meet this criterion (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental setting conditions in the City of Elk Grove Planning Area that would result in increased environmental impacts.

Third, as documented in Section 3.0, there is not new information that identifies a new significant impact (condition "A"), or a substantial increase in the severity of a previously identified significant impact (condition "B"). Furthermore, the City has not refused to adopt a mitigation measure or alternative (conditions "C" and "D"). None of the "new information" conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent or supplemental EIR.

State CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

### **1.3 ORGANIZATION AND SCOPE OF THE ADDENDUM**

#### SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the EIR Addendum.

#### SECTION 2.0 – PROJECT DESCRIPTION

Section 2.0 provides a description of the changes to the Elk Grove General Plan EIR proposed by Circulation Element General Plan Amendment project.

#### SECTION 3.0 ENVIRONMENTAL ANALYSIS

Section 3.0 contains an analysis of each of the environmental areas that were addressed in the Elk Grove General Plan Final EIR, focusing on the changes resulting from the proposed project with respect to each of those topics.

### **1.4 INTENDED USES OF THE ADDENDUM**

This Addendum to the Final EIR will be used by the City of Elk Grove as a tool in evaluating the environmental impacts of the proposed Circulation Element General Plan Amendment project. As the Lead Agency under the provisions of CEQA, the City of Elk Grove has discretionary approval authority and the responsibility to consider the environmental effects of the project.

## **2.0 PROJECT DESCRIPTION**

This section provides an overview of the proposed changes to the previously approved Elk Grove General Plan Final EIR (SCH: 2002062082). For additional detail regarding specific environmental issues, please consult the appropriate category in Section 3.0 (Environmental Analysis) of this Addendum.

### **2.1 PROPOSED PROJECT**

The goal of the proposed project is to programmatically identify the Whitelock/SR 99 interchange on the Circulation Diagram C1-2 Master Plan of Roadways and add Policy CI-11-Action 2 in the Circulation Element of the General Plan. The Elk Grove General Plan provides a broad framework for planning public and private development within the City. The General Plan Final EIR analyzed the potential environmental effects associated with implementation of the General Plan, and provided mitigation measures that were translated into City policies within the General Plan. The proposed project seeks to broaden those policies to include the potential consideration of a future interchange on SR 99 at Whitelock Parkway to accommodate growth anticipated by the General Plan within the City. Physical development of the interchange is not proposed or considered as part of this project. Ultimately, the interchange would require coordination with Caltrans and additional design and environmental review prior to construction.

The proposed interchange would be located in the LRSP area where Whitelock Parkway is closest to SR 99 (see Figure 1). This area is currently vacant, agricultural land and was anticipated for development in the General Plan and LRSP EIRs. The area on the eastern side of SR 99 where the project would be located is urbanized.

### **2.2 REFERENCE MATERIALS**

The Elk Grove General Plan Final EIR (City of Elk Grove, 2003), the Elk Grove General Plan (City of Elk Grove, 2003), and the Laguna Ridge Specific Plan Final EIR (City of Elk Grove, 2004), were utilized in the preparation of this Addendum. Relevant passages and information from those documents are described throughout this Addendum.

These documents are available for review at:

City of Elk Grove  
Development Services  
Planning Department  
8401 Laguna Palms Way  
Elk Grove, CA 95758

## **3.0 ENVIRONMENTAL ANALYSIS**

The purpose of this section, the Addendum's environmental analysis, is to review potential environmental effects disclosed for each environmental issue area addressed in the Elk Grove General Plan EIR and to discuss whether the project has the potential to increase the significance of the environmental effect, or result in a new impact not previously addressed in the General Plan EIR. A summary of each environmental issue area in the General Plan EIR is presented, followed by a comparative analysis of the impacts associated with the proposed project. The reader is referred to the environmental analysis provided in the Elk Grove General

Plan EIR for a detailed discussion of the environmental effects of implementation of the Elk Grove General Plan.

While the proposed project does not include an amendment to the LRSP, an interchange at Whitelock Parkway/SR 99 was programmatically considered in the LRSP EIR. Therefore, a summary of each environmental issue area in the LRSP EIR is also presented. The reader is referred to the LRSP EIR for additional discussion of the environmental issues from the LRSP EIR referenced in this addendum.

As identified below, the revisions to the General Plan EIR would have the effect of accommodating growth already planned to occur in association with implementation of the General Plan. The interchange would result in an overall improvement in traffic operations within the City.

### **3.1 AGRICULTURE**

Figure 4.1-1 of the Elk Grove General Plan EIR (SCH #2002062082) identifies important farmland in the City of Elk Grove and, although a specific area of disturbance for the interchange has not been identified, the project vicinity (Whitelock Parkway at SR 99) is surrounded by Urban and Built Up Land to the east and Farmland of Statewide Importance to the west. However, the project vicinity is urbanizing as planned for in the Elk Grove General Plan. The General Plan EIR indicated that agricultural uses would be phased out within the City limits and identified significant and unavoidable impacts to agricultural resources as a result of implementation of the General Plan. The City adopted a Statement of Overriding Considerations on November 19, 2003 for impacts related to the conversion of farmland (Resolution 2003-216). Impacts identified included: the loss of important farmlands (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance) as well as lands under active Williamson Act contracts; the placement of urban uses adjacent to agricultural uses within and adjacent to the City; and cumulative impacts to agricultural resources.

The LRSP EIR (SCH #2000082139) identified significant and unavoidable impacts to agricultural resources. Significant impacts identified included the conversion of 1,851 acres of productive agricultural land and the LRSP's contribution to cumulative loss of farmland in the region. The City adopted a Statement of Overriding Considerations on November 19, 2003 for those impacts. The LRSP EIR found that land use compatibility impacts resulting from placement of urban uses adjacent to agricultural uses were less than significant.

The project is located in an area anticipated for urbanization in the General Plan EIR. The project would not result in any new conversion of important farmland and agriculture/urban interface conflicts beyond those previously addressed in the Elk Grove General Plan EIR. The ultimate development of an interchange at Whitelock Parkway and SR 99 would accommodate planned growth in the City, and would not result in additional growth in the area over that which was anticipated in the General Plan EIR and therefore would not cause additional conversion of agricultural land nor result in agricultural resource impacts greater than those previously analyzed by the General Plan EIR. No new significant impacts would occur and the severity of previously identified impacts would not substantially increase.

### **3.2 LAND USE**

The proposed project is located in an urban area that is already surrounded by and/or designated by the General Plan for development. The Elk Grove General Plan EIR (SCH #2002062082) identified that the following land use impacts resulting from implementation of the



General Plan were less than significant: conflicts with relevant land use planning documents within and adjacent to the City of Elk Grove; conflicts with other land uses within the City; and an increase in the potential for land use conflicts outside of the City and within the Planning Area. The Elk Grove General Plan EIR found that impacts to land use plans or study areas outside of the City limits but within the Planning Area were significant and unavoidable.

The LRSP EIR (SCH #2000082139) did not identify any impacts associated solely with land use, but addressed land use compatibility issues in the Agricultural Resources, Noise, and Visual Resources sections of the EIR. Potential agricultural and urban interface land use impacts were found to be less than significant at the project and cumulative levels. Project-specific and cumulative traffic and construction noise impacts to adjacent land uses were found to be significant and unavoidable. Project-specific and cumulative impacts to existing views were also found to be significant and unavoidable. The City adopted a Statement of Overriding Considerations on November 19, 2003 for significant and unavoidable impacts.

The proposed project would allow for the programmatic consideration of an interchange at Whitelock Parkway and SR/99 in the Elk Grove General Plan. As previously mentioned, future development of the interchange would take place in an urbanized area and would accommodate growth and be consistent with land uses in the Elk Grove General Plan. The approved LRSP EIR considered the designation of a potential highway interchange facility at Whitelock Parkway/SR 99 that would connect two areas of the City divided by SR 99. The project would connect to approved and existing roadways and would be consistent with adjoining land uses that exist and are anticipated. No new significant impacts associated with land uses would occur as a result of the project, and the severity of impacts identified in the Elk Grove General Plan EIR would not substantially increase.

### **3.3 POPULATION AND HOUSING**

The Elk Grove General Plan EIR (SCH #2002062082) anticipated that the City's population and housing units would increase. The General Plan EIR indicated that buildout of the General Plan would result in 63,340 housing units and an estimated holding capacity of approximately 194,453 persons. The Elk Grove General Plan EIR identified that impacts resulting from that population and housing growth were less than significant. Impacts identified included: population and housing projections exceeding Sacramento Area Council of Governments (SACOG) projections for 2025; a jobs-housing imbalance; and cumulative population and housing increases exceeding SACOG projections. The LRSP EIR (SCH #2000082139) also indicated that population and housing impacts were less than significant; noting that growth resulting from implementation of the LRSP would be consistent with City projections and would not exceed SACOG projections.

The proposed project would accommodate development anticipated in the General Plan, including population and housing growth. The interchange would improve access to existing infrastructure by providing additional entry and exit points on SR 99 and by redirecting traffic from nearby interchanges. The proposed project would not increase the capacity of roadways (e.g., SR 99, East Stockton Boulevard, Whitelock Parkway, and West Stockton Boulevard) that would accommodate additional population and housing growth. The project would be located in an area anticipated for development and is not anticipated to result in displacement of persons or housing beyond the level anticipated in the General Plan Final EIR. Therefore, the interchange would not induce growth or result in greater traffic in the area, but would improve circulation of the existing traffic. No new significant impacts would occur and the severity of previously identified impacts would not increase.

### **3.4 HUMAN HEALTH/RISK OF HAZARD**

The Elk Grove General Plan EIR (SCH #2002062082) identifies potential hazardous material sites and facilities in the Planning Area. There are two major industrial facilities that potentially pose offsite safety hazards within the Planning Area: the Suburban Propane facility, which is located at 10450 Grant Line Road, and the Georgia Pacific Resins facility, which is located at 10399 East Stockton Boulevard. The only roadway and transportation route approved for the transportation of explosives, poisonous inhalation hazards, and radioactive materials in the City of Elk Grove Planning Area is Interstate 5. The Elk Grove General Plan EIR identified that human health and hazard risk impacts resulting from implementation of the General Plan were less than significant. Impacts identified were: the potential for the discovery of known and unknown hazardous material contamination in areas proposed for development under the General Plan; safety hazards associated with airport operations to occur in areas proposed for development; accidental incidents and intentional acts at existing and future facilities utilizing hazardous materials; public hazards associated with railroad-at-grade crossings; cumulative site-specific hazards being encountered; and cumulative exposure of populated areas to accidental incidents and intentional acts at existing and future facilities utilizing hazardous materials.

The LRSP EIR (SCH #2000082139) identified potential hazardous materials that could impact public health in the LRSP area. Potential hazardous conditions in the LRSP can be attributed primarily to existing and past agricultural uses and practices. However, the LRSP EIR found that impacts associated with hazards and hazardous materials will be reduced to a less than significant level. Impacts identified included: the exposure of residents or construction workers to past herbicide or pesticide applications; exposure of residents or construction workers to asbestos; existing chemical dump or burn areas in the LRSP area; and exposure of persons to airborne lead paint material resulting from construction activities.

The proposed project would allow not increase human health and risk of hazard impacts beyond the levels anticipated in the General Plan Final EIR. Future physical development of the intersection would be subject to General Plan policies SA-1 through SA-5. Included in these policies are project-level requirements for environmental review to analyze potential safety-related impacts resulting from or affecting new development. The project would be required to be consistent with these policies, and these policies would ensure that human health and hazards would remain less than significant. Therefore, no new significant impacts would occur and the severity of previously identified impacts would not substantially increase.

### **3.5 TRANSPORTATION AND CIRCULATION**

The Elk Grove General Plan EIR (SCH #2002062082) found that significant and unavoidable impacts related to transportation and circulation would occur as a result of implementation of the General Plan. The City adopted a Statement of Overriding Considerations on November 19, 2003 for transportation-related impacts (Resolution 2003-216). The significant and unavoidable impacts were: increased traffic volumes, volume to capacity (V/C) ratios, and a decrease in Level of Service (LOS) on area roadways during the A.M. and P.M. peak hours; increased traffic volumes, V/C ratios, and a decrease in LOS on state highways during the A.M. and P.M. peak hours; and cumulative impacts on local roadways and state highways. Additionally, the General Plan EIR found that the following less than significant impacts would occur: an increase

in the demand for transit service; an increased demand for bicycle and pedestrian facilities; an increase in traffic volumes which would increase the potential opportunities for safety conflicts; and cumulative impacts regarding the demand for bicycle and pedestrian facilities.

The LRSP EIR (SCH #2000082139) discussed transportation impacts associated with implementation of the LRSP and indicated that increased traffic volumes and a decrease in Level of Service (LOS) on area roadways and nearby SR 99 interchanges and ramps during the A.M. and P.M. peak hours was a significant and unavoidable impact. The City adopted a Statement of Overriding Considerations on November 19, 2003 for significant and unavoidable impacts. Cumulative impacts regarding the demand for bicycle and pedestrian facilities, as well as transit, bicycle, and pedestrian system operations were found to be less than significant. The approved LRSP area includes the designation of a potential highway interchange at Whitelock Parkway/SR 99 and the interchange would accommodate, in part, traffic generated by the LRSP. The interchange would not increase traffic levels generated by the LRSP as the area is already approved for development. The interchange would redirect and accommodate the traffic levels identified in the LRSP EIR.

Figure CI-2 *Master Plan of Roadways* in the Elk Grove General Plan shows ultimate planned roadway widths and alignments in the Planning Area. Freeway interchanges are also illustrated on the Figure, which does not indicate a future freeway interchange at Whitelock Parkway and SR 99. The potential interchange is also not discussed in the General Plan EIR or the General Plan Circulation Element. However, the project would not result in environmental impacts greater than those previously analyzed by the General Plan EIR as ultimate construction of the interchange would provide additional points of access to SR 99 and result in reduced traffic levels at the interchanges directly north and south of the project, resulting in improved operations at these locations. The project would redirect existing traffic and would not increase the amount of traffic within the Planning Area. Furthermore, consideration of the interchange would be consistent with General Plan Circulation goals including a balanced and efficient transportation system. Physical development of the interchange would require subsequent environmental review and would be subject to General Plan policies CI-1 through CI-2 and CI-10 through CI-25 aimed at improving LOS on local roadways and state highways. The future interchange would also be subject to new Policy CI-11-Action 2. Therefore, no new significant transportation or circulation impacts would occur and the significance of previously identified impacts would not increase.

### 3.6 NOISE

Major roadways are a significant source of noise in the Planning Area. **Tables 4.6-2 through 4.6-4** of the Elk Grove General Plan EIR (SCH #2002062082) show existing and future traffic volumes, noise levels and distances to traffic noise contours for the major roadways located within the City of Elk Grove. The General Plan EIR found that implementation of the General Plan would result in significant and unavoidable increases in traffic noise levels that would exceed noise standards. Additional significant and unavoidable noise impacts identified in the General Plan EIR were: an increase in construction noise levels and cumulative impacts to regional noise attenuation levels. The City adopted a Statement of Overriding Considerations on November 19, 2003 for impacts related to noise (Resolution 2003-216). The following noise impacts resulting from implementation of the General Plan were found to be less than significant: the future development of land uses generating noise levels in excess of applicable noise standards for non-transportation noise sources; exposing future land uses to noise associated with the operation of the Sunset Sky ranch Airport or Franklin Field Airport; exposing future land uses and residents to railroad noise; and cumulative traffic noise and airport conflicts.

The LRSP EIR (SCH #2000082139) discussed noise impacts associated with implementation of the LRSP, stating that construction, operational, and traffic noises could exceed City of Elk Grove noise standards. Construction noises, agricultural operations noises, and cumulative construction noise increases were found to be significant and unavoidable and the City adopted a Statement of Overriding Considerations on November 19, 2003 for those impacts. The LRSP EIR also identified the following less than significant impacts associated with noise: vibration associated with construction activities; operational noise impacts; and cumulative transportation-related noise impacts. Traffic noise levels would not substantially increase over levels considered in the LRSP EIR analysis as no additional traffic would be generated by the proposed project.

As previously discussed, implementation of the proposed project would not result in any physical development and would therefore not increase traffic noise in the Planning Area. Ultimate construction of an interchange at Whitelock Parkway and SR 99 would not result in additional traffic noise over that considered in the General Plan EIR as no additional traffic would be generated. Furthermore, General Plan policies NO-2, NO-5, NO-6, NO-7 and associated action items would reduce impacts to traffic noise associated with future construction of the intersection. These policies specify noise level standards for roadway construction and improvements in the vicinity of sensitive receptors and the project would be required to comply with these policies. Therefore, no new significant noise impacts would occur beyond those previously identified in the General Plan EIR and impacts would not substantially increase in severity.

### **3.7 AIR QUALITY**

The project Planning Area for the Elk Grove General Plan is located within the Sacramento Metropolitan Air Quality Management District, which is part of the Sacramento Valley Air Basin. Sacramento County is a non-attainment area for ozone and PM<sub>10</sub>. The General Plan EIR (SCH #2002062082) found that implementation of the General Plan would result in increased vehicle trips, employment growth, and an increase in population that would introduce additional mobile and stationary sources of emissions, which would adversely affect regional air quality. The General Plan EIR found that the following air quality impacts were significant and unavoidable: period exhaust emissions and fugitive dust from construction activities that would affect local air quality, an increase in air pollutant emissions from operational activities of land uses within the City; and exacerbating existing regional problems with ozone and particulate matter. The City adopted a Statement of Overriding Considerations on November 19, 2003 for impacts related to air quality (Resolution 2003-216). Impacts from sensitive land uses being located near existing sources of criteria pollutants, toxic air contaminants, and odors were found to be less than significant.

The LRSP EIR (SCH #2000082139) found that the following air quality impacts would occur as a result of implementation of the LRSP: construction activities contributing to regional pollutants; project emissions exceeding SMAQMD significance thresholds; project contribution to cumulative emissions exceeding SMAQMD significance thresholds; and exceeding SMAQMD thresholds for cumulative impacts. The LRSP EIR found that air quality impacts were significant and unavoidable and the City adopted a Statement of Overriding Considerations on November 19, 2003 for those impacts.

While the proposed project includes only programmatic consideration of the interchange, the eventual physical development of the proposed project could result in short-term construction emissions that would affect local air quality. Any future construction would be subject to additional environmental review and would be required to comply with General Plan policies

CAQ-26, CAQ-27, CAQ-28, CAQ-30, CAQ-31, and CAQ-32, which seek to reduce construction-related emissions. Additionally, construction-related emissions would be short-term in nature. Operational air quality impacts would be identical to those already identified in the General Plan EIR, as the interchange would accommodate growth and traffic already planned for in the General Plan. Traffic-related emissions would not increase. Therefore, no new significant air quality impacts would occur and the severity of previously identified impacts would not substantially increase.

### **3.8 HYDROLOGY AND WATER QUALITY**

The General Plan EIR (SCH #2002062082) found that implementation of the General Plan would result in water quality impacts that would be less than significant, including: adverse impacts to construction water quality, direct and indirect operational water quality impacts; the degradation of groundwater quality resulting from future land uses; an increase in impervious surfaces and the alteration of drainage conditions and rates in the City resulting in potential flooding impacts; cumulative water quality impacts; and cumulative flooding impacts. Mitigation measures identified in the General Plan EIR translated into General Plan policies CAQ-12 through CAQ-24 that mitigate for water quality and flooding impacts. The General Plan EIR found that the increased demand for water supply (both surface and groundwater), as well as cumulative water demand impacts, were significant and unavoidable impacts resulting from implementation of the General Plan. The City adopted a Statement of Overriding Considerations on November 19, 2003 for these impacts (Resolution 2003-216).

The LRSP EIR (SCH #2000082139) included the programmatic consideration of a potential interchange at Whitelock Parkway/SR 99 and found that the following less than significant impacts would occur as a result of implementation of the LRSP: construction activities resulting in short-term water quality degradation; increased drainage rates resulting in flooding; long-term water quality degradation from pollutants generated by motor vehicles used on project roadways and parking lots and the maintenance of landscape areas; and the LRSP's contribution to cumulative long-term water quality degradation.

The proposed project would not result in any additional hydrology and water quality impacts. Physical development of the interchange could result in construction-related water quality impacts. However, the General Plan EIR identified that future development would be subject to additional environmental review and to all applicable General Plan policies regarding water quality. The project would be required to comply with policies CAQ-12 through CAQ-24. Therefore, no new significant hydrology and quality impacts would occur and the severity of previously identified impacts would not substantially increase.

### **3.9 GEOLOGY AND SOILS**

No active or potentially active faults underlie the City of Elk Grove based on published geologic maps. The Planning Area is not located within an Alquist-Priolo Fault Study Zone and surface evidence of faulting has not been observed. There is a risk for subsidence and expansive soils within the Elk Grove Planning Area. The General Plan EIR (SCH #2002062082) found that geology and soil impacts resulting from implementation of the General Plan were less than significant. Impacts identified were: increased soil, wind, and water erosion, due to minor or major grading over large areas of land; exposure of buildings, pavements, and utilities to significant damage as a result of underlying expansive or unstable soil properties; the construction of projects over a seismically hazardous area; cumulative soil erosion impacts; and cumulative impacts to expansive soils and seismic hazards. General Plan policies SA-25 and SA-

26 and associated action items mitigate for geologic and seismic hazards by requiring geotechnical reports for new development as well as implementation of the Uniform Building Code.

The LRSP EIR (SCH #2000082139) found that increased soil erosion, wind and water erosion, and siltation of local drainage in association with construction activities would occur as a result of implementation of the LRSP. These impacts were found to be less than significant.

The proposed project would allow for the programmatic consideration of an interchange at Whitelock Parkway and SR/99 in the Elk Grove General Plan and would not increase geologic and soil impacts as it would not result in growth that would expose additional persons to such risks. Future development plans for the project would be required to be consistent with the recommendations of a geotechnical report to determine any geotechnical or soil-related hazards. Therefore, no new impacts over those analyzed in the General Plan EIR would occur and identified impacts would not substantially increase in severity.

### **3.10 BIOLOGICAL RESOURCES**

The biological communities, as well as common plant and wildlife species occurring, or expected to occur within these habitats, that occur in the Planning Area are discussed in Section 4.10 of the General Plan EIR (SCH #2002062082). The General Plan EIR found significant and unavoidable impacts to biological resources impacts would occur as a result of implementation of the General Plan. Significant and unavoidable impacts identified were: direct and indirect impacts on special-status wildlife species and their associated habitats and cumulative special-status wildlife species and habitat loss. The City adopted a Statement of Overriding Considerations on November 19, 2003 for biological resource impacts (Resolution 2003-216). Other impacts found to be less than significant were: impacts to special-status plant species habitats and the loss of sensitive habitat areas. The General Plan identifies that the loss of habitat for native plants and animals is an unavoidable result of urbanization in the City of Elk Grove.

Listed and special-status species potentially occurring in the LRSP area identified in **Table 4.8-1** of the LRSP EIR (SCH #2000082139). The following impacts were found to be less than significant: loss of landmark-size trees; remove potential habitat for Sanford's arrowhead; the filling of jurisdictional wetlands; direct loss of giant garter snakes; loss of potential habitat for the valley elderberry; loss of potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp; remove Swainson's hawk nesting and foraging habitat; and disturbance to bats, nesting raptors, and other migratory birds. The LRSP's contribution to cumulative loss of biological resources in the region was found to be significant and avoidable.

The proposed project would allow for the programmatic consideration of an interchange at Whitelock Parkway and SR/99 and does not proposed any specific development. Although the specific area of disturbance for the interchange has not been identified, future development of the interchange would take place in an area that is anticipated for urbanization (LRSP area) and already urbanized (SR 99 and east). Development of the interchange would be subject to further environmental review, which would include detailed biological assessment for any specific areas of disturbance once an area of effect for the interchange has been identified. Furthermore, General Plan policies CAQ-7 through CAQ-11 would apply to the future development of the interchange. These policies protect biological resources in the City through preservation and mitigation. Therefore, no new biological resources impacts over those analyzed in the General Plan EIR would occur and identified impacts would not substantially increase in severity.

### **3.11 CULTURAL AND PALEONTOLOGICAL RESOURCES**

The General Plan EIR (SCH #2002062082) found that cultural and paleontological impacts resulting from implementation of the General Plan were less than significant. Impacts identified were: the disturbance of known and undiscovered prehistoric and historic resources in the City; the disturbance of Pleistocene nonmarine sedimentary rocks (Riverbank Formation) and Quaternary alluvium geologic units, which have potential to contain paleontological resources; cumulative impacts to known and undiscovered prehistoric and historic resources in the Elk Grove area; and cumulative impacts associated with the loss of paleontological resources in the Elk Grove area.

The LRSP EIR (SCH #2000082139) found that implementation of the LRSP would have less than significant impacts on cultural and paleontological resources in the LRSP area. Impacts identified included: construction and excavation activities uncovering unidentified cultural resources; and the destruction of potential historic structures within the LRSP area.

As previously discussed, future development of the interchange would take place in an area that is urbanized or anticipated for urbanization by the General Plan. General Plan policies HR-1 through HR-6 would apply to subsequent development of the interchange and would ensure that both known and undiscovered cultural and paleontological resources would be protected. The proposed project would be subject to these policies. Therefore, no new cultural or paleontological resources impacts over those analyzed in the General Plan EIR would occur and identified impacts would not substantially increase in severity.

### **3.12 PUBLIC SERVICES**

The General Plan EIR (SCH #2002062082) found that public service impacts resulting from implementation of the General Plan were less than significant, with the exception of cumulative wastewater impacts. The City adopted a Statement of Overriding Considerations on November 19, 2003 for cumulative wastewater impacts (Resolution 2003-216). Similarly, the LRSP EIR (SCH #2000082139) found that public service impacts resulting from implementation of the LRSP were less than significant with the exception of cumulative water demand impacts. The City adopted a Statement of Overriding Considerations on November 19, 2003 for those impacts. Ultimate construction of an interchange at Whitelock Parkway and SR 99 would not result in additional growth over that considered in the General Plan EIR. No additional public service users would be generated as no increase in residential, commercial, or industrial development would occur in association with implementation of the proposed project and there would be no substantial change in demand for public services or utilities. Therefore no new public service or utility impacts over those analyzed in the General Plan EIR would occur and identified impacts would not substantially increase in severity.

### **3.13 VISUAL RESOURCES/LIGHT AND GLARE**

In general, the dominant visual features within the Planning Area are the open sections of the valley floor, urbanized land uses, agricultural land uses, rivers and creeks, and various species of trees. Because the entire Planning Area consists of relatively flat terrain, views of these resources are available from roadways throughout the Planning Area. Oak trees, streams, creeks, and rivers are among the most significant natural visual features in the Planning Area. The General Plan identifies that implementation of the General Plan will result in alterations to existing landscape characteristics of the City; specifically a significant change from agricultural land to urban land uses in the southern portion of the City. The General Plan EIR (SCH #2002062082) found that the

alteration of scenic resources and cumulative impacts to visual resources would be significant and unavoidable. The City adopted a Statement of Overriding Considerations on November 19, 2003 for visual resource impacts (Resolution 2003-216). The General Plan EIR also identified the following less than significant impacts: the introduction of a substantial amount of daytime glare sources to the area and increased nighttime lighting levels.

The LRSP EIR (SCH #2000082139) noted that the LRSP area is dominated visually by an agricultural setting. Visual resource impacts identified included: conversion of the area's existing rural setting to a suburban environment; new sources of light and glare in the LRSP area.; changing existing visual setting visual character of the area from rural residential to suburban mixed-use along SR 99; and LRSP contributions to cumulative visual resource impacts including light and glare. These impacts were found to be significant and unavoidable and the City adopted a Statement of Overriding Considerations on November 19, 2003.

The proposed project does not propose any specific development and future development of the interchange would take place in an area that is urbanizing according to the General Plan. The General Plan Final EIR anticipated that the visual character of the area would transition to urban land uses, including the area within and adjacent to the SR 99 corridor. The interchange would provide connections to existing and planned roads and would not result in a substantial change to any protected views or scenic resources. Therefore, future development of the intersection would not result in visual resource impacts greater than those previously analyzed by the General Plan EIR. Future development would be subject to General Plan policies LU-35 through LU-38 intended to mitigate for urban design impacts. No new impacts over those analyzed in the General Plan EIR would occur and identified impacts would not substantially increase in severity.

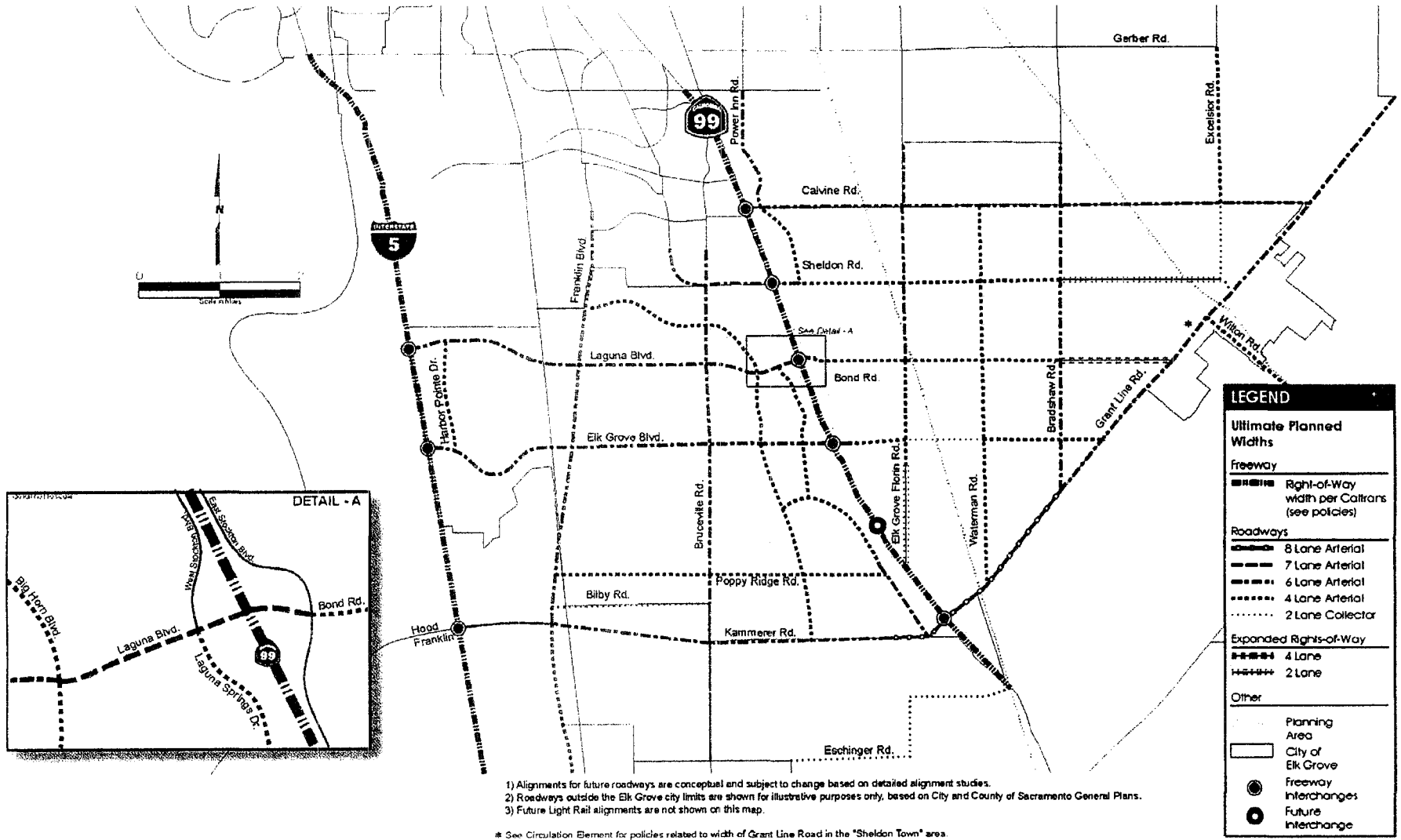
## **4.0 REFERENCES**

1. City of Elk Grove. City of Elk Grove General Plan. Elk Grove, CA. 2003, amended 2005.
2. City of Elk Grove General Plan EIR. Elk Grove, CA. 2003.
3. City of Elk Grove. LRSP EIR (SCH #2000082139). 2004.



**Attachment B - Amended Figure CI-2 of the General Plan Circulation Element**

Figure CI-2: Master Plan of Roadways



**CERTIFICATION  
ELK GROVE CITY COUNCIL RESOLUTION NO. 2008-26**

STATE OF CALIFORNIA        )  
COUNTY OF SACRAMENTO    )        **ss**  
CITY OF ELK GROVE         )


*I, Peggy E. Jackson, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on January 23, 2008 by the following vote:*

**AYES :**        **COUNCILMEMBERS:**        *Davis, Hume, Scherman, Cooper*

**NOES:**        **COUNCILMEMBERS:**        *None*

**ABSTAIN :**   **COUNCILMEMBERS:**        *None*

**ABSENT:**     **COUNCILMEMBERS:**        *Leary*

  
\_\_\_\_\_  
**Peggy E. Jackson, City Clerk  
City of Elk Grove, California**

