

## RESOLUTION NO. 2005-7

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE CERTIFYING A FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT ON THE ELK GROVE GENERAL PLAN AMENDMENT, MAKING FINDINGS, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, the City of Elk Grove began preparation of its first General Plan in October 2001 that consisted of conducting (3) three visioning meetings and numerous public meetings by the General Plan Advisory Committee (GPAC), the Elk Grove Planning Commission, and the Elk Grove City Council; and,

**WHEREAS**, the City of Elk Grove determined that the Elk Grove General Plan Amendment (also referred to herein as "Project") was a project requiring review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code 21000 et seq.) and that a Supplemental Environmental Impact Report (SEIR) be prepared to evaluate the potential environmental effects of the project; and,

**WHEREAS**, a Notice of Preparation was released for public and agency review and comment on March 23, 2004 and a public scoping meeting to receive comments on topics and issues which should be evaluated in the Draft SEIR was held by the City on April 8, 2004; and,

**WHEREAS**, the City of Elk Grove distributed a Notice of Availability for the Elk Grove General Plan Draft SEIR on October 13, 2004, which started the 45-day public review period, ending on November 26, 2004; and

**WHEREAS**, the Draft SEIR was also submitted to the State Clearinghouse for state agency review; and,

**WHEREAS**, the City of Elk Grove Planning Commission held a public meeting on November 18, 2004 to receive public comments on the Draft SEIR and those comments were received and considered in the Final SEIR; and,

**WHEREAS**, the City of Elk Grove Planning Commission considered the Elk Grove General Plan Amendment on December 9, 2004 and recommended that the City Council review and consider certification of the SEIR and adopt specified amendments to the Elk Grove General Plan; and

**WHEREAS**, the City Council of the City of Elk Grove has reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with CEQA, which are more fully set forth below in Exhibit A, attached hereto and incorporated in its entirety by this reference;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ELK GROVE  
HEREBY RESOLVES AS FOLLOWS:**

1. Certification of the Final SEIR

- A. The City Council of the City of Elk Grove hereby certifies that the Final SEIR (Exhibit B) has been completed in compliance with the requirements of the California Environmental Quality Act.
- B. The City Council of the City of Elk Grove hereby certifies that the Final SEIR was presented to the City Council and that the City Council reviewed and considered the information contained in the Final SEIR prior to taking action on the Project.
- C. The City Council of the City of Elk Grove hereby certifies that the Final SEIR reflects the independent judgment and analysis of the City Council of the City of Elk Grove.

2. Findings on Impacts.

- A. The SEIR identifies one (1) potentially significant impact that can be mitigated to a less-than-significant level. The City Council makes the findings with respect to significant impacts as set forth in Exhibit A, attached hereto and incorporated herein by reference.
- B. The SEIR identifies six (6) potentially significant impacts that cannot be mitigated to less-than-significant level and are thus considered significant and unavoidable. The City Council makes the findings with respect to these significant and unavoidable impacts as set forth in Exhibit A.

3. Findings on Alternatives

Three (3) project alternatives (“No Project,” “General Plan Amendment Project Without Sites 21 and 29,” and “Reduced Residential Density Alternative”) were evaluated by the City of Elk Grove during project development and in the SEIR. As set forth in Exhibit A, while Alternative 1 does reduce some of the environmental impacts associated with the proposed project, it does not meet the basic project objectives and therefore, is not considered further. Alternatives 2 and 3 meet the basic project objectives and do provide environmental benefits compared with the proposed project. Alternative 2 is the environmentally superior

alternative, as it would reduce potentially significant land use, traffic, air quality, noise, and visual impacts to a greater extent than the proposed General Plan Amendment project, Alternative 1, or Alternative 3. The City Council hereby finds that Alternative 2 can be feasibly implemented and serves the best interests of the City of Elk Grove.

4. Statement of Overriding Considerations

While adoption of Alternative 2 substantially reduces land use, traffic, air quality, and noise impacts associated with the proposed project, there are no feasible mitigation measures that would substantially lessen or avoid all significant adverse environmental effects caused by implementation of the project. Therefore, the City Council adopts a Statement Of Overriding Considerations concerning the project's unavoidable significant impact to explain why the General Plan Amendment (Alternative 2) benefits override and outweigh its unavoidable impacts on the environment as set forth in Exhibit A.


5. Mitigation Monitoring and Reporting Program

Pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment," the City Council adopts the Mitigation Monitoring and Reporting Program attached as Exhibit C.

6. Other Findings


The City Council finds that issues raised during the public comment period and written comment letters submitted during the public review period of the Draft SEIR do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft SEIR pursuant to CEQA Guidelines Section 15088.5.

PASSED AND ADOPTED by the City Council of the City of Elk Grove on the 5<sup>th</sup> day of January 2005.

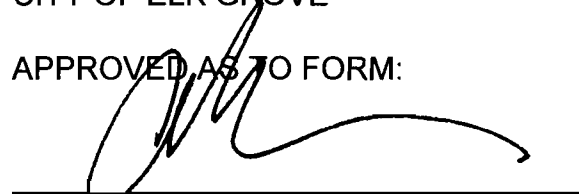


DANIEL BRIGGS, MAYOR of the  
CITY OF ELK GROVE

ATTEST:

  
PEGGY E. JACKSON, CITY CLERK

APPROVED AS TO FORM:

  
ANTHONY B. MANZANETTI,  
CITY ATTORNEY



**EXHIBIT A**

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**FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS**

**FOR THE**

**ELK GROVE GENERAL PLAN AMENDMENT SEIR**

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**SCH# 2002062082**

**PREPARED BY:**

**CITY OF ELK GROVE  
DEVELOPMENT SERVICES, PLANNING  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA 95758**

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FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

ELK GROVE GENERAL PLAN AMENDMENT SUPPLEMENTAL EIR

SCH# 2002062082

PREPARED BY:

CITY OF ELK GROVE  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

January 2005

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## **Introduction**

The Elk Grove General Plan Amendment Supplemental Environmental Impact Report (SEIR) identified significant impacts associated with the adoption of the Elk Grove General Plan Amendment Project. The City Council action considered in these Findings of Fact and Statement of Overriding Considerations is adoption of Alternative 2, which excludes Sites 21 and 29 (the land use designation for these sites will remain the land use designated in the current Elk Grove General Plan,) but makes all of the other amendments to the General Plan as discussed in the Project Description of the Draft Supplemental Environmental Impact Report prepared for the Elk Grove General Plan Amendment project.

Approval of a project with significant impacts requires that findings be made by the Lead Agency pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 et seq.), and State CEQA Guidelines (California Administrative Code, Title 14, Chapter 3) Sections 15043, 15091, and 15093. Significant impacts of the project would either: 1) be mitigated to a less than significant level pursuant to the mitigation measures identified in the SEIR; or 2) mitigation measures notwithstanding, have a residual significant impact that requires a Statement of Overriding Consideration. Specifically, CEQA Guidelines Section 15091 requires lead agencies to make one or more of the following written findings:

1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the final SEIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social or other considerations make infeasible the mitigation measure or project alternative identified in the Final SEIR.

These Findings accomplish the following: a) they address the significant environmental effects identified in the SEIR for the approved project; b) they incorporate all General Plan policies and action items associated with these significant impacts identified in either the Draft SEIR or the Final SEIR; c) they indicate which impacts remain significant and unavoidable, because there are not feasible mitigation measures; and, d) they address the feasibility of all project alternatives identified in the SEIR. For any effects that will remain significant and unavoidable, a "Statement of Overriding Considerations" is presented. The conclusions presented in these Findings are based on the Final SEIR (consisting of the Draft SEIR, Response to Comments, and errata to the Draft SEIR) and other evidence in the administrative record.

To the extent that these Findings conclude that various impacts outlined in the SEIR have no feasible mitigation measures that would reduce significant and unavoidable impacts to a level of significance. All mitigation measures identified in the General Plan EIR were incorporated into General Plan policies and will apply to the proposed General Plan Amendment, along with the associated action items. These Findings are not merely informational, but constitute a binding set of obligations that will come into effect when the City of Elk Grove adopts the General Plan Amendment (Public Resources Code, Section 21081.6[b]). The City of Elk Grove, upon review of the Final SEIR, which includes the Draft SEIR and based on all the information and evidence in the administrative record, hereby makes the Findings set forth herein.

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## **CEQA Process Overview**

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City of Elk Grove prepared and circulated a Notice of Preparation (NOP) and Initial Study for the Elk Grove General Plan Amendment SEIR for public and agency review on March 23, 2004 and held a public scoping meeting on April 8, 2004. The comments received in response to the NOP and scoping meeting were included as an appendix to the Draft SEIR. Comments raised in response to the NOP were considered and addressed during preparation of the SEIR.

Upon completion of the Elk Grove General Plan Amendment Draft SEIR, the City prepared and distributed a Notice of Availability on October 13, 2004 pursuant to CEQA Guidelines Section 15087. Pursuant to CEQA Guidelines, Sections 15087 and 15105, a 45-day public comment and review period was opened on October 13, 2004 and was closed on November 26, 2004. A public meeting was held at the City of Elk Grove City Hall on November 18, 2004, before the Elk Grove Planning Commission in order to obtain comments on the Draft SEIR. Written comment letters and oral comments were received during this public review period. No new significant environmental issues, beyond those already covered in the Draft SEIR, were raised during the comment period, and the Final SEIR was prepared. Responses to comments received on the Draft SEIR did not involve any changes to the project that would create new significant impacts or provide significant new information that would require recirculation of the Draft SEIR pursuant to CEQA Guidelines Section 15088.5. Responses to comments were provided in the Final SEIR, and responses were sent to public agencies that commented on the Draft SEIR ten days prior to certification of the Final SEIR.

## **Administrative Record**

The environmental analysis provided in the Draft and Final EIR and the Findings provided herein are based on and are supported by the following documents, materials and other evidence, which constitute the Administrative Record for the City of Elk Grove General Plan:

1. The NOP, comments received on the NOP and all other public notices issued by the City in relation to the General Plan Amendment Supplemental EIR (e.g., Notice of Availability).
2. The 2003 General Plan Draft EIR, associated appendices to the Draft EIR and technical materials cited in the Draft EIR.
3. The General Plan Amendment Draft SEIR, associated appendices to the Draft SEIR and technical materials cited in the Draft SEIR.
4. The General Plan Amendment Final SEIR, including comment letters, oral testimony and technical materials cited in the document.
5. All non-draft and/or non-confidential reports and memoranda prepared by the City of Elk Grove and consultants.
6. Minutes and transcripts of the discussions regarding the project and/or project components at public hearings held by the City of Elk Grove Planning Commission and City Council.
7. Staff reports associated with Planning Commission and City Council meetings on the General Plan Amendment.
8. Elk Grove General Plan.

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The City Clerk is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the City of Elk Grove at 8380 Laguna Palms Way, Elk Grove, California 95758.

### **Document Organization**

The findings are organized into the following sections:

1. Findings Associated with Less Than Significant Impacts Identified in the SEIR
2. Findings Associated with Significant, Potentially Significant, and Cumulative Significant Impacts which can be Mitigated to a Less Than Significant Level
3. Findings Associated with Significant and Cumulative Significant Impacts which Cannot Feasibly be Mitigated to a Less Than Significant Level
4. Findings Associated with Project Alternatives
5. Findings Associated with Mitigation Monitoring and Reporting Program
6. Statement of Overriding Considerations for Significant and Unavoidable Impacts

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## 1. Findings Associated With Less Than Significant Impacts Identified in the SEIR

The City of Elk Grove (City) hereby adopts and makes the following findings relating to its approval of the Elk Grove General Plan Amendment. Having received, reviewed, and considered the entire record, both written and oral, relating to the Elk Grove General Plan Amendment and associated Draft and Final Supplemental Environmental Impact Report, the City makes the following findings associated with less than significant impacts:

### 1.1 Land Use

- 1.1.1 **Impact 4.1.2** Implementation of the proposed General Plan Amendment would create conflicts with other land uses within the City.

**Finding:** Based upon the analysis presented in Section 4.1 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with conflicts with other land uses within the City are **less than significant** because the City's Residential Guidelines, Design Guidelines for Multi-Family Development, Design Guidelines for Non-Residential Development, and Zoning Code requirements would lessen potential land use conflicts to a less than significant level.

**Reference:** Draft SEIR pages 4.1-11 and 4.1-12; General Plan Policies LU-6, LU-11, LU-21, LU-22, LU-35, and LU-36; General Plan Action Item LU-35-Action 1

- 1.1.2 **Impact 4.1.4** The General Plan Amendment project in addition to other reasonably foreseeable development within Elk Grove could result in land use conflicts.

**Finding:** Based upon the analysis presented in Section 4.2 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that cumulative impacts associated with conflicts with other land uses within the City are **less than significant** because land use impacts are site specific and the City's Residential Guidelines, Design Guidelines for Multi-Family Development, Design Guidelines for Non-Residential Development, and Zoning Code requirements would lessen potential land use conflicts to a less than significant level. Noise, traffic, air quality, and hazards/human health impacts that would occur with the change in land use designation and implementation of the General Plan Amendment are addressed under the impacts specific to each of those environmental issue areas.

**Reference:** Draft SEIR pages 4.1-11, 4.1-12, and 4.1-13; General Plan Policies LU-6, LU-11, LU-21, LU-22, LU-35, and LU-36; General Plan Action Item LU-35-Action 1

### 1.2 Population/Housing/Employment

- 1.2.1 **Impact 4.2.1** Implementation of the proposed General Plan Amendment could result in population and housing projections that may exceed the City of Elk Grove 2003 General Plan projections for 2025.

**Finding:** Based upon the analysis presented in Section 4.2 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds

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that impacts associated with population and housing projections that may exceed the City of Elk Grove 2003 General Plan projections for 2025 are **less than significant** as Sites A and 5 would increase potential for affordable housing improving the range of housing choices for all persons. With the exclusion of Sites 21 and 29, the proposed General Plan Amendment would result in overall housing unit reductions of 188 and not contribute to any exceedance of the City's population projects, as shown in Table 4.2-8 on Draft SEIR page 4.2-7.

**Reference:** Draft SEIR page 4.2-7; General Plan Policies Draft SEIR pages 4.2-4 – 4.2-6 H-1, H-4, H-10; General Plan Action Items H-1-Actions 1 and 2, H-1-Action 4, H-1-Action 10 and 11, and H-4-Action 1 and 2.

- 1.2.2 **Impact 4.2.2** The increase in the number of employed persons versus the increase in housing units may result in a jobs-housing imbalance.

**Finding:** Based upon the analysis presented in Section 4.2 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with a potential jobs-housing imbalance are **less than significant** because the General Plan Amendment would add to the amount of land available for commercial development, thus increasing the number of employment opportunities in the City. Furthermore, with the exclusion of Sites 21 and 29 the jobs-housing balance will be further improved by reducing the potential for housing units while increasing the potential for jobs-generating land uses.

**Reference:** Draft SEIR page 4.8-8; General Plan Policies ED-7, ED-8, ED-9, LU-9, and LU-10; General Plan Action Items ED-7-Actions 1 and 2, ED-9-Actions 1 through 3, and LU-10-Action 1.

- 1.2.3 **Impact 4.2.3** The population and housing unit increases due to implementation of the General Plan Amendment may exceed the Elk Grove General Plan population and housing projections for the Planning Area.

**Finding:** Based upon the analysis presented in Section 4.2 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with cumulative population and housing projections for the Planning Area that may exceed the Elk Grove General Plan projections are **less than significant** because the Elk Grove General Plan EIR determined that cumulative population and housing increases that would occur with buildout of the General Plan Amendment would be less than significant. With the removal of Sites 21 and 29 from the General Plan Amendment, this impact is further reduced and there will be no exceedance of population and housing unit projections for the City.

**Reference:** Draft SEIR page 4.2-10; General Plan Policies H-1, H-4, H-10, and H-12; General Plan Action Items H-1-Actions 1 and 2, H-1-Action 4, H-1-Action 10 and 11, H-4-Action 1 and 2, and H-12-Action 1.



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### 1.3 Transportation and Circulation

- 1.3.1 **Impact 4.3.2** Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on state highways during the A.M. and P.M. peak hours.

**Finding:** Based upon the analysis presented in Section 4.3 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with traffic volumes, V/C ratios, and LOS on state highways are **less than significant** because implementation of the General Plan Amendment would not decrease the Level of Service along either Interstate 5 or Highway 99 to lower than D. The proposed General Plan Amendment is not anticipated to substantially impact these facilities as described under Impact 4.3.2 of the Draft SEIR.

**Reference:** Draft SEIR page 4.3-43; General Plan Policies CI-13 and CI-14.

- 1.3.2 **Impact 4.3.3** Implementation of the proposed General Plan Amendment would result in an increase in traffic volumes on some roadways, which would increase the potential opportunities for safety conflicts.

**Finding:** Based upon the analysis presented in Section 4.3 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with safety conflicts due to increase in traffic volumes are **less than significant** because implementation of General Plan policies and action items and modern construction design standards would ensure roadway facilities associated with the General Plan Amendment would not result in unacceptable safety conflicts.

**Reference:** Draft SEIR page 4.3-44; General Plan Policies CI-13, CI-17, CI-18, CI-21, CI-22, and CI 23.

### 1.4 Noise

- 1.4.1 **Impact 4.4.1** Implementation of the proposed General Plan Amendment would increase in traffic noise levels that would be in excess of City of Elk Grove noise standards.

**Finding:** Based upon the analysis presented in Section 4.4 of the Draft SEIR and considering the information in the administrative record, the City hereby finds that noise impacts related to traffic noise levels that would be in excess of City of Elk Grove noise standards are **less than significant** because the anticipated increase in noise would not be discernible to the human ear and therefore would not exceed the current noise levels anticipated with the adopted General Plan.

**Reference:** Draft SEIR page 4.4-1; General Plan Policies NO-1, NO-2, NO-5, and NO-7; General Plan Action Item NO-7-Action 1.

- 1.4.2 **Impact 4.4.2** Implementation of the proposed General Plan Amendment could result in the future development of land uses that generate noise levels in excess of applicable noise standards for non transportation noise sources.

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**Finding:** Based upon the analysis presented in Section 4.4 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that noise impacts resulting from future development of land uses are **less than significant** because future land uses that could generate noise would be required to meet noise performance standards set forth in General Plan policies that are designed to protect noise-sensitive land uses.

**Reference:** Draft SEIR page 4.4-12; General Plan Policies NO-2, NO-3, NO-4, NO-7, NO-8, and NO-9; General Plan Action Item NO-7-Action 1.

- 1.4.3 **Impact 4.4.3** Implementation of the proposed General Plan Amendment along with potential development of the Urban Study Areas would result in impacts to regional noise attenuation levels.

**Finding:** Based upon the analysis presented in Section 4.4 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that cumulative noise impacts related to the proposed General Plan Amendment are **less than significant** because the proposed General Plan Amendment would not result in discernible increases to cumulative noise levels. The General Plan EIR identified that cumulative regional traffic noise impacts would be significant and unavoidable and that no feasible mitigation exists to reduce the impact to a less than significant level; the project would not result in a substantial increase to noise levels analyzed and disclosed in the General Plan EIR. Implementation of General Plan policies NO-2, NO-4, NO-5, NO-6, NO-7 and NO-8, along with associated action items would apply to future development on the General Plan Amendment sites and help to reduce the City's contribution to regional traffic noise impacts.

**Reference:** Draft SEIR page 4.4-13; General Plan Policies NO-2, NO-4 through NO-8.

## 1.5 Air Quality

- 1.5.1 **Impact 4.5.1** Implementation of the proposed General Plan Amendment would allow for actions that may result in the construction of residential, commercial or office development. This, in turn, would result in periodic exhaust emissions and fugitive dust from construction activities that would affect local air quality.

**Finding:** Based upon the analysis presented in Section 4.5 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts to local air quality from construction activities associated with residential, commercial or office development are **less than significant** because the Elk Grove General Plan EIR identified that the implementation of the General Plan would result in a significant and unavoidable impact to air quality due to construction related emissions and the proposed General Plan Amendment would only result in a slight increase in the total amount of construction-related emissions. The General Plan incorporated Mitigation Measure 4.7.1 into the General Plan as Policy CAQ-19 in the Conservation and Air Quality Element to reduce the significance of this impact. Impacts at any given location are likely to be unchanged in terms of impact severity or duration as compared

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to the adopted General Plan. Implementation of General Plan policies would assist in reducing potential construction air quality emissions.

**Reference:** Draft SEIR page 4.5-11; General Plan Policies CAQ-26 through CAQ-28 and CAQ-30 through CAQ-33; General Plan Action Items CAQ-27-Actions 1 through 5, CAQ-28-Actions 1 and 2, CAQ-30-Acition 1, CAQ-31-Actions 1 through 4, and CAQ-32-Action 1.

- 1.5.2 **Impact 4.5.3** Implementation of the proposed General Plan Amendment would include sources of criteria pollutants, toxic air contaminants or odors that may affect surrounding land uses. Sensitive land uses may also be located near existing sources of criteria pollutants, toxic air contaminants or odors.

**Finding:** Based upon the analysis presented in Section 4.5 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with exposure of surrounding land uses to criteria pollutants, toxic air contaminants or odors are **less than significant** because the Sacramento Metropolitan Air Quality Management District (SMAQMD) rules and regulations impose limits on emissions and requires use of Best Available Control Technology (BACT) and purchase of emission off-sets for industrial sources exceeding certain emission levels. These regulations include the identification and quantification of emissions of Toxic Air Contaminants and, if warranted, estimation of cancer and non-cancer risk associated with any source. The issuance of SMAQMD Air Quality permits, compliance with all District, state and federal regulations regarding stationary and TACs, the use of Best Available Control Technology (BACT) and, the purchase of emission off-sets for industrial sources would reduce potential stationary and mobile sources toxic air emissions.

**Reference:** Draft SEIR page 4.5-13; General Plan Policies CAQ-26 through CAQ-33; General Plan Action Items CAQ-27-Actions 1 through 5, CAQ-28-Actions 1 and 2, CAQ-29-Acitions 1 and 2, CAQ-30-Acition 1, CAQ-31-Actions 1 through 4, and CAQ-32-Action 1.

## 1.6 Public Services

- 1.6.1 **Impact 4.6.1** Implementation of the proposed General Plan Amendment would increase wastewater flows and the demand for additional sanitary sewer infrastructure and would result in conflicts with General Plan policies regarding extension of infrastructure into rural areas.

**Finding:** Based upon the analysis presented in Section 4.6 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that impacts related to conflicts with General Plan policies regarding extension of infrastructure into rural areas are **less than significant** because Sites A, 4, 5, 24, 40, and 41 are in urbanized uses where wastewater infrastructure is available in the vicinity of the sites. Furthermore, these sites are zoned and designated for urban uses with or without the proposed General Plan Amendment. With the exclusion of Sites 21 and 29, consistency with Alternative 2, inconsistency with General Plan policies relating to extension of sewer infrastructure to serve rural areas is avoided. The Sacramento Regional Wastewater

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Treatment Plant (SRWTP) capacity is determined by regional population estimates; therefore, is not related to any specific land uses or designations and is location independent. The SRWTP Master Plan considered all projected growth within its service area boundaries, which includes development within the City limits of Elk Grove and the remaining portions of the Sacramento County General Plan area. Therefore, wastewater generated from the proposed land uses of the General Plan would not impact operations at the SRWTP or cause its planned capacity to be exceeded. The SRWTP will have sufficient capacity to serve the land uses associated with the proposed General Plan Amendment.

**Reference:** Draft SEIR page 4.6-9; General Plan Policies PF-8, PF-9, PF-13, PF-14; General Plan Action Items PF-8-Actions 1 and 2.

- 1.6.2 **Impact 4.6.2** Implementation of the proposed General Plan Amendment along with potential development of the sites and growth in the SRCSD service area would result in cumulative wastewater impacts.

**Finding:** Based upon the analysis presented in Section 4.12.1 of the Draft SEIR and considering the information contained in the administrative record, the City hereby finds that cumulative impacts related to wastewater demand are **less than significant** because all future Sacramento County Sanitation District (CSD-1) trunk sewer systems are developed in conjunction with the planning of the SRCSD interceptor system and land use planning information. The general land uses proposed under the General Plan Amendment were not considered in preparation of the final report, however the land uses currently proposed are less intense than those considered for preparation of the final report. Trunk sewer expansions are grouped based on location and anticipated need. The Facilities Expansion Master Plan (October, 2000) identified 114 trunk system expansion projects consisting of approximately 145 miles of new trunk sewer pipelines. Many of these trunk sewer expansion projects are within the Planning Area. The potential environmental effects associated with the expansion of facilities were addressed in the Regional Interceptor Master Plan EIR (State Clearinghouse No. 200112085), the SRCSD Master Plan, and the Sewerage Facilities Expansion Master Plan (Final Report, October 2000). The construction of SRCSD Interceptors are determined by regional population estimates; therefore, is not related to any specific land uses or designations and is location independent. Whereas, individual trunk systems are determined by land uses in a specific geographical area. The SRCSD Interceptor Master Plan considered all projected growth within its service area boundaries, which includes development within the City limits of Elk Grove and the remaining portions of the General Plan area. Further, the removal of Sites 21 and 29 from the General Plan Amendment decreases the wastewater demand that would have occurred with the project as analyzed under Impact 4.6.2 of the Draft SEIR. Therefore, wastewater generated from the proposed land uses of the General Plan would not in inadequate wastewater conveyance facilities.

**Reference:** Draft SEIR page 4.6-11; General Plan Policies PF-8, PF-9, and PF-13; General Plan Action Items PF-8-Action Items 1 and 2.

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## 2. Findings Associated with Potentially Significant Impacts which can be Mitigated to a Less Than Significant Level

The City of Elk Grove (City) hereby adopts and makes the following findings relating to its approval of the Elk Grove General Plan Amendment. Having received, reviewed, and considered the entire record, both written and oral, relating to the Elk Grove General Plan Amendment and associated Draft and Final Supplemental Environmental Impact Report, the City makes the following findings associated with potentially significant impacts which can be mitigated to a less than significant level through: 1) implementation of Alternative 2 which excludes changes to the land use designation on Sites 21 and 29, and 2) implementation of General Plan policies identified in the Final SEIR:

### 2.1 Land Use

- 2.1.1 **Impact 4.1.1** Implementation of the proposed General Plan Amendment for Sites 21 and 29 would be inconsistent with relevant land use planning documents.

**Finding:** Based upon the information contained in the Final SEIR and the administrative record, the City hereby finds that the approval of Alternative 2, which would not change the current land use designation on Sites 21 and 29, reduces this impact to less than significant. As discussed under Impact 4.1.1 and Section 6.0 (Project Alternatives) of the Draft SEIR, with the exception of Sites 21 and 29, approval of the General Plan Amendment, is anticipated to be consistent with the General Plan and other relevant land use planning documents.

**Evidence:** Draft SEIR pages 4.1-8 through 4.1-11 and p. 6.0-3; General Plan Policies LU-18, PF-10, East Elk Grove Specific Plan, and Sunset Skyranch Airport Comprehensive Land Use Plan

- 2.1.2 **Impact 4.1.3** Development of the General Plan Alternative sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and result in conversion to residential and commercial/office and would result in land use development in excess of that allowed under the General Plan.

**Finding:** Based upon the information contained in the Final SEIR and the administrative record, the City hereby finds that implementation of Alternative 2 would reduce this impact to less than significant. As discussed on page 4.1-13 of the Draft SEIR, implementation of the proposed General Plan Amendment would occur adjacent existing uses and would not result in isolated development inconsistent with current land use patterns, with the exception of Sites 21 and 29. As Sites 21 and 29 are not redesignated, implementation of policies and action items in the General Plan would reduce the impact to less than significant.

**Evidence:** Draft SEIR pages 4.1-13 and 6.0-3; General Plan Policies LU-2, LU-6, LU-7, LU-11, LU-22, LU-35, and LU-36

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## 2.2 Visual Resources/Light and Glare

- 2.2.1 **Impact 4.7.2** Implementation of the proposed General Plan Amendment could result in the introduction of additional daytime glare and nighttime sources to the area.

**Finding:** Based upon the information contained in the Final SEIR and the administrative record, the City hereby finds that the implementation of General Plan Policies LU-35 and LU-38 would reduce this impact to less than significant. Implementation of the City's residential and non-residential design guidelines (General Plan policies LU-35 and LU-38 and their associated action items) will ensure that any new sources of light and glare do not create adverse effects. The General Plan EIR identified that a provision to minimize the use of reflective materials in building design included in design guidelines would be adequate mitigation for this potentially significant impact. The City's non-residential design guidelines include such provisions. Therefore, no new or additional mitigation measure is required.

**Evidence:** Draft SEIR page 4.7-6; General Plan Policies LU-35 and LU-38 and Action Items; LU-35 Action 1 and LU-38 Action 1 and 2.

## 3. Findings Associated with Significant and Cumulative Significant Impacts Which Cannot Feasibly Be Mitigated to a Less Than Significant Level

Based upon the criteria set forth in the Draft SEIR and the Final SEIR, the City finds that the following environmental effects of the project are significant and unavoidable. However, as explained in the Statement of Overriding Considerations contained in Section 5 below, these effects are considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project.

### 3.1 Transportation and Circulation

- 3.1.1 **Impact 4.3.1** Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours. This is considered a **significant** impact.

#### Mitigation Measures

None available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while implementation of the General Plan policies and associated action items would assist in reducing impacts to local roadways, there are no feasible mitigation measures available that will lessen this significant adverse effect on the environment to a less than significant level. As discussed under Impact 4.3.1, there are five roadway segments that would experience significant level of service impacts under the General Plan Amendment. Implementation of General Plan policies and action items will reduce impacts but not to a level that is less than significant. The exclusion of Sites 21 and 29 reduces the impacts such that only one of the five roadway segments, Southbound Bruceville Road between Sheldon Road and Laguna Boulevard, would be adversely impacted as discussed on p. 3.0-58 of the Final SEIR. Therefore, the City further

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finds that the approval of the project without Sites 21 and 29 reduces this impact, but the impact will remain **significant and unavoidable** as there are no feasible mitigation measures that might minimize, avoid or reduce this impact to a less than significant level. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

**Evidence:** Draft SEIR pages 4.3-33 through 4.3-43; Final SEIR page 3.0-58; General Plan Policies CI-10, CI-13, CI-14, CI-15, and CI-16; General Plan Action Items CI-14 Action 1 and CI-15 Action 1.

- 3.1.2 **Impact 4.3.4** Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions.

Mitigation Measures  
None available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while implementation of the General Plan policies and associated action items would assist in reducing impacts to local roadways, there are no feasible mitigation measures available that will lessen this significant cumulative adverse effect on the environment to a less than significant level. While excluding Sites 21 and 29 avoids four of the five roadway impacts, one roadway segment would still function unacceptably as discussed in the Final SEIR on page 3.0-58. Therefore, the City finds that there are no feasible mitigation measures that might minimize, avoid or reduce this cumulative impact to a less than significant level. Thus, this impact is **significant and unavoidable**. Implementation of General Plan policies and associated action items will reduce impacts to local roadways under cumulative conditions. However, since there are some local roadways that would not reach a LOS D even with improvements, impacts to these roadways are significant and unavoidable. Further improvement of these impacted roadways is considered infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to these roadways. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

**Evidence:** Draft SEIR pages 4.3-45 through 4.3-46; Final SEIR page 3.0-58; General Plan Policies CI-10, CI-13, CI-14, CI-15, and CI-16; General Plan Action Items CI-14 Action 1 and CI-15 Action 1.

## 3.2 Air Quality

- 3.2.1 **Impact 4.5.2** Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City.

Mitigation Measure

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None available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while General Plan policies CAQ-26 through CAQ-33 are feasible measures that will lessen this significant adverse effect on the environment, they will not reduce the impact to a less than significant level. Therefore, the City further finds that there are no feasible mitigation measures that might avoid or reduce this impact to a less than significant level. General Plan policies CAQ-26 through CAQ-33, along with associated action items would help to reduce impacts from operational related emissions by encouraging a reduction in peak hour vehicle trips (e.g., flexible work hours, telecommuting, car pooling, etc.); the development (extension) and use of Regional Transit's (RT) rail and transit services, reduction of automobile dependency, and the development of the City's pedestrian and bike paths. However, implementation of the General Plan Amendment would result in an increase in regional emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. Draft SEIR **Table 4.5-4** (Draft SEIR page 4.5-15) shows the levels of these pollutants after implementation of the General Plan Amendment. Since the SMAQMD is already in non-attainment for these pollutants, any additional emissions would result in a **significant and unavoidable** impact (Draft SEIR pages 4.5-12 through 4.5-13). However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

**Evidence:** Draft SEIR pages 4.5-12 and 4.5-13; General Plan Policies CAQ-27, CAQ-28, CAQ-29, CAQ-30, CAQ-32, and CAQ-33; General Plan Action Items CAQ-27 Actions 1 through 5, CAQ-28 Actions 1 and 2; CAQ-30 Action 1, and CAQ-32 Action 1.

- 3.2.2 **Impact 4.5.4** Implementation of the proposed General Plan Amendment along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter.

Mitigation Measures

None available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while General Plan policies CAQ-26 through CAQ-33 would reduce operational emissions by encouraging a reduction in peak hour vehicle trips (e.g., flexible work hours, telecommuting, car pooling etc.); the development (extension) and use of Regional Transit's (RT) rail and transit services, reduction of automobile dependency, and the development of the City's pedestrian and bike paths there are feasible measures that will lessen this significant adverse effect on the environment, they will not reduce this cumulative impact to a less than significant level. Implementation of General Plan policies CAQ-26 through CAQ-33 and associated action items would help reduce impacts to regional ozone and particulate matter problems. The growth in population, vehicle usage and business activity within the non-attainment area, when considered with growth proposed under the General Plan Amendment, would contribute to cumulative regional air quality impacts. Additionally, implementation of



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the proposed General Plan Amendment may either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset project-related emission increases. Although the above policies and action items would assist in reducing the cumulative effects of these pollutants, there is no feasible mitigation that would reduce the impacts to less than significant (Draft SEIR page 4.5-15). Therefore, the City finds that there are no feasible mitigation measures that might avoid or reduce this cumulative impact to a less than significant level. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

**Evidence:** Draft SEIR pages 4.5-12 and 4.5-13; General Plan Policies CAQ-27, CAQ-28 CAQ-29, CAQ-30, CAQ-32, and CAQ-33; General Plan Action Items CAQ-27 Actions 1 through 5, CAQ-28 Actions 1 and 2; CAQ-30 Action 1, and CAQ-32 Action 1.

### **3.3 Visual Resources/Light and Glare**

- 3.3.1 **Impact 4.7.1** Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City.

#### Mitigation Measures

None available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while implementation of General Plan Policies CAQ-8, LU-35 and LU-39 with their corresponding action items would reduce the impacts to the alteration of visual character to an area for all Alternative Sites, land uses and the visual character of the rural areas would change with the implementation of the proposed General Plan Amendment and no feasible mitigation measures are available that will lessen this significant adverse effect on the environment to a less than significant level. As discussed under Impact 4.7.1 in the Draft EIR, the implementation of the proposed City of Elk Grove General Plan Amendment would result in irreversible alterations to existing landscape characteristics of the City (Sites 21, 24 and 29). While the exclusion of Sites 21 and 29 reduces this impact, Site 24 would be visually incompatible with adjacent uses. Therefore, the City further finds that there are no feasible mitigation measures that might minimize, avoid or reduce this impact. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

**Evidence:** Draft SEIR pages 4.7-5 and 4.7-6. General Plan Policies CAQ-8, LU-35 and LU-36; General Plan Action Items CAQ-8 Actions 1 through 9, LU-35 Action 1, and LU-39 Action 1.

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3.3.2 **Impact 4.7.3** Implementation of the proposed General Plan Amendment along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City.

Mitigation Measures

None Available.

**Finding: No Feasible Mitigation Measures Available to Mitigate the Impact.** Based upon the information contained in the Final SEIR and the Administrative Record, the City hereby finds that while General Plan Policies CAQ-8 LU-18, LU-19, and LU-35 with their associated action items would partially reduce visual impacts associated with development of the project sites, these measures will not reduce this cumulative adverse impact to a less than significant level. The proposed General Plan Amendment would contribute to the urbanization of currently undeveloped areas throughout Elk Grove. This urbanization would change the existing scenic resources, however Sites 4, 5, 40 and 41 are located in urban areas and would allow urban uses without approval of the proposed project. Site 24 would change from estate residential to commercial, introducing urban uses into an area adjacent to rural residential uses. Site A is located in an urban area, but was originally identified in the General Plan, through a mapping error, for open space uses although the site is zoned RD-20. The exclusion of Sites 21 and 29 from the General Plan Amendment would leave these sites with rural designations and this impact would be lessened by removing these sites. However, Sites A and 24 also contribute to this significant impact and no mitigation is available to resolve the changes to visual character that would result from development under the proposed land uses. Therefore, the City further finds that there are no feasible mitigation measures that might avoid or reduce this impact to a less than significant level. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 5 of this document.

Evidence: Draft SEIR pages 4.7-7. General Plan Policies CAQ-8, LU-35 and LU-36; General Plan Action Items CAQ-8 Actions 1 through 9, LU-35 Action 1, and LU-39 Action 1.

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#### 4. Findings Associated with Project Alternatives

CEQA Guidelines require that an EIR “describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly obtain the basic objectives of the Project...” (CEQA Guidelines 15126.6[a]).

The alternatives analyzed in the General Plan Amendment project are as follows:

- Alternative 1 - No Project Alternative
- Alternative 2 – General Plan Amendment Project Without Sites 21 and 29
- Alternative 3 – Reduced Residential Density Alternative

##### 4.1 Alternative 1 – No Project

**Description:** CEQA Guidelines Section 15126.6(e)(1) states that a No Project alternative shall be analyzed. The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. The No Project alternative analysis is not the baseline for determining whether the environmental impacts of a proposed project may be significant, unless the analysis is identical to the environmental setting analysis, which does establish that baseline.

Under this alternative, the proposed Elk Grove General Plan Amendment and its associated Land Use Policy Map changes would not be adopted and the existing City of Elk Grove General Plan policy document would remain in effect. Under this alternative, the existing General Plan land uses identified would remain in effect. Buildout of the sites proposed for the General Plan under the existing General Plan Land Use Map could result in approximately 591 residential dwelling units and an associated population of 1,814, and would retain primarily residential land use designations with the exception of Sites 41 and A.

**Finding:** The City finds that the No Project Alternative is less desirable than the project and is infeasible for the following reasons:

- This alternative would be inconsistent or not as effective at meeting the Guiding Goals of the General Plan including:
  1. Diversified Economic Base (Guiding Goal 2) – The proposed General Plan Amendment provides a better jobs/housing ratio than this alternative.
  2. Population/Housing/Employment Goals (Housing Goals 1 through 6) – The No Project Alternative would not be as effective at meeting the City's identified housing needs.

**Facts that support the finding:** Draft SEIR pages 6.0-1 through 6.0-3 provide an analysis of the No Project Alternative as compared to the proposed General Plan Amendment. Environmental benefits of this alternative over the proposed General Plan Amendment are generally limited to

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consideration of cumulative impacts and the assumption that the Urban Study Areas could be developed (though the proposed General Plan Amendment does not specifically propose any development of these areas). As noted on Draft SEIR page 6.0-17, the No Project Alternative would not be considered the environmentally superior alternative. The determinations regarding housing goals are based on current demographic data and needs analyses provided in Section 4.3 of the General Plan EIR and the Housing Element.

#### **4.2 Alternative 2 – General Plan Amendment Project Without Sites 21 and 29**

**Description.** Under this alternative, Sites 21 and 29 would be excluded from the General Plan Land Use Policy Map and would retain their existing General Plan land use designations of Rural Residential. All other aspects of the General Plan Amendment and its associated Land Use Policy Map would remain as proposed.

Alternative 2 is specific to modifications to the project regarding Sites 21 and 29. Implementation of Alternative 2 would result in the proposed land use changes to Sites 4, 5, 24, 40, and 41 as described in Section 3.0 (Project Description) of the Draft SEIR; however, Sites 21 and 29 would retain their current General Plan land use designation. Implementation of Alternative 2 would reduce impacts to four of five roadway segments to a less than significant level, see analysis in Sections 4.3 (Transportation/Circulation) and 6.0 (Project Alternatives) of the Draft SEIR and Section 3.0 (Comments on the Draft SEIR and Responses to Comments) of the Final SEIR. Alternative 2 would also reduce air quality and noise impacts associated with increased traffic. Visual impacts would also be reduced with the implementation of Alternative 2, as discussed in Sections 4.7 (Visual Resources/Light and Glare) and Section 6.0 (Project Alternatives) of the Draft SEIR. Implementation of this alternative would avoid conflicts with planning documents, specifically General Plan policies LU-18 and PF-10, and cumulative land use conflicts, as discussed in Section 4.1 (Land Use) of the Draft SEIR.

Alternative 2 is the environmentally superior alternative when compared with the General Plan Amendment project, Alternative 1, and Alternative 2.

#### **4.3 Alternative 3 – Reduced Residential Density Alternative**

**Description.** Under this alternative, Sites 21 and 29 would be designated with lower density land use designations than the proposed project and would allow a combined total of 350 residential units. Site 21 would have 62.3 acres of Estate Residential and 98.1 acres of Rural Residential, providing a total of 208 residential units. Site 29 would have 71 acres of Rural Residential and 42 acres of Estate Residential, which would accommodate up to 142 residential units. The Estate Residential portions of the site would be located on the interior of Sites 21 and 29 and would be separated from existing Rural Residential areas by designating the outer portion of Sites 21 and 29 as Rural Residential. All other aspects of the General Plan Amendment and its associated Land Use Policy Map would remain as proposed.

Alternative 3 is specific to modifications to the project regarding Sites 21 and 29. As discussed in Section 6.0 (Project Alternatives) of the Draft SEIR, implementation of Alternative 3 would not completely avoid land use or visual impacts associated with project implementation. Alternative 3 would reduce traffic impacts and result in decreased air quality and noise impacts associated with

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vehicle trips. While Alternative 3 would reduce impacts compared with the proposed project, this alternative would have greater environmental impacts than Alternative 2.

## **5. Findings Associated with Mitigation Monitoring and Reporting Program**

Section 21081.6 of the California Public Resources Code requires the City Council to adopt a mitigation monitoring and/or reporting program regarding changes in the Project or mitigation measures imposed to lessen or avoid significant effects on the environment.

The Mitigation Monitoring and Reporting Program, in the form presented to the City Council, is adopted because it effectively fulfills the CEQA mitigation monitoring requirement:

- A. The mitigation measures are specific and, as appropriate, define performance standards to measure compliance under the Program and subsequent implementation as part of the General Plan.
- B. Compliance with the Program is itself a requirement of the project through implementation of the General Plan.

## **6. Statement of Overriding Considerations**

In approving the Alternative 2 of the City of Elk Grove General Plan Amendment Project, which is evaluated in the Final SEIR, the City makes the following Statement of Overriding Considerations in support of its findings on the Final SEIR. The City has considered the information contained in the Final SEIR (Draft SEIR, Response to Comments on the Draft SEIR, and Errata) and has fully reviewed and considered the public testimony and record in this proceeding.

The City has carefully balanced the benefits of the project against any adverse impacts identified in the Supplemental EIR that could not be feasibly mitigated to a level of insignificance. Notwithstanding the identification and analysis of the impacts that are identified in the Supplemental EIR as being significant which have not been eliminated or lessened. There exist no feasible mitigation measures that would apply the proposed General Plan Amendment that would reduce impacts to a level of insignificance. All mitigation measures identified in the General Plan EIR were incorporated into General Plan policies and will apply to the proposed General Plan Amendment. The City, acting pursuant to Section 15093 of the CEQA Guidelines, hereby determines that the benefits of the project outweigh the unmitigated adverse impacts and the project should be approved. The Supplemental EIR describes certain environmental impacts that cannot be avoided if the project is implemented. This Statement of Overriding Considerations applies specifically to those impacts found to be significant and unavoidable as set forth in the Supplemental EIR and the public hearing records.

Six significant and unavoidable impacts have been identified in the SEIR.

First, implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours. Implementation of the General Plan policies and associated action items would assist in reducing impacts to local roadways. However, there are no feasible mitigation measures available that will lessen this significant adverse effect on the environment to a less than significant level. Therefore, this impact is considered **significant and unavoidable**.

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Second, implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions. Implementation of the General Plan policies and associated action items would assist in reducing impacts to local roadways. However, there are no feasible mitigation measures available that will lessen this significant cumulative adverse effect on the environment to a less than significant level. For this reason, this impact is considered **significant and unavoidable**.

Third, implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City. General Plan policies CAQ-26 through CAQ-33 are feasible measures that will lessen this significant adverse effect on the environment. These measures would reduce operational emissions by encouraging: a reduction in peak hour vehicle trips (e.g., flexible work hours, telecommuting, car pooling etc.); the development (extension) and use of Regional Transit's (RT) rail and transit services; reduction of automobile dependency; and the development of the City's pedestrian and bike paths. However, these measures will not reduce the impact to a less than significant level. For these reasons, this impact is considered **significant and unavoidable**.

Fourth, under cumulative conditions, implementation of the proposed General Plan Amendment along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. For this reason, this impact is considered **significant and unavoidable**.

Fifth, Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City. General Plan Policies CAQ-8, LU-35 and LU-39 with their corresponding action items would help reduce the impacts to the alteration of visual character to an area for all Alternative Sites. However, land uses and the visual character of the rural areas would change with the implementation of the proposed General Plan Amendment and no feasible mitigation measures are available that will lessen this significant adverse effect on the environment to a less than significant level. For these reasons, these impacts are considered **significant and unavoidable**.

Lastly, under cumulative conditions, implementation of the proposed General Plan Amendment along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City. For this reason, this impact is considered **significant and unavoidable**.

#### **SPECIFIC FINDINGS**

**Project Benefits Outweigh Unavoidable Impacts.** The City hereby finds that the remaining significant and unavoidable impacts of the project are acceptable in light of the long-term social, environmental, land-use and other considerations set forth herein. Specifically, these detrimental changes are outweighed by the following project benefits.

1. **The project would provide for future City housing needs.** The proposed General Plan Amendment would serve to diversify and expand the City's affordable housing stock as well as provide necessary housing for future conditions.

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2. **The project would provide additional employment opportunities in the City.** Land use designations and policies of the proposed General Plan Amendment encourage the establishment of uses that will generate employment opportunities for the residents of the City and improve the jobs/housing balance of the City.
  3. **The project would increase City revenues, through sales tax revenues from the commercial component, and property taxes from the parcels created by the project.**
  4. **The project would assist the City to make appropriate land use decisions.** The land use designations of the proposed General Plan Amendment would allow decision makers to approve development within the City consistent with the City's vision for growth.

**Balance of Competing Goals.** The City hereby finds it is imperative to balance competing goals in approving the project and the environmental documentation of the project. Not every environmental concern has been fully satisfied because of the need to satisfy competing concerns to a certain extent. The City has chosen to accept certain environmental impacts because complete eradication of impacts would unduly compromise some other important community goals.

The City hereby finds and determines that the project proposal and the supporting environmental documentation provide for a positive balance of the competing goals and that the social, environmental, land-use and other benefits to be obtained by the project outweigh any remaining environmental and related potential detriment of the project.

#### **OVERRIDING CONSIDERATIONS**

Based upon the objectives identified for the project and through the extensive public participation, the City has determined that the project should be approved and that any remaining unmitigated environmental impacts attributable to the project are outweighed by the specific social, environmental, land-use and other overriding considerations. These include the project providing additional affordable housing opportunities, job opportunities, and commercial opportunities.

The City has determined that any environmental detriment caused by the General Plan Amendment has been minimized to the extent feasible through implementation of Alternative 2 as identified herein, and, through feasible mitigation measures. Where mitigation is not feasible, the City has determined that the environmental detriment is outweighed and counterbalanced by the significant social, educational, environmental, and land-use benefits to be generated to the City.

Exhibit B

# ELK GROVE GENERAL PLAN AMENDMENT

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

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Prepared by

CITY OF ELK GROVE  
DEVELOPMENT SERVICES, PLANNING  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

OCTOBER 2004



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## 1.0 Introduction

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## 1.0 INTRODUCTION

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This Supplemental Environmental Impact Report (SEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The City of Elk Grove is the lead agency for the environmental review of the proposed General Plan Amendment (proposed project) evaluated herein and has the principal responsibility for approving the project. This Draft SEIR (DSEIR) assesses the expected environmental impacts resulting from adoption of the proposed project and associated impacts from subsequent development under the project.

### 1.1 PURPOSE OF THE EIR

The City of Elk Grove (City), acting as the lead agency, has prepared this Supplemental EIR to provide the public and responsible trustee agencies with information about the potential environmental effects of the proposed General Plan Amendment (GPA or project). As described in the CEQA Guidelines Section 15121[a], an EIR is a public informational document that assesses potential environmental effects of the proposed project, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA requires the preparation of an environmental impact report prior to approving any project, which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed General Plan Amendment, the City has determined that the proposed plan is a "project" within the definition of CEQA.

### 1.2 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

For the purpose of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project, such as future development that may result from the project. The following agencies are identified as potential Responsible Agencies:

- Sacramento Metropolitan Air Quality Management District
- County Sanitation District-1

### 1.3 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Supplemental EIR pursuant to CEQA Guidelines Sections 15162 and 15163. The lead agency may choose to prepare a supplement to an EIR under the CEQA Guidelines (Sections 15162 and 15163) rather than a subsequent EIR if:

*Either:*

- 1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or*
- 2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement*

## 1.0 INTRODUCTION

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*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, including when the project will have one or more significant effects not discussed in the previous EIR;*

And:

- 1) *Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation; and*
- 2) *The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*

The previous EIR for the Elk Grove General Plan analyzed environmental effects based on implementation of the Elk Grove General Plan and land use map. This DSEIR will be used to evaluate the potentially significant impacts resulting from the proposed General Plan Amendment in light of the environmental analysis provided in the Elk Grove General Plan EIR [State Clearinghouse Number 2002062082.]

### 1.4 INTENDED USES OF THE EIR

This DSEIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This DSEIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project as well as subsequent actions that would be required, as described in Section 3.0 (Project Description).

### 1.5 RELATIONSHIP TO THE CITY OF ELK GROVE GENERAL PLAN AND PREVIOUS ENVIRONMENTAL REVIEW

The City adopted its General Plan on November 19, 2003, pursuant to Government Code Section 65300. The General Plan acts as the official policy statement of the City and guides public and private development within the City in a manner that maximizes the social and economic benefits for all citizens. In addition, the General Plan also provides policy direction that guides land use development within the City, as well as provides protection for existing natural resources.

Previous environmental review for the project sites was included in the Elk Grove General Plan EIR [State Clearinghouse Number 2002062082.] The EIR analyzed the project sites based on the adopted General Plan land use designations. On November 19, 2003, the City Council approved Resolution 2003-216 certifying the Elk Grove General Plan Final EIR and adopting the associated Findings of Fact regarding environmental effects. A Statement of Overriding Considerations was adopted for the following impacts that were identified as significant and unavoidable:

- Loss of important farmland
- Agriculture/urban interface conflicts
- Cumulative conversion of important farmland and agriculture/urban interface conflicts



- Cumulative conflicts with land use plans or study areas outside the City limits
- Unacceptable levels of service on area roadways during the A.M. and P.M. peak hours
- Unacceptable level of service on State Route 99 northbound and southbound between Eschinger Road and Grant Line Road during the A.M. and P.M. peak hours
- Unacceptable levels of service on area roadways during the A.M. And P.M. peak hours under cumulative conditions
- Temporary noise increases that would exceed the City's noise standards
- Increased traffic noise levels in excess of the City's noise standards
- Cumulative impacts to regional noise attenuation levels
- Increased air quality emissions related to construction activities
- Increased air pollution emissions from operational activities of land uses within the City
- Contribution to cumulative regional air quality impacts
- Increased demand for water supply to the City
- Cumulative increased demand for water supply services
- Direct and indirect impacts on special-status wildlife species and their associated habitats
- Cumulative impacts related to the loss of special-status plant and wildlife species and their associated habitat
- Cumulative wastewater impacts related serving the Urban Study Areas
- Alteration of scenic resources
- Cumulative contribution to the conversion of the region's rural landscape to residential, commercial, and other land uses resulting in alteration of visual conditions

This DSEIR analyzes the potential significant environmental impacts resulting from the proposed project amendment to the adopted General Plan land use designations in light of the analysis provided in the original General Plan EIR. See Section 3.0 for a complete discussion of adopted and proposed land use designations for the sites included in the project.

### 1.6 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The environmental issues addressed in this DSEIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public agency responses to the Notice of Preparation.

## **1.0 INTRODUCTION**

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This Supplemental EIR is organized in the following manner:

### **Section 1.0 – Introduction**

Section 1.0 provides an introduction and overview describing the intended use of the DSEIR and the review and certification process.

### **Section 2.0 - Executive Summary**

This section summarizes the characteristics of the proposed project and provides a concise summary matrix of the project's environmental impacts and associated mitigation measures.

### **Section 3.0 - Project Description**

This section provides a detailed description of the proposed project, including intended objectives, background information, and physical and technical characteristics.

### **Section 4.0 - Environmental Setting, Impacts and Mitigation measures**

Section 4.0 contains an analysis of environmental topic areas as identified below. Each section contains a description of the existing setting of the Elk Grove General Plan, identifies project-related impacts, and recommends mitigation measures. Since this is a DSEIR, it will only address environmental issues that may result in new potentially significant effects as required in CEQA Guidelines sections 15162 and 15163 and will not readdress issues that were adequately evaluated in the previous EIR.

The following major environmental topics are addressed in this section:

- Land Use
- Population, Housing, and Employment
- Transportation and Circulation
- Noise
- Air Quality
- Public Services and Utilities
- Visual Resources

The Notice of Preparation (NOP) and Initial Study for the General Plan Amendment Supplemental EIR identified that the project would not result in any new significant impacts to Agricultural Resources, Biological Resources, Cultural Resources, Geology / Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Mineral Resources, and Recreation to the area or that the previous environmental analyses provided in the Elk Grove General Plan EIR (State Clearinghouse Number 2002062082) have already adequately addressed the impacts. Therefore, these issue areas will not be addressed further in this DSEIR.

### **Section 5.0 - Cumulative Impacts Summary**

This section discusses the cumulative impacts associated with the proposed project. As required by CEQA Section 15130, an EIR shall discuss cumulative impacts of a project when the project's effect is cumulatively considerable.

**Alternatives to the Project**

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. This section discusses alternatives to the proposed project and provides a comparative analysis between the General Plan Amendment project and several alternatives.

**Section 7.0 - Long-Term Implications of the Project**

This section contains discussions and analysis of various topical issues mandated by CEQA. These include significant environmental effects that cannot be avoided if the project is implemented, significant irreversible environmental changes and growth-inducing impacts.

**Section 8.0 - Report Preparers**

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

**Appendices**

This section includes all notices and other procedural documents pertinent to the EIR, as well as technical material prepared to support the analysis.

**1.7 ENVIRONMENTAL REVIEW PROCESS**

The review and certification process for the EIR will involve the following general procedural steps:

**NOTICE OF PREPARATION AND INITIAL STUDY**

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of a DSEIR for the project on March 23, 2004. The City was identified as the Lead Agency for the proposed project. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A scoping meeting was held on April 8, 2004, to receive additional comments. Concerns raised in response to the NOP were considered during preparation of the Draft DSEIR. The NOP and responses by interested parties are presented in **Appendix 1.0**. Also, an Initial Study for the project was prepared and released for public review along with the NOP. Its conclusions supported preparation of a DSEIR for the project. The Initial Study is also included in **Appendix 1.0**. The NOP focused the environmental analysis of the DSEIR to impacts that would occur from the project beyond those addressed in the General Plan EIR.

**DRAFT SUPPLEMENTAL EIR**

This document constitutes the Draft Supplemental EIR (DSEIR). The DSEIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the Draft DSEIR, the City will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the public review period (Public Resources Code, Section 2116 I).

## 1.0 INTRODUCTION

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### PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the County will provide public notice of the availability of the Draft DSEIR for public review, and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period should be no less than thirty (30) days or longer than sixty (60) days. The review period in this case is forty-five (45) days. Public comment on the Draft DSEIR will be accepted both in written form and orally at public hearings. Although no public hearings to accept comments on the DSEIR are required by CEQA, the City expects to hold a public comment meeting during the forty-five (45) day review period prior to EIR certification. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the DSEIR should be addressed to:

Taro Echiburu  
City of Elk Grove  
Development Services, Planning  
8400 Laguna Palms Way  
Elk Grove, CA 95758

### RESPONSE TO COMMENTS/FINAL DSEIR

Following the public review period, a Final SEIR will be prepared. The Final SEIR will respond to written comments received during the public review period and to oral comments made at any public hearing.

### CERTIFICATION OF THE SEIR/PROJECT CONSIDERATION

The City will review and consider the Final SEIR. If the City finds that the Final SEIR is "adequate and complete", the City will certify the Final SEIR. Upon review and consideration of the Final SEIR, the City of Elk Grove City Council may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093. A Mitigation Monitoring Program, as described below, may also be adopted for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation.

### MITIGATION MONITORING

CEQA Section 21081.6(a) requires lead agencies to adopt a reporting and mitigation monitoring program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the SEIR, however it will be presented to City Council for adoption.

## 1.8 SCOPE OF THE DSEIR

Pursuant to the State CEQA Guidelines, the scope of this DSEIR includes specific issues and concerns identified as potentially significant physical effects on the environment. Based on both the Initial Study and the NOP comments, this DSEIR addresses the following topics in depth:

Environmental issue areas identified for study in this DSEIR include:

- Land Use
- Population, Employment, and Housing
- Transportation and Circulation
- Noise
- Air Quality
- Public Services and Utilities-Wastewater
- Visual Resources

The complete text of the NOP is contained in **Appendix 1.0**.

The City of Elk Grove determined that the preparation of a DSEIR was appropriate due to potentially significant environmental impacts that could be caused by implementing the proposed General Plan Amendment. This DSEIR evaluates the existing environmental resources in the vicinity of the project area, analyzes potential impacts on those resources due to the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts. This DSEIR provides a general review of the environmental effects of development of the City based on proposed land use designations and estimated public service demands. This DSEIR will be used to evaluate the environmental effects resulting from the proposed project on land use and population in the vicinity of the project, and its environmental effects on traffic, noise, air quality, biological resources, public services and utilities, and visual resources.

## 1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received several comment letters on the Notice of Preparation for the General Plan Amendment DSEIR. A copy of each letter is provided in **Appendix 1.0** of this DSEIR.

The following summarizes the concerns identified for the project through the NOP and scoping process. Concerns are identified in *italics*; the regular text following each concern identifies how the concern is addressed.

- ***Evaluation of all sites proposed for General Plan Amendment in one environmental document. It was suggested that the project should be broken into seven separate environmental documents addressing each separate land use request.*** On November 19, 2003, the Elk Grove City Council directed staff to initiate a City-initiated general plan amendment process for Alternative Land Use Request (as described in the Elk Grove General Plan Draft EIR) sites 4, 5, 24, 40 and 41. Site A (see Section 3.0, Project Description) and sites 21 and 29 were subsequently added by the City for consideration as part of the City-initiated General Plan Amendment project. Consideration of all these sites in one EIR is required by CEQA. Specifically, State CEQA Guidelines Section 15378 defines that a project must consist of the whole action. Segmenting consideration of the General Plan Amendment project into separate environmental documents would conflict with the requirements of CEQA.
- ***Land use conflicts associated with adjoining land uses and the proposed residential densities associated with Sites 21 and 29.*** Land use conflicts are addressed in Section 4.1 (Land Use) of this document.
- ***Biological resources impacts (wildlife such as giant garter snake, raptors, frogs, mammals, and wetland resources) associated with Sites 21 and 29.*** The Elk Grove

## 1.0 INTRODUCTION

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General Plan EIR (State Clearinghouse No. 2002062082) addressed impacts to biological resources including impacts to sensitive habitats and locally important resources (wetlands, riparian habitat, native and some non-native trees) as well as impacts to special-status plant and animal species and their associated habitats from buildout of the City (see Section 4.10 Biological Resources in the Elk Grove General Plan Draft EIR). This impact analysis included consideration of the development of sites 21 and 29 at the Rural Residential designation density (2-acre lot minimum), which would contribute to the anticipated significant and unavoidable impact to special-status species and associated habitats (as acknowledged in the adopted Elk Grove General Plan Findings of Fact and Statement of Overriding Considerations [Resolution 2003-216]). As noted in the NOP, the proposed increase in density for sites 21 and 29 would not result in any new habitat disturbance than what was considered in the General Plan EIR. Lot sizes ranging from approximately 7,000 square feet to 2 acres in size would result in similar habitat fragmentation and loss (given grading activities, urban landscape, fencing, etc.) as originally addressed in the Elk Grove General Plan EIR. Thus, no new biological resource impacts beyond what was addressed in the Elk Grove General Plan EIR are expected.

- **Drainage, flooding and water quality impacts.** As noted in the Notice of Preparation (Initial Study page 18), the proposed land use designation changes would not result in new impacts related to alteration of drainage patterns or increased runoff that was not considered in the Elk Grove General Plan EIR. Specifically, General Plan policies CAQ-17 through 24 and associated action items would mitigate potential drainage impacts. General Plan Policy CAQ-15 specifically prohibits development within the 100-year floodplain. The proposed land use designation changes would not create any new impacts concerning the violation of any water quality standards or the degradation of water quality from the impacts previously addressed in the Elk Grove General Plan EIR because the proposed land use changes would result in the same pollutant potential. Compliance with General Plan policies CAQ-5, CAQ-12, CAQ-17, CAQ-19, and CAQ-21, which provide water quality protection, would minimize these impacts to a less than significant level.
- **Visual and lighting impacts to Laguna Creek and the rural setting associated with Sites 21 and 29.** This concern is addressed in Section 4.7 (Visual Resources) of this document.
- **Land use and planning impacts.** This concern is addressed in Section 4.1 (Land Use) of this document.
- **Potentially significant impact for mandatory findings of significance, Item a (Initial Study).** Potentially significant environmental impacts associated with the project are discussed in Sections 4.1 through 4.7, 5.0, and 7.0 of this document.
- **Air quality impacts associated with the proposed changes in land use designations.** This concern is addressed in Section 4.5 (Air Quality) of this document.
- **Noise impacts associated with the proposed changes in land use designations.** This concern is addressed in Section 4.4 (Noise) of this document.
- **Traffic impacts associated with the proposed changes in land use designations.** This concern is addressed in Section 4.3 (Transportation and Circulation) of this document.
- **Water supply and well impacts associated with Sites 21 and 29.** As noted in the Notice of Preparation (Initial Study page 18), the proposed project would not create new impacts related to the depletion of groundwater supplies and the interference with groundwater

recharge that were not previously addressed in the Elk Grove General Plan EIR. Land use density changes resulting from the proposed project, specifically referring to sites 21 and 29, would increase the demand for water which, in turn, could result in an impact to groundwater resources. However, as stated in the Elk Grove General Plan EIR (pages 4.8-46 and 4.8-47), the Zone 40 Master Plan was developed based on the land use densities for the Sacramento County General Plan, which allows for low density uses in this area; the Master Plan indicates that there is sufficient water supplies available for these designations. In addition, future projects will be required to comply with General Plan Policy PF-6, which enforces the protection of groundwater resources.

- **Soil erosion and contamination impacts associated with Sites 21 and 29.** As noted in the Notice of Preparation (Initial Study page 14), the proposed project would not create greater impacts to soil erosion or unstable soils than what was previously addressed in the Elk Grove General Plan EIR because the extent of ground disturbance would be the same. In addition, future projects will be required to comply with General Plan policies CAQ-5 and SA-26, which require appropriate design and soil analyses to minimize impacts related to soil erosion and unstable soils. Regarding soil contamination, the Phase 1 Environmental Site Assessment prepared by Ramcon Engineering & Environmental Contracting for the proposed Sheldon Lakes project notes some potential contamination issues with the site associated with observed soil conditions and the presence of 55-gallon drums, existing structure conditions and an electric transformer. Potential impacts associated with known and unknown contamination were addressed in the Elk Grove General Plan EIR and Action SA-8-Action 4 would address and mitigate these contamination issues.
- **Trail issues associated with Sites 21 and 29.** With the Elk Grove General Plan, the City adopted the City Trails Map that identifies proposed multi-use trails through sites 21 and 29. Any proposed development of these sites would be required to be consistent with the General Plan Trails Map, irrelevant of residential density.
- **Public school impacts associated with Sites 21 and 29.** As noted in the Notice of Preparation (Initial Study page 25), sites #21 and #29 are proposed to change from Rural Residential to Low Density Residential, which would generate additional students. These changes would not cause a physical impact on the environment associated with public school services beyond that, which was previously discussed in the Elk Grove General Plan EIR. Specifically, the environmental effects of constructing additional school facilities in the City were considered in Sections 4.1 through 4.13 of the Elk Grove General Plan EIR. In addition, California Government Code Sections 65995(h) and 65996(b) note that payment of Elk Grove Unified School District school impact fees provide full and complete school facilities mitigation, which future development on sites 21 and 29 would be required to pay.
- **Quality of life impacts associated with Sites 21 and 29.** This Draft SEIR does evaluate the physical environmental effects of the proposed change in land use designation from Rural Residential to Low Density Residential in technical areas that could be associated with "quality of life" concerns (e.g., air quality, noise, traffic and visual resources). However, state CEQA Guidelines Section 15131(a) specifically notes that economic and social effects of a project are not to be treated as significant effects on the environment.
- **Consideration of different land use designations to Sites 21 and 29.** Two comment letters suggested that sites 21 and 29 be considered with a mix of Estate Residential (0.6 to 4.0 dwelling units per acre) and Rural Residential. This modification of land uses for sites 21 and 29 is evaluated in Section 6.0 (Alternatives) of this document.

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## 2.0 Executive Summary

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## 2.0 EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Sections 4.1 through 4.7 (Environmental Setting, Impacts, and Mitigation Measures).

### 2.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This Draft Supplemental Environmental Impact Report (DSEIR) will provide, to the greatest extent possible, an analysis of the potential environmental effects associated with the implementation of the General Plan Amendment, pursuant to the California Environmental Quality Act (CEQA).

This DSEIR analysis focuses upon potential environmental impacts arising from the project. The DSEIR adopts this approach in order to provide a credible worst-case scenario of the impacts resulting from project implementation.

### 2.2 PROJECT CHARACTERISTICS

The proposed project is a General Plan Amendment that would result in changes to the designations on the General Plan Land Use Map as described in **Table 2.0-1**. Refer to Section 3.0 (Project Description) for a detailed explanation of the proposed project.

TABLE 2.0-1  
PROPOSED LAND USE CHANGES

Site #	Size (in acres)	Existing GP Designation	Proposed GP Designation
24	3.5	Estate Residential	Commercial
40	6.4	Low Density Residential	Commercial
4	1.6	Low Density Residential	Commercial
5	6.4	Low Density Residential	Commercial/Office/Multi-family
41	7.5	Office/Multi-family	Commercial/Office/Multi-family
21	160.4	Rural Residential	Low Density Residential
29	113	Rural Residential	Low Density Residential
A	7.4	Public Open Space/Recreation	High Density Residential

### 2.3 AREAS OF CONTROVERSY

The City of Elk Grove was identified as the Lead Agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City of Elk Grove prepared and distributed a Notice of Preparation (NOP) for the Elk Grove General Plan that was circulated for public review on March 23, 2004. The NOP included a summary of probable effects on the environment from the implementation of the project. Written comments received on the NOP were considered in the preparation of the DSEIR. A summary of NOP comments is included in Section 1.0 (Introduction) and the actual NOP comments are included as **Appendix 1.0**.

The NOP identified that the proposed project may result in the following environmental impacts to be addressed in the DSEIR:

## 2.0 EXECUTIVE SUMMARY

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- Land Use and Planning;
- Population and Housing;
- Air Quality;
- Transportation/Traffic;
- Noise;
- Public Services and Utilities-Wastewater; and
- Aesthetics.

Section 1.0 (Introduction) provides a summary of issues and areas of concerns presented to the City by agencies and the public regarding the proposed project and its associated DSEIR during the NOP review period.

### 2.4 ALTERNATIVES TO THE PROJECT

In accordance with the provisions of CEQA Guidelines Section 15126.6, the following alternatives are evaluated in Section 6.0 (Project Alternatives) at a qualitative level of detail:

- Alternative 1 - No Project Alternative
- Alternative 2 – General Plan Amendment Project Without Sites 21 and 29
- Alternative 3 – General Plan Amendment With Reduced Density on Sites 21 and 29

Alternative 2 is the environmentally superior alternative.

### 2.5 SUMMARY OF ENVIRONMENTAL IMPACTS

**Table 2.0-2** displays a summary of impacts for the proposed project and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure.

For detailed discussions of all project-level mitigation measures, refer to **Sections 4.1 through 4.7**

TABLE 2.0-2  
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Land Use			
Impact 4.1.1 Implementation of the proposed General Plan Amendment Sites A, 4, 5, 24, 40, and 41 would be consistent with relevant land use planning documents within the City of Elk Grove. However, implementation of Sites 21 and 29 would be inconsistent with relevant land use planning documents.	S	None available.	SU
Impact 4.1.2 Implementation of the proposed General Plan would create conflicts with other land uses within the City.	LS	None required.	LS
Impact 4.1.3 Development of the General Plan Alternative sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and result in conversion to residential and commercial/office and would result in land use development in excess of that allowed under the General Plan.	CS	None available.	SU
Impact 4.1.4 The General Plan Amendment project in addition to other reasonably foreseeable	LS	None required.	LS

S - Significant  
PS-Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable

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**2.0 EXECUTIVE SUMMARY**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	
development within Elk Grove could result in land use conflicts. However, this is a less than significant impact under cumulative conditions.				
<b>Population/Housing/Employment</b>				
Impact 4.2.1	Implementation of the proposed General Plan Amendment could result in population and housing projections that may exceed the City of Elk Grove 2003 General Plan projections for 2025.	LS	None required	LS
Impact 4.2.2	The increase in the number of employed persons versus the increase in housing units may result in a jobs-housing imbalance.	LS	None required.	LS
Impact 4.2.3	The population and housing unit increases due to implementation of the General Plan Amendment may exceed the Elk Grove General Plan population and housing projections for the Planning Area.	LS	None required.	LS
<b>Transportation and Circulation</b>				
Impact 4.3.1	Implementation of the proposed General Plan Amendment would result in increased traffic volumes,	S	None available.	SU

S - Significant  
PS-Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.3.2	LS	None required.	LS
Impact 4.3.3	LS	None required.	LS
Impact 4.3.4	CS	None available.	SU
<b>Noise</b>			
Impact 4.4.1	LS	None required.	LS
Impact 4.4.2	LS	None required.	LS

S - Significant  
PS-Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
General Plan Amendment could result in the future development of land uses that generate noise levels in excess of applicable noise standards for non-transportation noise sources.			
Impact 4.4.3 Implementation of the proposed General Plan Amendment along with potential development of the Urban Study Areas would result in impacts to regional noise attenuation levels.	LS	None required.	LS
Air Quality			
Impact 4.5.1 Implementation of the proposed General Plan Amendment would allow for actions that may result in the construction of residential, commercial or office development. This, in turn, would result in period exhaust emissions and fugitive dust from construction activities that would affect local air quality.	LS	None required.	LS
Impact 4.5.2 Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City.	PS	None available.	SU
Impact 4.5.3 Implementation of the proposed General Plan Amendment would	LS	None required.	LS

S - Significant  
PS - Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
include sources of criteria pollutants, toxic air contaminants or odors that may affect surrounding land uses. Sensitive land uses may also be located near existing sources of criteria pollutants, toxic air contaminants or odors.			
Impact 4.5.4 Implementation of the proposed General Plan Amendment along with potential development within the region would exacerbate existing regional problems with ozone and particulate matter.	CS	None available.	SU
Public Services			
Impact 4.6.1 Implementation of the proposed General Plan Amendment would increase wastewater flows and the demand for additional sanitary sewer infrastructure and would result in conflicts with General Plan policies regarding extension of infrastructure into rural areas.	LS	None required.	LS
Impact 4.6.2 Implementation of the proposed General Plan Amendment along with potential development of the sites and growth in the SRCSD service area would result in cumulative wastewater impacts.	LS	None required.	LS
Visual Resources/Light and Glare			

S - Significant  
PS-Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable

City of Elk Grove  
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General Plan Amendment  
Draft Supplemental Environmental Impact Report

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.7.1 Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City.	PS	None available.	SU
Impact 4.7.2 Implementation of the proposed General Plan Amendment could result in the introduction of additional daytime glare and nighttime lighting sources to the area.	PS	Policies LU-35 and LU-38 and their associated action items would reduce potential impacts to daytime glare and nighttime lighting to less than significant.	LS
Impact 4.7.3 Implementation of the proposed GPA along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City.	CS	None available.	SU

S - Significant  
PS-Potentially Significant

LS - Less Than Significant  
CS - Cumulative Significant

SU - Significant and Unavoidable



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## **3.0 Project Description**

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## 3.0 PROJECT DESCRIPTION

The proposed General Plan Amendment (project) SEIR addresses environmental effects associated with the inclusion of proposed land use changes as part of the General Plan Map. The following is the Draft Supplemental Environmental Impact Report (DSEIR) project description of the proposed General Plan Amendment (GPA), consistent with the requirements of CEQA Guidelines Section 15124.

### 3.1 PROJECT LOCATION AND SETTING

The proposed project includes eight sites located in different areas of the City of Elk Grove (see **Figure 3.0-1**). Site 24 is located at the corner of Elk Grove Boulevard and Waterman Road in the East Elk Grove Specific Plan area (see **Figure 3.0-2**). Site 40 is on Bond Road, east of State Route (SR) 99, and adjacent to the approved Marketplace 99 project (see **Figure 3.0-3**). Sites 4, 5, and 41 are located along the east and west sides of Bruceville Road, between Laguna Boulevard and Big Horn Boulevard (see **Figure 3.0-4**). Sites 21 and 29 are located near the intersection of Sheldon Road and Waterman Road (see **Figure 3.0-5**). Each of the numbered sites described above was originally designated with that number during the Elk Grove General Plan process. Site A was not analyzed in the General Plan Draft EIR and is located along Big Horn Boulevard, east of Franklin Boulevard (see **Figure 3.0-6**). The identification of Site A as Open Space in the General Plan was a drafting error; the site is zoned RD-20 and was intended to be High Density Residential.

Site 24 is surrounded by estate and low density residential uses on north, south, and west, and rural residential uses to the east (see **Figure 3.0-2**). Site 40 is mainly surrounded by commercial uses, as well as some residential, public, and recreational uses within the vicinity of the area (see **Figure 3.0-3**). A mix of commercial, office, residential, school, and park uses surround Sites 4, 5, and 41 (see **Figure 3.0-4**). Sites 21 and 29 are located within an area that the City has designated to contain rural residential uses, with lot sizes between 2 and 10 acres. Some low density residential and commercial uses exist southwest of the Sites 21 and 29. Currently, the area contains mostly rural residential uses (see **Figure 3.0-5**). Site A is primarily surrounded by residential and recreational uses (see **Figure 3.0-6**). **Table 3.0-1** below describes land uses surrounding each GPA site.

**TABLE 3.0-1  
LAND USES SURROUNDING THE PROPOSED GENERAL PLAN AMENDMENT SITES**

Site	Surrounding General Plan Land Use Designations
4	North & South: Commercial; East: Medium Density Residential; West: Open Space, Public-Quasi Public, and High Density Residential
5	North: High Density Residential; South: Site 41; West: Low Density Residential; East: Commercial
21	North: Site 29; South: Estate Residential, Public/Quasi-Public;
24	North and South: Estate Residential; West: Low Density Residential; East: Elk Grove Triangle Planning Area
29	North: Estate Residential; South: Site 21; East and West: Rural Residential
40	North and South: Low Density Residential; West: Commercial; East: Commercial, Public/Quasi-Public

### 3.0 PROJECT DESCRIPTION

Site	Surrounding General Plan Land Use Designations
41	North: Site 5; South: Low Density Residential; West: Low Density Residential; East: Commercial
A	North, South, East, and West: Low Density Residential; Northeast: Open Space

#### BACKGROUND OF PLANNING ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT

On November 19, 2003, the City of Elk Grove adopted its first General Plan (City of Elk Grove City Council Resolution 2003-216). Following adoption of the General Plan, the Elk Grove City Council directed the staff to initiate a General Plan Amendment process and subsequent environmental review to include Sites 4, 5, 24, 40, and 41 in the General Plan Land Use Policy Map.

Sites 21, 29, and A are also included in this project in addition to the sites the City Council directed staff to analyze. While not specifically directed by the City Council, Sites 21 and 29 were added to the amendment process. Staff has added Site A to the General Plan Amendment (GPA) process.

### 3.2 PROJECT OBJECTIVES

The following project objectives have been identified for the proposed project:

- Modify the General Plan Land Use Map to provide additional commercial, office, and residential development opportunities in the City of Elk Grove consistent with General Plan Guiding Goals and Focused Goals.
- Correct minor errors as well as update the information to include the annexation of the Laguna West area.

### 3.3 PROJECT CHARACTERISTICS

#### GENERAL PLAN LAND USE MAP AMENDMENTS

**Table 3.0-2** displays characteristics of each specific site, including size, existing General Plan designation, and proposed General Plan designation. This project only consists of City-initiated General Plan Amendments of the existing land use designations. No other entitlements are proposed as part of the project.

#### OTHER REVISIONS TO THE GENERAL PLAN

A number of items are included in this General Plan Amendment, such as text amendments, modification of the land use map to include approved or annexed projects that do not require additional environmental review. These items comprise the following:

Revisions to General Plan text and maps as necessary to reflect the inclusion of the recently annexed area of Laguna West (environmental review for the annexation of Laguna West was previously addressed in the Laguna West Sphere of Influence Amendment and Change of Organization Negative Declaration as well as in the Elk Grove General Plan EIR (State Clearinghouse No. 2002062082.)

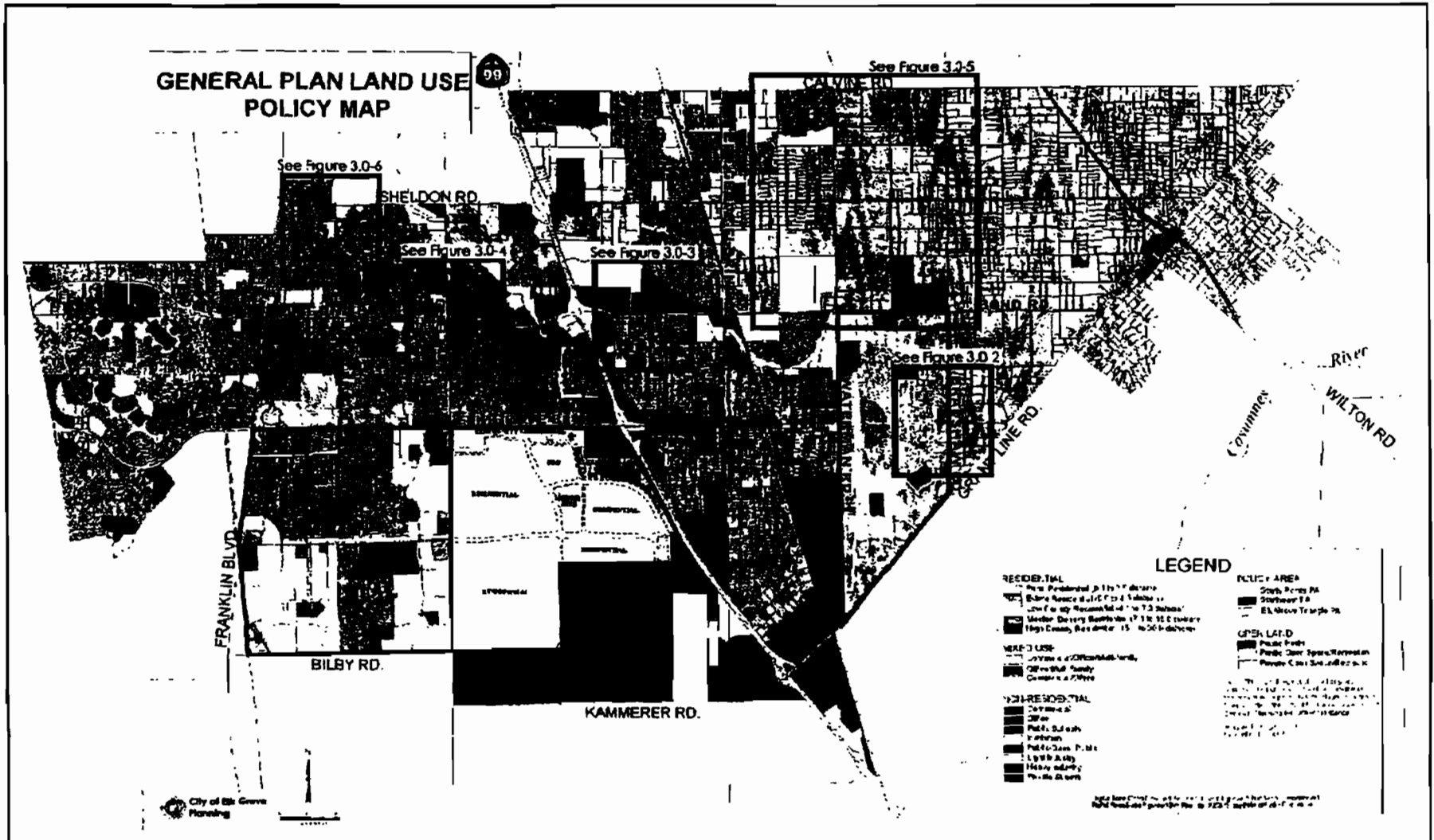
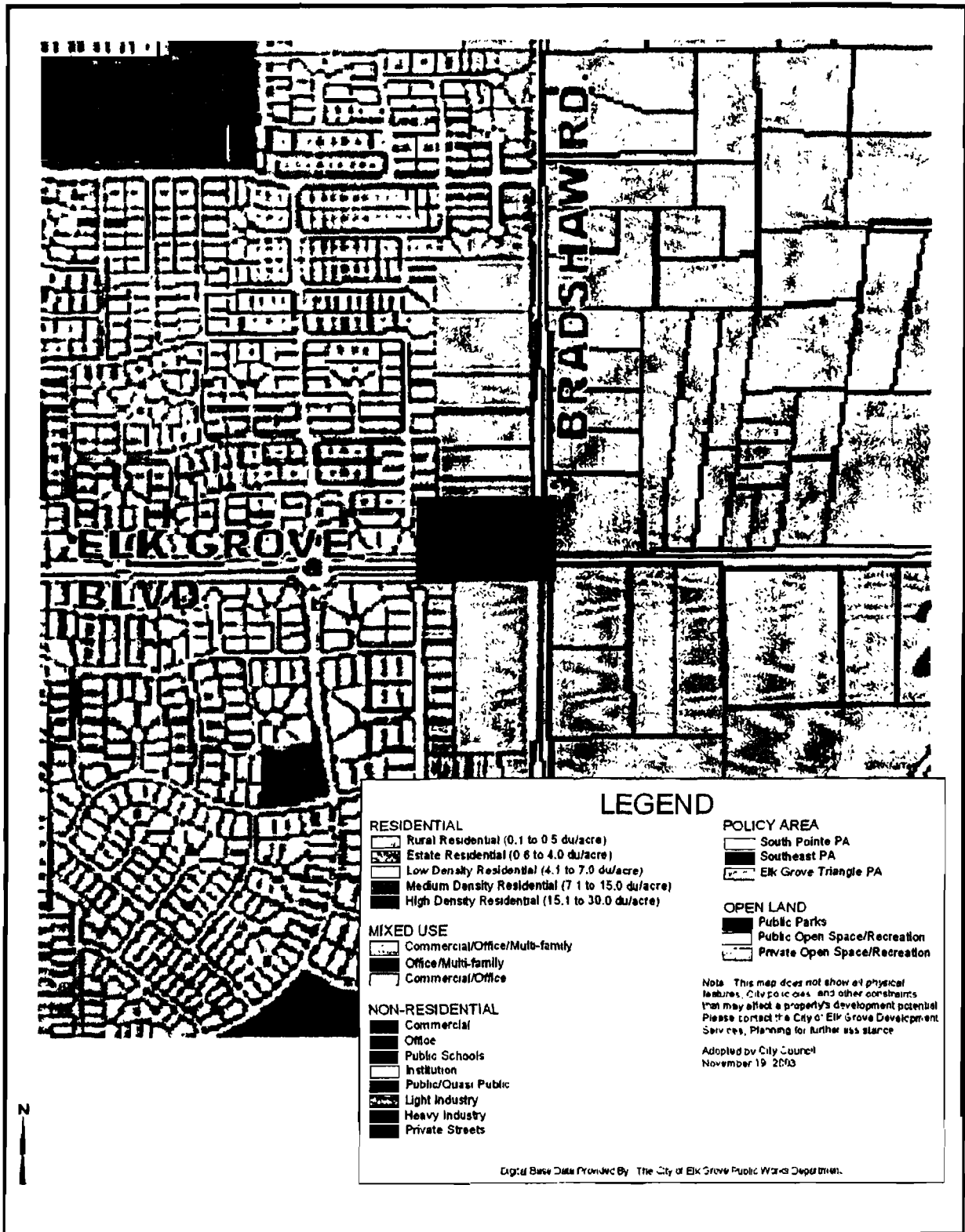
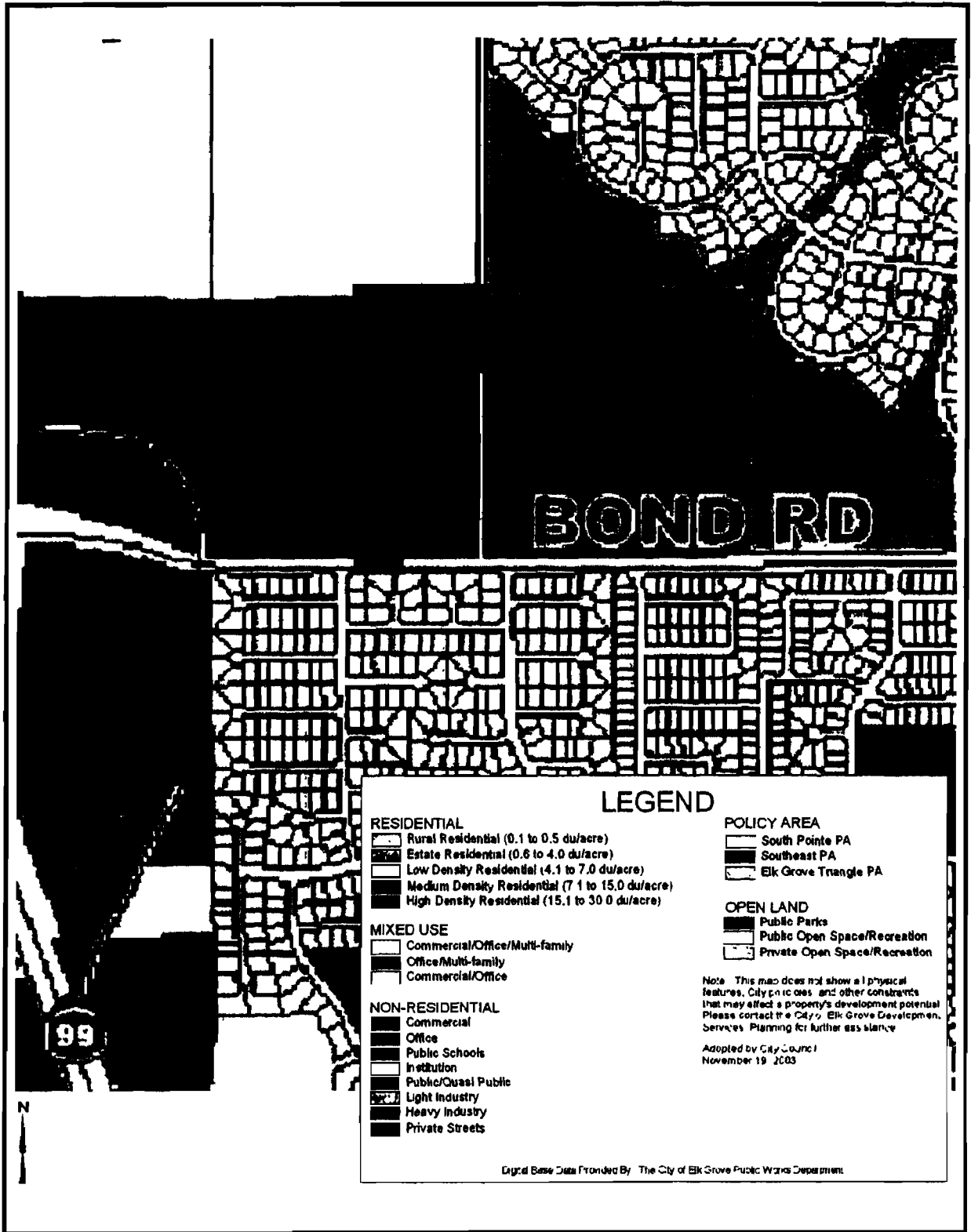
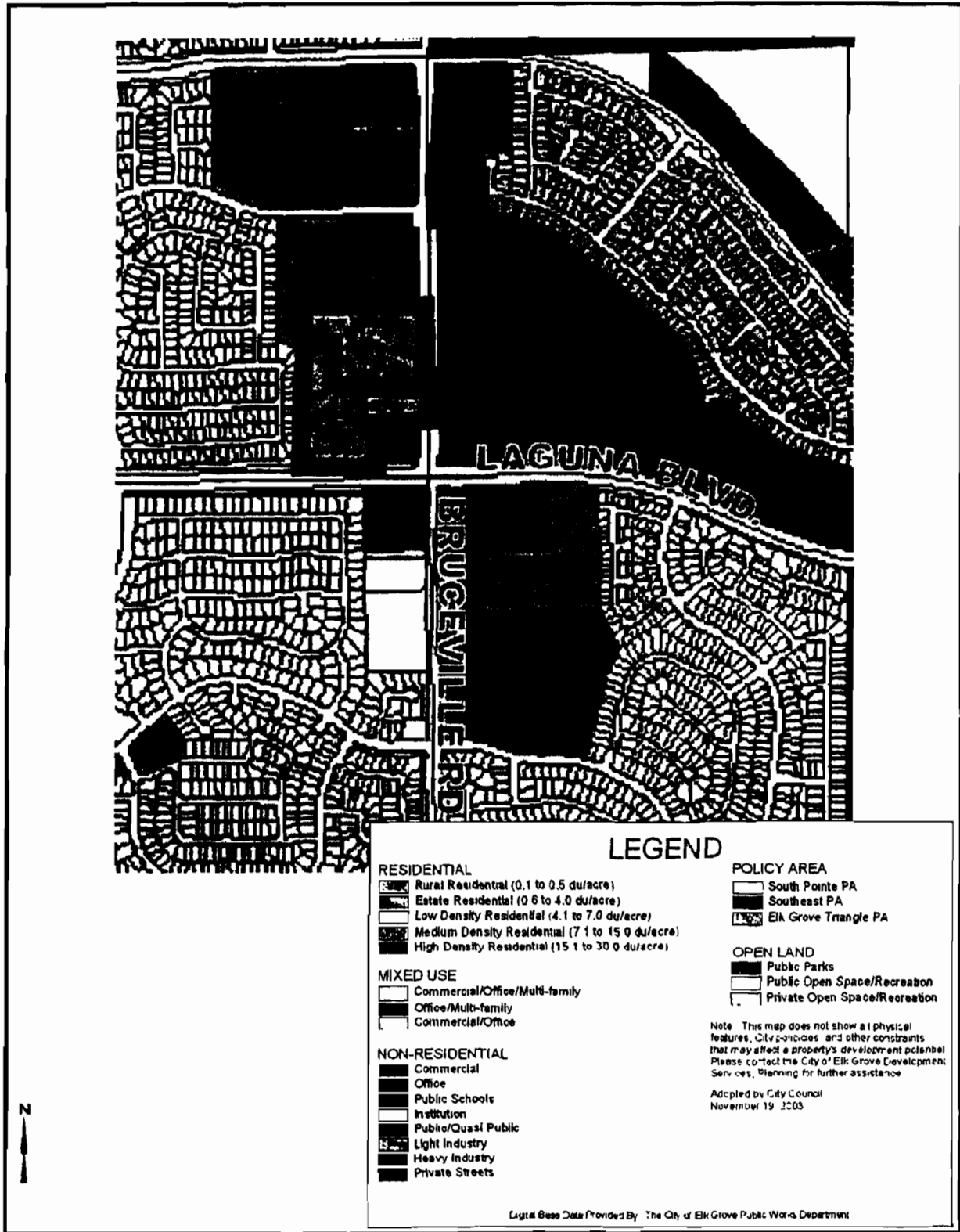


Figure 3.0-1  
Project Locations









City of Elk Grove Planning

Figure 3.0-4  
Sites #4, 5, and 41

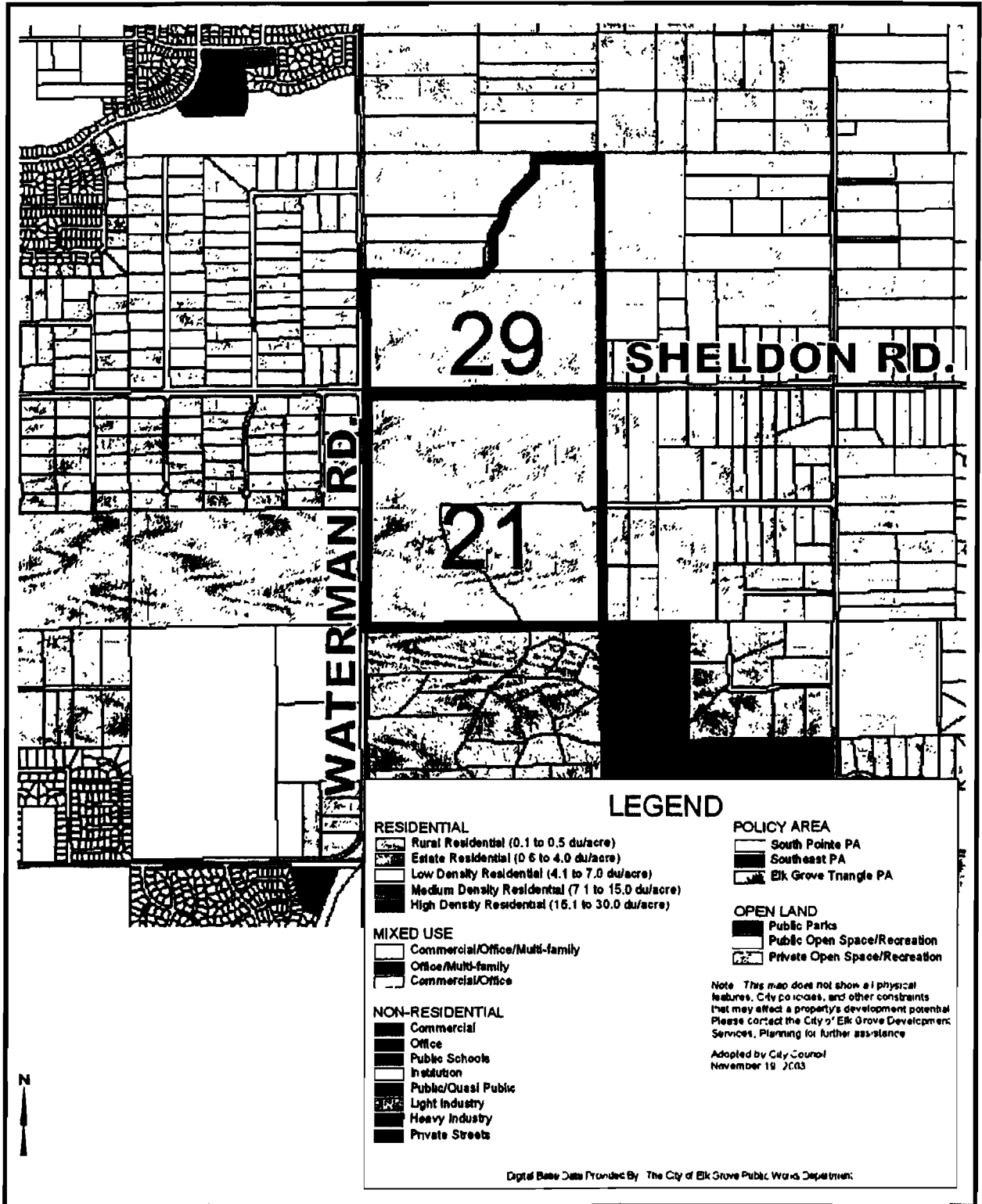
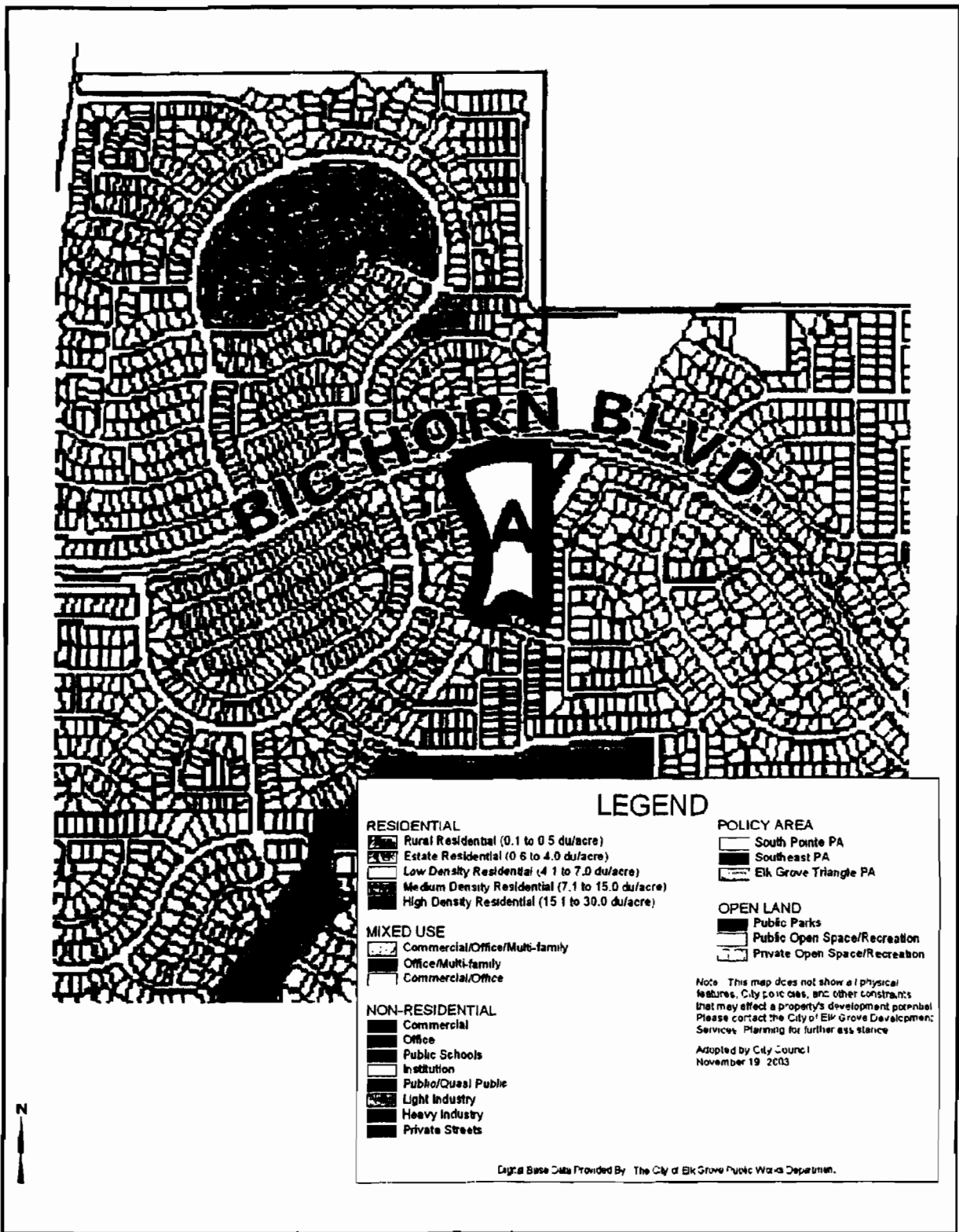


Figure 3.0-5  
Sites # 21 and 29





### 3.0 PROJECT DESCRIPTION

- Correction of minor text and proofreading errors in the adopted General Plan including but not limited to the removal of the word "net" in several General Plan policies that make reference to "net acres."
- Revisions to all appropriate maps in the General Plan to reflect the new multi-family residential (MFR) sites designated in the East Franklin Specific Plan (EFSP) area (environmental review for the EFSP MFR sites was previously addressed in the EFSP Amendment and Rezone Mitigated Negative Declaration, City file # EG-01-240.)

**TABLE 3.0-2  
PROPOSED LAND USE CHANGES**

Site	Size (In acres)	Existing GP Designation	Proposed GP Designation
24	3.5	Estate Residential	Commercial
40	6.4	Low Density Residential	Commercial
4	1.6	Low Density Residential	Commercial
5	6.4	Low Density Residential	Commercial/Office/Multi-family
41	7.5	Office/Multi-family	Commercial/Office/Multi-family
21	160.4	Rural Residential	Low Density Residential
29	113	Rural Residential	Low Density Residential
A	7.4	Public Open Space/Recreation	High Density Residential

### 3.4 REGULATORY REQUIREMENTS, PERMITS AND APPROVALS

This DSEIR may be used for the following direct and indirect actions regarding the project areas:

#### CITY OF ELK GROVE

The General Plan Amendment will be presented to the City of Elk Grove Planning Commission for comment, review and recommendations. The City of Elk Grove City Council, as the City's legislative body, is the approving authority for the General Plan Amendment. As part of the Amendment's approval, the City Council will take the following actions:

- Certification of the General Plan Amendment SEIR.
- Adoption of required findings for the above actions, including required findings under the CEQA Guidelines, Sections 15090, 15091 and 15093.
- Adoption of the General Plan Amendment changing the land use designations as set forth in Table 3.0-1 and editing the text of the General Plan as described under 3.3 Project Characteristics above.

Subsequent actions that may be taken by the City regarding the project include, but are not limited to, the following:

### 3.0 PROJECT DESCRIPTION

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- Approval of subsequent development applications.

#### OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and permits that may be required from local, regional, state and federal agencies include, but are not limited to, the following:

- Sacramento Metropolitan Air Quality Management District (SMAQMD) approval of dust control plans and other permits for subsequent projects.
- Extension of service and/or expansion of infrastructure facilities by area service districts.

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## **4.0 Environmental Setting Impacts and Mitigation Measures**

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## **4.0 Introduction to the Environmental Analysis and Assumptions Used**

## 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

The following is an introduction to the environmental analysis of project-specific and cumulative impacts and general assumptions used in the analysis. The reader is referred to the individual technical sections of the Draft Supplemental Environmental Impact Report (DSEIR) regarding specific assumptions and methodology used in the analysis.

### ANALYSIS ASSUMPTIONS GENERALLY USED TO EVALUATE THE IMPACTS OF THE CITY OF ELK GROVE GENERAL PLAN

#### BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR

Section 15125(a) of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the Notice of Preparation (NOP) is published. The CEQA Guidelines also specify that this description of the physical environmental conditions is to serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting conditions of the City of Elk Grove and the surrounding area are described in detail in the technical sections of DSEIR (see Sections 4.1 through 4.7). In general, these setting discussions describe the relevant environmental conditions of the City of Elk Grove and the surrounding area, as they existed when the NOP for the project was released on March 23, 2004. In addition, the DSEIR includes updated setting information since release of the NOP, such as the status of large-scale development projects in the City and surrounding region (see **Table 4.0-2** and **Figure 4.0-1**).

#### BUILDOUT ASSUMPTIONS UNDER THE GENERAL PLAN WITHIN EXISTING CITY LIMITS

**Table 4.0-1** identifies land use acreages under the adopted General Plan within existing City limits at buildout.

**TABLE 4.0-1  
ADOPTED CITY OF ELK GROVE GENERAL PLAN LAND USE SUMMARY AT BUILDOUT WITHIN THE CITY LIMITS**

Land Use Category	Acreage <sup>1</sup>
<i>Residential Categories</i>	
Rural Residential (RR) (0.1 to 0.5 du/ac)	5,219
Estate Residential (ER) (0.6 to 4.0 du/ac)	1,740
Low Density Residential (LDR) (4.1 to 7.0 du/ac)	8,611
Medium Density Residential (MDR) (7.1 to 15.0 du/ac)	429
High Density Residential (HDR) (15.1 to 30.0 du/ac)	292
<i>Mixed Use</i>	
Office/Multi-Family (20.0 du/ac maximum)	186
Commercial/Office	104
Commercial/Office/Multi-Family (20.0 du/ac maximum)	467

#### 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Land Use Category	Acreage <sup>1</sup>
Open Space	
Public Parks	748
Public Open Space/Recreation	821
Private Open Space/Recreation	234
<b><i>Non-residential</i></b>	
Commercial	1,058
Office	316
Public Schools	683
Institution	160
Public/Quasi Public	325
Light Industry	350
Heavy Industry	505
Private Streets	28
<b>Total</b>	<b>22,276</b>

<sup>1</sup>Assumptions for land uses for the Southeast Policy Area, South Pointe Policy Area, and Elk Grove Triangle Policy Area are based on the guidance of General Plan Policies LU-19, LU-32, and LU-33.

Based on Traffic Analysis Zone (TAZ) mapping, historic and maximum residential development densities (i.e., RR – 0.5 dwelling units per acre, ER – 4 dwelling units per acre, LDR – 5.6 dwelling units per acre, MDR – 12 dwelling units per acre, HDR – 20 dwelling units per acre) and consideration of development of net acreage in the City, it is anticipated that buildout of the General Plan would result in approximately 63,728 dwelling units and a population of approximately 195,645 within the City limits. It should be noted that these estimates of dwelling units and population does not constitute a dwelling unit or population cap for the City.

#### BUILDOUT ASSUMPTIONS UNDER THE GENERAL PLAN AMENDMENT

As described in Section 3.0 (Project Description), the proposed General Plan Amendment would change the land use designations for eight sites. These changes would result in an additional 691 dwelling units, 2,122 residents, and 72 jobs compared to those which would occur under the adopted General Plan.

#### GENERAL ASSUMPTIONS UTILIZED FOR EVALUATING CONSTRUCTION, PHASING, AND OPERATIONAL IMPACTS FROM THE IMPLEMENTATION OF THE GENERAL PLAN

The environmental analysis in this DSEIR considers environmental effects associated with construction and operation of land uses under the proposed General Plan Amendment. Current estimated rates of future development of the City based on Sacramento Area Council of Governments (SACOG) estimates are provided in Section 4.2 (Population/Housing/Employment). The City currently does not operate under a growth control ordinance or other similar mechanism that restricts the rate of growth in a given year and the General Plan does not include such a program. It is anticipated that the rate of development will be driven by market conditions.

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

TABLE 4.0-2  
PROPOSED AND APPROVED LARGE-SCALE RESIDENTIAL AND COMMERCIAL PROJECTS IN ELK GROVE

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
<i>Elk Grove Projects</i>							
1	Kapalua Estates	Single-family residential development with private streets and gated entries.	49 single-family units (1-acre lots)	N/A	55	Elk Grove Triangle Policy Area: East of Bradshaw Rd., south of Bond Rd.	Approved
2	Van Ruiten Acres	Single-family residential lots with private streets and gated entries.	83 single-family units (1-acre lots)	N/A	90.5	Elk Grove Triangle Policy Area: East of Bradshaw Rd., south of Bond Rd.	Approved
3	East Elk Grove Policy Area: Approved Projects: Tributary Pointe, Elk Grove Crossing Unit II, Elk Grove Crossing Unit III, East Park, Heritage, Windsor Downs, Waterman Ranch, Newton Ranch, Silver Creek, Windsor	A mix of single-family residential development, commercial uses, park sites, school sites, and open space.	Total: 4,300 single-family units (based on the average density in each land use category)  Proposed: 114 single-family units	23.5 total acres: 54,000 square feet (approved)	1,439	Policy Area: Borders of Bradshaw Rd., Bond Rd., and Grant Line Rd.	See previous columns



4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
	Glen, Waterman Plaza, Newton Ranch #3 Bond Ridge, Newton Ranch #2						
4	Park Meadows Apartments	Multi-family residential development.	144 multi-family units	N/A	7.7	Elk Grove: Northeast corner of Lewis Stein Rd. and W. Stockton Blvd.	Approved
5	Lent Ranch Marketplace SPA	Commercial/ Office/ Residential Development.	280 multi-family units	3.1 million square feet of commercial/ office uses	295	Elk Grove: W. Stockton Blvd./ Highway 99 as eastern borders; Kammerer Rd. as southern border	Approved
6	Sheldon Park	Single-family residential development.	177 single-family units	N/A	40	Elk Grove: NE corner of Highway 99 and Sheldon Rd.	Approved
7	Calvine/99 SPA: Proposed Projects: Arcadian Village #2, Arcadian Village #3, Arcadian Village #4, Sheldon Park	A mix of residential developments, commercial, office, schools, and park uses.	Total: 4,125 to 4,191 Proposed units: 842	1,046,000 square feet to 1,630,000 square feet	Total: 615 Proposed: Approx. 157	Elk Grove: Sheldon Rd./E. Stockton Blvd.	Approved

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
8	<p><b>East Franklin Policy Area:</b>  <b>Approved projects:</b> Elk Grove Greens; Franklin Meadows; Laguna Creek South; Elk Grove Meadows; Franklin 51; Quail Ridge; Laguna Estates; Backer Ranch; Schuler Ranch; Gilliam Meadows</p> <p><b>Proposed Projects:</b> Elk Grove Meadows Phase III</p>	A mix of single-family residential development, multi-family residential development, commercial uses, park sites, and school sites.	Total: 3,712 approved single-family units; 428 proposed single-family units	313,632	Total: 844.6 (approved); 102.5 (proposed)	<b>Policy Area:</b> Borders of Elk Grove Blvd., Franklin Blvd., Bilby Rd., and Bruceville Rd.	See previous columns
9	Elk Grove Auto Mall Expansion	Expansion of existing auto mall.	N/A	1,533,312	44	<b>Elk Grove:</b> South of Elk Grove Blvd. and the existing auto mall; west of Highway 99	Approved

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
10	Krispy Kreme	Doughnut shop; convenience store; gasoline canopy and 6 fueling dispensers.	N/A	10,747	2.5	Elk Grove: SW corner of Bond Rd. and E. Stockton Blvd.	Approved
11	Waterman & Elk Grove Center	Drive-thru pharmacy and retail building.	N/A	19,600	1.8	Elk Grove Old Town SPA: NW corner of Waterman and Elk Grove Blvd.	Approved
12	Laguna Creek Apartments	Multi-family residential development.	160	N/A	12	Elk Grove: SW corner of Bruceville and Center Parkway	Approved
13	Laguna Gateway Phase II	Retail center including specialty shop space, full service restaurants, and a gas service station/fast food use.	N/A	150,537	15	Laguna Gateway SPA: NE corner of Laguna Blvd. and Big Horn Blvd.	Approved
14	Webb Street	Single-family residential development with a private park and greenbelt.	84	N/A		9720 Webb St.	Proposed

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
15	Laguna Ridge Policy Area	A mix of residential, commercial, and office uses, as well as schools, parks, and open space.	7,767	N/A	1,900	Policy Area: Borders of Elk Grove Blvd., Bruceville Rd., Kammerer Rd., W. Stockton Blvd.	Approved
16	South Pointe Policy Area	A mix of residential, schools, parks, and open space uses.	993	N/A	210.6	Policy Area: Borders of Southeast Policy Area, Kammerer Rd., and Lent Ranch SPA	Proposed
17	Calvine Pointe	Commercial development.	N/A	241,046	22.36	SE corner of Calvine Rd. and Elk Grove-Florin Rd.	Proposed
18	Sheldon Lakes	A mix of single-family residential uses as well open space and trails.	257	N/A	155.1	SE corner of Sheldon Rd. and Waterman Rd.	Proposed
19	Di Benedetto	SFD	37		41.2	NW corner of Grant Line and EG Blvd.	Pending PC hearing
20	The Shires	SFD	12		29.8	9955 Bond Road	Under construction
21	Ermandarold Estates	SFD	39		74	8577 Bader Rd.	In process

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
22	Old Town Mixed Use Development	Commercial Mixed-Use Development		N/A	1.86	SE corner of the Webb Street and Elk Grove Boulevard	In process
23	Crabb property	Commercial			3.06	SW corner of the Elk Grove Boulevard and Waterman Road	In process
24	Tributary American Dream	Low Density Residential			8	SW corner of Bond Road and Stonebrook Drive	In process
<b>Sacramento County Projects</b>							
25	North Vineyard Station Specific Plan	A mix of residential developments of different densities, commercial and office uses, schools, and recreation/ open space uses.	5,732	30.5 gross acres (approximately 1,062,864 square feet)	1,594.5	Sacramento County: Boundaries of Florin Rd., Gerber Rd., Vineyard Rd., Elder Creek Rd.	Approved

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
26	Vineyard Springs Comprehensive Plan	Mix of residential developments of different densities with a large community park, schools, and neighborhood parks.	5,942	13 gross acres (approximately 453,024 square feet)	2,650	Sacramento County: Boundaries of Gerber Rd., Calvine Rd., Excelsior Rd., Bradshaw Rd.	Approved
27	Florin Vineyard "Gap" Community Plan	A mix of residential developments of different densities, commercial uses, and recreation/ trails.	5,639 to 5,981	Approximately 5,052,960 square feet	3,766	Sacramento County: Boundaries of Elder Creek Rd. /City of Sacramento, north of Vintage Park Drive and Churchill Downs subdivision, Bradshaw Rd., and UPRR/Elk Grove-Florin Rd.	Proposed
28	Sunrise-Douglas Community Plan (City of Rancho Cordova)	A mix of low and medium density residential uses, commercial uses, and recreation/ pedestrian uses.	21,728	479.6 acres of commercial/ office uses (approximately 16,713,100.8 square feet)	6,015.3 total; 2,632 acres are the Sunridge Specific Plan area	Sacramento County: Boundaries of Douglas Rd., Kiefer Blvd./ Jackson Highway, Grant Line Rd., Sunrise Blvd.	Approved

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

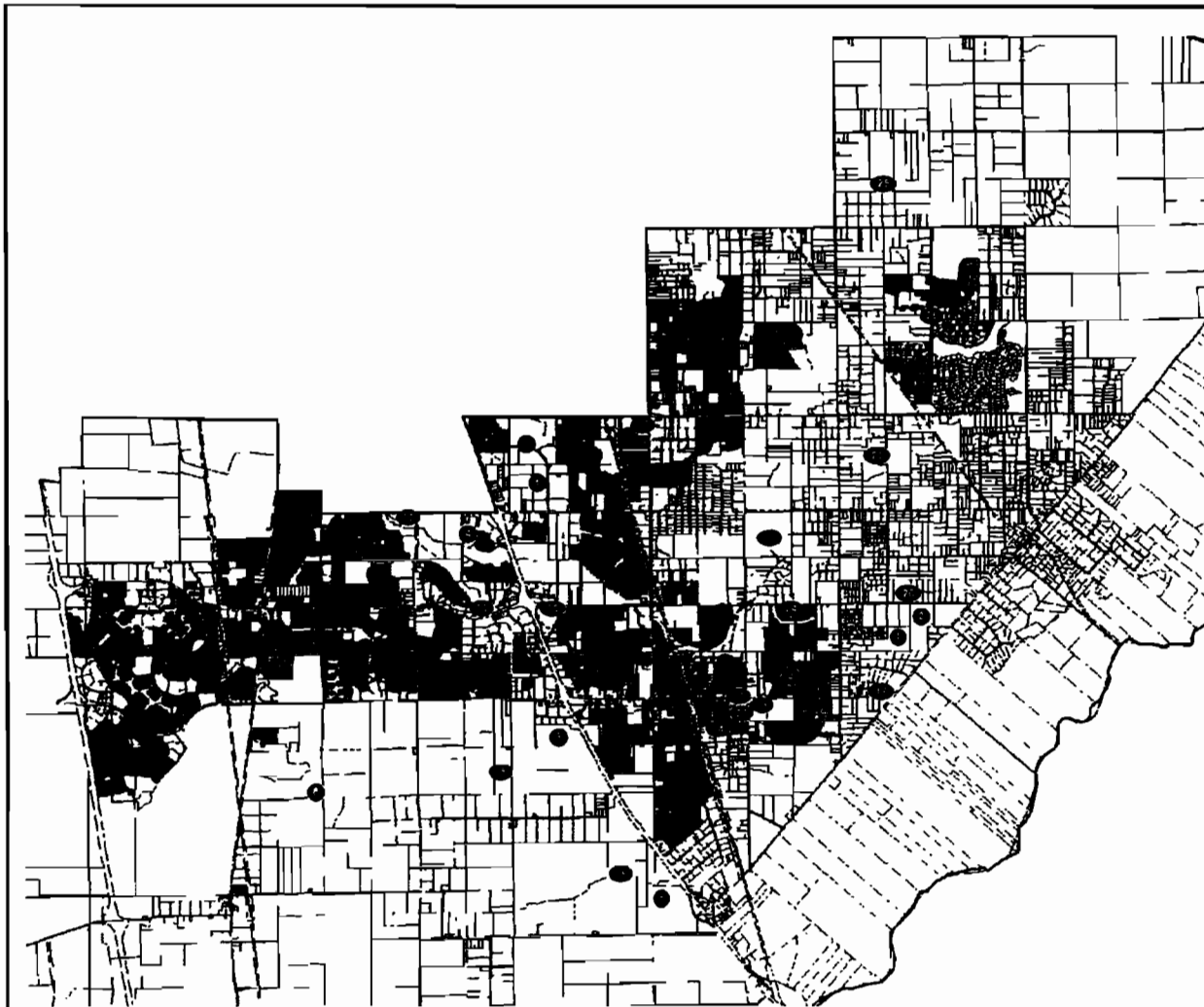
Map Number	Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
<i>City of Sacramento Projects</i>							
29	Airport Meadowview/ South Sacramento Community Plan Update – includes Sunnyside Meadows, Village Meadows, Delta Shores Village PUD, City Farms, Fruitridge Manor, Glen Elder, Elder Creek, Franklin Villa, Southgate, Valley Hi and Florin-Perkins industrial area	A mix of medium to high-density residential developments, commercial uses, public/quasi public uses.	33,045	573 gross acres (approximately 19,967,904 square feet)	12,015 acres	City of Sacramento: Joining of the Airport Meadowview Community Plan and South Sacramento Community Plan areas, north of the Sacramento Regional Wastewater Treatment Plant	Update in process

## Current Projects

- 1) Kapalua Estates
- 2) Van Ruiten Acres
- 3) East Elk Grove Policy Area
- 4) Park Meadows Apartments
- 5) Leri Ranch Marketplace SPA
- 6) Sheldon Park
- 7) Calvine/99 SPA
- 8) East Franklin Policy Area
- 9) Elk Grove Auto Mall Expansion
- 10) Krispy Kreme
- 11) Waterman & Elk Grove Center
- 12) Laguna Creek Apartments
- 13) Laguna Gateway Phase II
- 14) Webb Street
- 15) Laguna Ridge Policy Area
- 16) South Pointe Policy Area
- 17) Calvine Point
- 18) Sheldon Lakes
- 19) Di Benedetto
- 20) The Shires
- 21) Ermandaroid Estates
- 22) Old Town Mixed Use Development
- 23) Crabb Property
- 24) Tributary American Dream

### Sacramento County:

- 25) North Vineyard Station Specific Plan
- 26) Vineyard Springs Comprehensive Plan



Source: City of Elk Grove Planning, 2004



City of Elk Grove Planning

Figure 4.0-1  
Current Projects Map



## 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

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### APPROACH TO THE CUMULATIVE IMPACT ANALYSIS

#### Definition of Cumulative Setting

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's effect is considered cumulatively considerable. In general, the cumulative setting conditions considered in this DSEIR are based on the existing land use plans in the Sacramento region (see **Figure 4.0-2** for an illustration of large growth areas in the region) (e.g., Sacramento County, El Dorado County, Placer County and the cities of Sacramento, Folsom, Rancho Cordova, Galt, Citrus Heights, Roseville and Rocklin) as well as by consideration of large-scale proposed and approved development projects listed in **Table 4.0-2** and shown in **Figure 4.0-1**. This list of projects is intended to describe large-scale development activities in the general vicinity of the City and is not intended to be an all-inclusive list of projects in the Sacramento region.

Each technical section of the DSEIR includes a description of the cumulative setting's geographic extent based on the characteristics of the environmental issue under consideration as set forth in Section 15130(b) of the CEQA Guidelines. The cumulative setting takes into account the cumulative conditions analyzed in the Elk Grove General Plan Draft EIR, which considered the Planning Area, which designates areas for future consideration of urban development identified as "Urban Study Areas" as well as areas intended to remain in their existing land use condition (open space, agricultural lands and rural residential), the Sacramento County Regional Wastewater Treatment Plant area, and Laguna West.

#### Consideration of Cumulative Impacts

Each technical section in the DSEIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). The determination of whether the project's impact on cumulative conditions is considered is based on consideration of applicable public agency standards, consultation with public agencies and/or expert opinion. Section 5.0 (Cumulative Impacts Summary) provides a summary of the cumulative impacts associated with the General Plan.

#### TERMINOLOGY USED IN THE DSEIR

This Draft Supplemental EIR uses the following terminology:

**Elk Grove Planning Area:** As described in Policy LU-12, this land area consists of land area outside the current incorporation boundaries of Elk Grove that the City has identified a long-term vision for land uses.

**Cumulative Significant Impact:** A cumulative significant impact would result when the project would contribute significantly to an adverse physical impact on the environment expected under cumulative conditions.

**Less Than Significant Impact:** A less than significant impact would cause no substantial change in the physical condition of the environment (no mitigation would be required for project effects found to be less than significant).

**Significant Impact:** A significant impact would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects using specified standards of significance provided in each technical section of the EIR. Identified "significant" impacts are those where the project would

#### **4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

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result in an impact that can be measured or quantified, while identified "potentially significant" impacts are those impacts where an exact measurement of the project's effect cannot be made but substantial evidence indicates that the impact would exceed standards of significance. A potentially significant impact may also be an impact that may or may not occur and where a definite determination cannot be foreseen. Mitigation measures and/or project alternatives are identified to avoid or reduce to a less than significant level project effects to the environment.

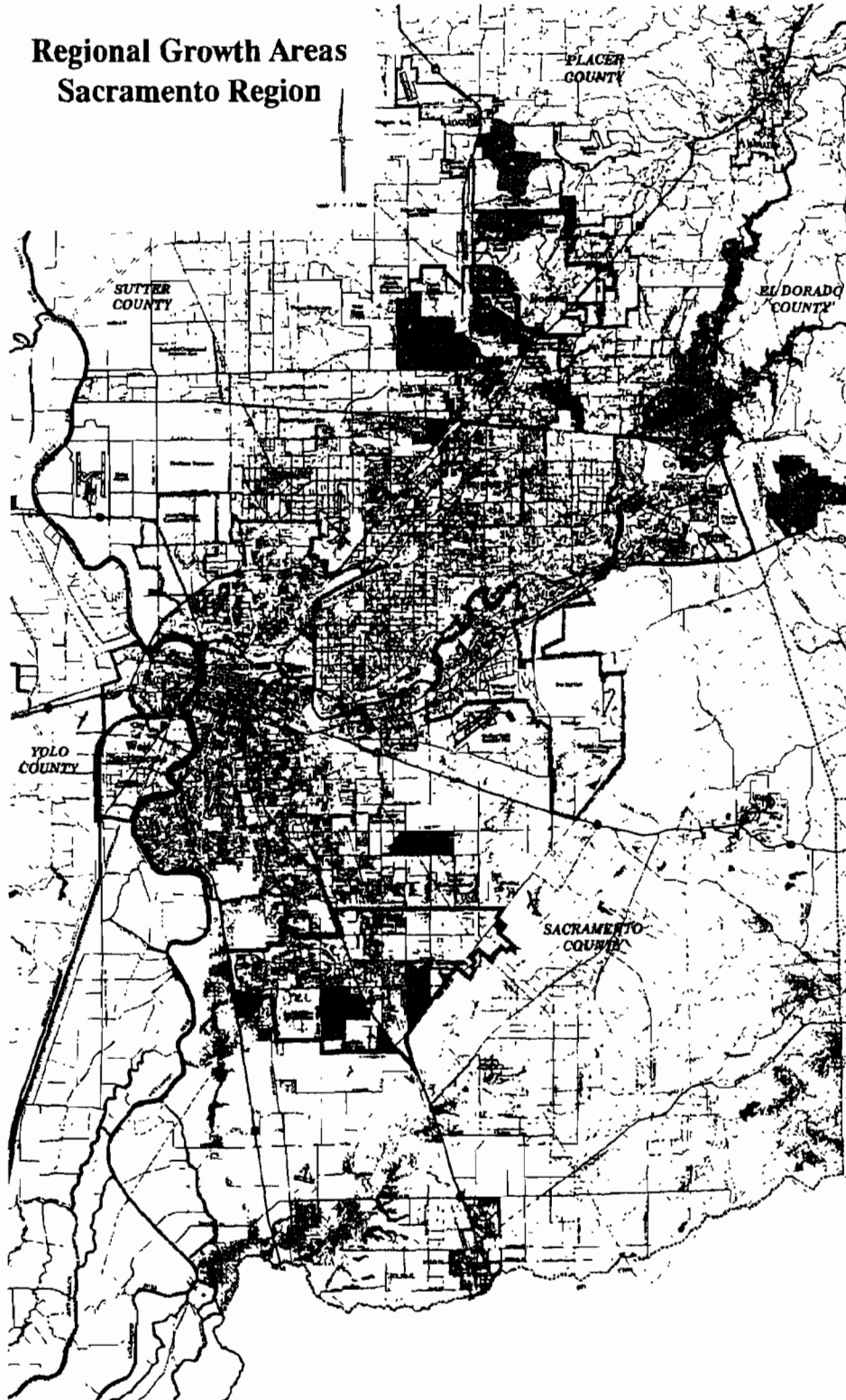
**Significant Unavoidable Impact:** A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

**Standards of Significance:** A set of significance criteria used by the CEQA lead agency (City of Elk Grove) as well as by other public agencies with regulatory jurisdiction over the project to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include the State CEQA Guidelines; factual or scientific information; regulatory performance standards of local, State, and Federal agencies; and, City goals, objectives, and policies. Specified significance criteria are identified at the beginning of the impact analyses of each technical section of the EIR.

**Subsequent Projects:** Anticipated development projects (e.g., residential, commercial, park, recreational) that would occur under the General Plan. This would include public and utility extension projects including, but not limited to, roadway widenings and extensions, intersection improvements, water distribution improvements and trail extensions.

**Urban Study Areas:** Two general land areas identified outside of the City limits, but within the Elk Grove Planning Area where some form of urban development may occur.

# Regional Growth Areas Sacramento Region



Note: This map is intended to be an illustration of large-scale growth areas in the region and is not intended to show all development activity in the region.

Source: Mackay & Samps, 2002.



City of Elk Grove Planning

Figure 4.0-2  
Regional Growth Areas of the  
Sacramento Region

This section describes the existing land uses within the City of Elk Grove, characterizes land uses surrounding the project site, and discusses project consistency with adopted plans and policies pertinent to the area.

### 4.1.1. EXISTING SETTING

#### LOCAL SETTING

Elk Grove is characterized by a wide range of existing land uses, including residential developments, commercial/retail uses, office uses, and industrial uses (see **Figure 3.0-1**). In addition, there are agricultural uses, and public/private recreation uses. According to the land use inventory conducted in Fall 2001, residential and agricultural were the two primary land uses in the City. Institutional uses such as schools, churches, and other public entities are also major land uses.

Prominent land uses within or near Elk Grove include the historic district, a wastewater treatment plant, and Sunset Sky ranch Airport. The Elk Grove Old Town Historic District, the majority being located along Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road, is listed on the National Register of Historic Places. The Sacramento Regional Wastewater Treatment Plant is located northwest of the City and is the largest utility and industrial use in the area. Sunset Sky ranch Airport is located south of Grant Line Road outside the Elk Grove city limit. A number of creeks traverse the City, such as Elk Grove Creek, Strawberry Creek, Laguna Creek, and a tributary to Deer Creek.

There are a number of large projects underway that would increase the acreage of residential, commercial, school and park uses in the City. The East Franklin Specific Plan and East Elk Grove Specific Plan were approved by Sacramento County prior to incorporation of the City of Elk Grove. These areas are currently under development. Lent Ranch Marketplace and the Laguna Ridge Specific Plan were approved by the City Council and are not yet under construction.

#### EXISTING LAND USE

Site A is located south of Big Horn Boulevard, near the intersection of Big Horn Boulevard and Anchor Bay Way (see **Figure 3.0-6**). The site is currently vacant and surrounded by single-family residential uses with an open space lot to the northeast. A transmission line corridor traverses the southeastern portion of the site and an electrical substation is located on the adjacent site to the east.

Site 4 is located on the northeast corner of Di Lusso Drive and Bruceville Road, between Laguna Boulevard and Big Horn Boulevard (see **Figure 3.0-4**) and contains one single-family dwelling. Commercial uses border the site to the north and south, residential uses border the site to the east and recreational uses are located to the west.

Site 5 is located on the western side of Bruceville Road, between Laguna Boulevard and Di Lusso Drive (see **Figure 3.0-4**) and contains one residential dwelling and ancillary buildings. The site is bordered by multi-family residential uses to the north, single-family residences to the west, commercial uses and vacant land to the south, and commercial uses to the east.

Site 21 is located south of Sheldon Road and east of Waterman Road (see **Figure 3.0-5**). This site is where the proposed Sheldon Lakes, a subdivision project with 246 residential units, is located.

## 4.1 LAND USE

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Currently, the area contains mostly rural residential uses, a portion of Laguna Creek, and a tributary to Laguna Creek commonly known as Tributary 1.

Site 24 contains fallow lands and is located at the northwest corner of Elk Grove Boulevard and Bradshaw Road in the East Elk Grove Specific Plan (EEGSP) area (see **Figure 3.0-2**). The site is surrounded by single-family residential uses on the north and west, rural residential uses to the south, and vacant land to the east. A commercial business is located southeast of the site.

Site 29 is located north of Sheldon Road and east of Waterman Road (see **Figure 3.0-5**) in the Sheldon area. Currently, the area contains mostly rural residential uses and is bisected by Laguna Creek.

Site 40 is on Bond Road, east of State Route 99, and adjacent to the approved Marketplace 99 project (see **Figure 3.0-3**). The site is mainly surrounded by commercial uses, as well as some residential uses within the vicinity of the site. Laguna Creek flows through properties north of the project site.

Site 41 is on the west sides of Bruceville Road, north of Laguna Boulevard (see **Figure 3.0-4**). The site has been previously graded and is mostly vacant with one residence in the northeastern portion of the site. Site 41 is bordered by Site 5 to the north and by single-family residential uses to the west and southwest. Commercial uses are located south and east of the site.

### 4.1.2 REGULATORY FRAMEWORK

#### LOCAL

##### City of Elk Grove General Plan

The Elk Grove General Plan is used as the "blueprint" to guide future development in the city limits. The Elk Grove General Plan supersedes the Sacramento County General Plan and the 1978 Elk Grove Community Plan, which served as the guiding land use documents prior to adoption of the Elk Grove General Plan.

The proposed project includes eight sites with different General Plan designations as described below (see **Figure 3.0-1**).

Site A is designated Public Open Space/Recreation by the Elk Grove General Plan map. Properties to the north, south, and west of the site are designated Low Density Residential. The Low Density Residential designation allows a density of 4.1 to 7.0 dwelling units per acre (du/ac). Land to the east is designated Low Density Residential and Public Open Space/Recreation. The property northeast of the site is designated Public Open Space/Recreation.

Site 4 and properties east of the site are designated Low Density Residential in the General Plan. Properties immediately north and south of the site are designated Commercial. Properties to the west are designated Public/Quasi Public, Public Parks, and High Density Residential (15.1 to 30.0 du/ac).

Site 5 is also designated Low Density Residential. General Plan designations for properties north and west of the site is High Density Residential (15.1 to 30.0 du/ac) and properties east of the site are designated Commercial.

Site 21 and the properties to the north, east, and west are designated Rural Residential (0.1 to 0.5 du/ac) in the General Plan. The General Plan designates properties south of Site 21 as Estate Residential (0.51 to 4.0 du/ac) and southwest of the site as Low Density Residential.

Site 24 and the properties north and south of the site are designated Estate Residential (0.6 to 4.0 dwelling units per acre [du/ac]) in the General Plan. The General Plan designation for properties west of the site is Low Density Residential (4.1 to 7.0 du/ac) and properties east of the site are designated as the Elk Grove Triangle Policy Area. General Plan Policy LU-19 states that land uses in the Elk Grove Triangle Policy Area shall consist primarily of residential uses on lots of 1 acre in size, with approximately 40 acres of commercial land uses intended to serve primarily local needs.

Site 29 and the properties to the south, east, and west are designated Rural Residential (0.1 to 0.5 du/ac) in the General Plan. The General Plan designates the properties north of Site 29 as Estate Residential.

The General Plan designates Site 40 and properties north and south of the project site as Low Density Residential. Land east of the site is designated Commercial and lands to the west are designated Commercial and Public/Quasi Public. The Commercial General Plan designation is generally characterized by office, professional, and retail uses in any mix. The Public/Quasi Public designation includes lands owned by the City, the Elk Grove Unified School District, the Elk Grove Community Services District, and other public agencies. Sites already developed with a public school or park are not included in the PQP designation.

Site 41, located adjacent to and south of Site 5, is designated Office/Multi-Family. The Office/Multi-Family designation is generally characterized by office, professional, retail, and high density residential uses in any mix. Site 41 is bordered by Low Density Residential uses to the west and properties designated Commercial to the south and east.

### Project Consistency with the General Plan

The General Plan identifies specific policies regarding land use. See **Table 4.1-1** below for applicable policies and an evaluation of the consistency of the proposed project with those policies. The final authority for interpretation of these policy statements, and determination of the project's General Plan consistency, rests with the Elk Grove City Council.

### **East Elk Grove Specific Plan**

The EEGSP is one of two specific plans that were previously approved by Sacramento County and adopted by Elk Grove upon incorporation. As described in the Elk Grove Specific Plan Ordinance, specific plans refine the policy direction provided by the General Plan and replace or supplement the Zoning Map and regulations. The EEGSP serves as a policy and regulatory document, with policy direction and project development concepts consistent with the County General Plan.

## 4.1 LAND USE

TABLE 4.1-1  
PROJECT CONSISTENCY WITH THE GENERAL PLAN LAND USE OBJECTIVES AND POLICIES

General Plan Policies	Consistency with General Plan	Analysis
<p><b>Policy LU-6:</b> Multi-family housing development in excess of 15 dwelling units per gross acre should be located according to the following general criteria. Flexibility may be applied on a case-by-case basis for sites that vary from these guidelines.</p> <ul style="list-style-type: none"> <li>• Multi-family housing sites should generally be no smaller than eight (8) acres and no larger than fifteen (15) acres. The minimum size is intended to ensure on-site management; the maximum size is intended to reduce the potential for public safety problems</li> <li>• Individual sites should be located at least one-third (1/3) mile apart. This is intended to reduce the potential for over-concentration of multi-family uses in any part of Elk Grove.</li> <li>• Multi-family housing sites should be located close to commercial areas, major roadways, and public transit to encourage pedestrian rather than vehicle traffic.</li> <li>• Senior/assisted living housing projects may be appropriate at sizes and spacing below typical thresholds, due to the reduced traffic and other impacts generally associated with these uses.</li> </ul>	Yes	<p>The project would designate Sites 5 and 41 for Commercial/Office/Multi-Family uses and Site A for High Density Residential uses. Site A is approximately 8 acres in size and more than 1/3-mile from a multi-family site. Site A is not adjacent to any commercial areas or public transit stops. The bus stop closest to Site A is located on Route 52 and is approximately one mile away at the Laguna Boulevard/Franklin Boulevard intersection. Site A is zoned RD-20.</p> <p>Sites 5 and 41 are 6.4 and 7.5 acres, respectively, in size and are located within 1/3-mile of two High Density Residential developments on property totaling 23.88 acres. The sites are located near major roadways and commercial areas. However, the GPA would allow multiple uses on these sites; the sites may be developed with commercial, office, and/or multifamily uses.</p>
<p><b>Policy LU-11:</b> The City shall support the development of neighborhood-serving commercial uses adjacent to residential areas that provide quality, convenient and community-serving retail choices in a manner that does not impact neighborhood character.</p>	Yes	<p>Sites 4, 24, and 40 would be designated for Commercial use and Sites 5 and 41 would be designated Commercial/Retail/Multi-Family. Each of these sites is located adjacent to residential uses and would be required to be developed consistent with the City Zoning Code and Design Guidelines.</p>
<p><b>Policy LU-18:</b> Land uses within the "Sheldon" area (generally encompassing the area designated for Rural Residential uses in the eastern portion of Elk Grove) shall be consistent with the community's rural character, emphasizing lot sizes of at least two gross acres, roadways which preserve the area's mature trees, and limited commercial services.</p>	No	<p>Approval of a Low Density Residential General Plan designation would allow a maximum density of 7 du/ac on Sites 21 and 29, which would be inconsistent with the community's rural character. See <b>Impact 4.1-1</b> for further discussion.</p>
<p><b>Policy LU-21:</b> Land uses in the East Elk Grove Policy Area shall generally conform with the uses shown in Figure LU-3.</p>	Yes	<p>Though Site 24 and the adjacent properties are designated for residential use by the EEGSP Land Use Diagram, the EEGSP text supports development of commercial areas that accommodate the daily shopping and service needs of EEGSP residents.</p>

General Plan Policies	Consistency with General Plan	Analysis
<p><b>Policy LU-22:</b> Development in the East Elk Grove Policy Area shall take place in accordance with the East Elk Grove Specific Plan.</p>	Yes	The Commercial policies, concept, and design guidelines included in the EEGSP would be applicable to Site 5.
<p><b>Policy LU-35:</b> The City of Elk Grove shall require that new development—including commercial, office, industrial, and residential development—is of high quality and reflects the City's desire to create a high quality, attractive, functional, and efficient built environment.</p>	Yes	Should the project be approved, all subsequent development projects (i.e., subdivision maps, improvement plans, etc.) associated with the project would be reviewed for consistency with the City's Residential or Non-Residential Design Guidelines, as appropriate.
<p><b>Policy LU-36:</b> Signs should be used primarily to facilitate business identification, rather than the advertisement of goods and services. Sign size limits and locations should be designed consistent with this policy.</p>	Yes	Should the project be approved, all subsequent development projects (i.e., subdivision maps, improvement plans, etc.) associated with the project would be reviewed for consistency with the City's Sign regulations.

One project site, Site 24, is located within the EEGSP north of Elk Grove Boulevard (see **Figure 4.1-1**). Site 24 and the properties north and south of the site are designated Estate Residential (2 – 4 du/ac) by the EEGSP. Properties to the west are designated Low Density Residential (4 du/ac) and lands to the east are located outside the EEGSP and consist of residential uses with a General Plan density of one unit per acre.

Properties designated Residential in the EEGSP are intended to accommodate both attached and detached single-family dwellings in a variety of lotting styles and configurations. Residential density designations assigned by the Land Use Diagram range from a low of one du/5 gross ac to a high of 9 du/gross ac. Density gradation is established by the Land Use Diagram to conform future residential development with land use patterns and configurations both inside and outside the EEGSP area.

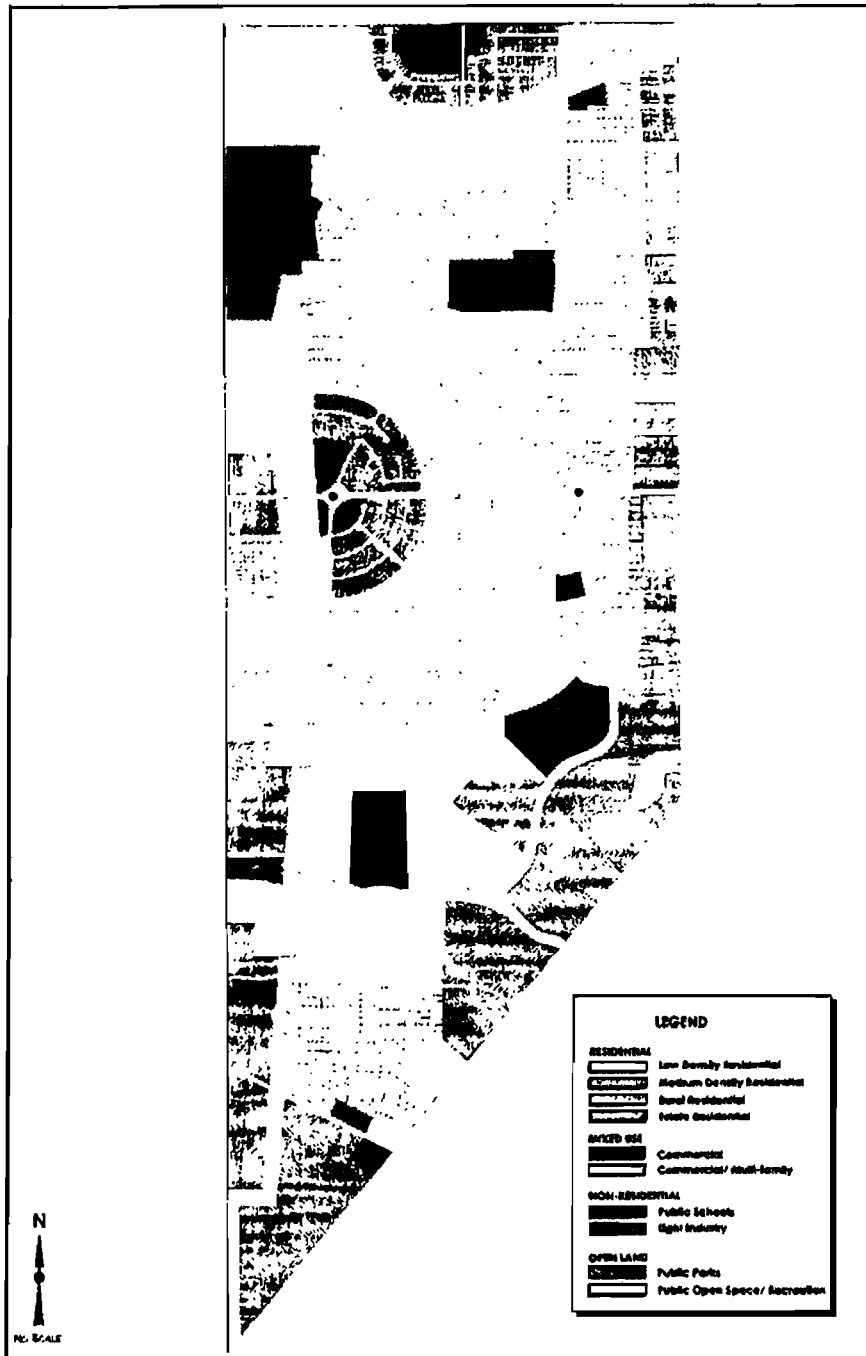
The EEGSP Commercial designation currently includes two neighborhood shopping centers and one convenience center. The quantity of commercially designated land is intended to provide sufficient local service shopping without creating an excess that may detrimentally affect other existing off-site commercial areas.

### City of Elk Grove Zoning Code

The Zoning Code implements the goals and policies of the General Plan by providing standards (use limitations, setbacks, height limits, sign standards, etc.) to guide the development and use of land within the City. The Zoning Code would be updated after adoption of the General Plan Amendments to apply specifically to the City of Elk Grove development standards.



Figure 4.1-4  
East Elk Grove Specific Plan Land Use Diagram



### Sunset Skyranch Airport

Sunset Skyranch Airport, also known as Elk Grove Airport, is located near the intersection of Grant Line Road and Bradshaw Road, just outside the city limits of Elk Grove. The airport is privately owned and operated, but publicly used. The airport has one paved runway 2,780 feet in length by 35 feet in width. The primary land uses surrounding the airport are agriculture and open space. The southern tip of the area known as the Elk Grove Triangle Policy Area falls within the airport's planning boundaries, as well as a portion of the East Elk Grove Policy Area. The Airport Land Use Commission (ALUC) prepared a Comprehensive Land Use Plan for the airport in 1988. None of the General Plan Amendment project sites are located within the Sunset Skyranch Airport safety zones or CNEL Noise Contours.

#### 4.1.3. IMPACTS AND MITIGATION MEASURES

##### STANDARDS OF SIGNIFICANCE

The State CEQA Guidelines (Appendix G) states that a project will be expected to result in a significant land use impact if implementation of the project would result in any of the following:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Notice of Preparation (NOP) for this project stated that the implementation of the project would not result in the division of an established community, or conflict with an adopted habitat or natural community conservation plan; therefore, these issues are not addressed further.

##### METHODOLOGY

Evaluation of potential land use impacts of the proposed General Plan Amendment project was based on review of the City of Elk Grove General Plan, the previous analysis and mitigation measures provided in the Elk Grove General Plan EIR, the City of Elk Grove Zoning Code, field review of the project and surrounding area, and consultation with appropriate agencies.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included impacts to land use plans or study areas outside of the city limits, but within the Planning Area.

As required under CEQA, this SEIR contains an analysis of physical changes that could occur from the proposed General Plan Amendments. Potential land use conflicts or incompatibility are usually the result of other environmental effects, such as the generation of noise or air quality issues resulting from grading activities during construction or resulting from traffic generated by the project during its operation. Operational land use impacts of the project are evaluated in this section, and the reader is also referred to other SEIR sections for detailed analyses of other

## 4.1 LAND USE

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relevant environmental effects, including noise, traffic, air quality, and biological, as a result of project construction and operation.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Consistency with Relevant Land Use Planning Documents

**Impact 4.1.1** Implementation of the proposed General Plan Amendment Sites A, 4, 5, 24, 40, and 41 would be consistent with relevant land use planning documents within the City of Elk Grove. However, implementation of Sites 21 and 29 would be inconsistent with relevant land use planning documents. This is considered a **significant** impact for Sites 21 and 29.

#### General Plan Goals, Policies, and Action Items

General Plan goals, policies, and action items associated with land use are discussed below for each of the sites. Those goals, policies, and action items associated with transportation and circulation, air quality, noise, biological resources, hydrology, geology, public services and utilities, population, housing, and employment, and visual resources that do not relate to land use policies are discussed in their respective sections within this SEIR. **Table 4.1-2** below shows the existing and proposed General Plan designations for each of the project sites.

TABLE 4.1-2  
EXISTING AND PROPOSED GENERAL PLAN DESIGNATIONS

Site Number	Existing Designation	Proposed Designation
A	Public Open Space/Recreation	High Density Residential
4	Low Density Residential	Commercial
5	Low Density Residential	Commercial/Office/Multi-family
21	Rural Residential	Low Density Residential
24	Estate Residential	Commercial
29	Rural Residential	Low Density Residential
40	Low Density Residential	Commercial
41	Office/Multi-family	Commercial/Office/Multi-family

Implementation of Sites A, 4, 5, 24, 40, and 41 would be generally consistent with the goals, policies and action items of the General Plan as discussed below.

Site A is currently designated Public Open Space/Recreation and is proposed to be designated High Density Residential. The existing zoning of the site is Multi-family Residential (maximum 20 units per acre). Policy LU-6 of the General Plan contains siting standards for multi-family residential projects in excess of 15 du/ac. The project would be consistent with LU-6 by providing an approximately 8-acre site located at least 1/3-mile from another high-density residential site. The site is not located near commercial areas, which is inconsistent with policy LU-6. Bus Route #52 travels along Big Horn Boulevard past Site A, however, the nearby bus stops are located approximately one mile from the site at the Laguna Boulevard/Franklin Boulevard and the Big Horn Boulevard/Bruceville Road intersections.

Site 4 is currently designated Low Density Residential and is proposed to be designated Commercial. Implementation of Site 4 would allow for additional lands to be utilized for commercial use thereby increasing the amount of commercial land available citywide. Implementation of Site 4 would be consistent with General Plan Focused Goal 2-2 by allowing for a balance between the numbers and types of workers residing in Elk Grove and opportunities for employment in the City. Application of Urban Design Policies LU-35 and LU-36 would lessen any potential impacts associated with the appearance of the proposed commercial use by requiring the project to comply with the City's Non-Residential Design Guidelines and Sign Regulations.

Site 5 is currently designated Low Density Residential and is proposed to be designated Commercial/Office/Multi-family. Implementation of Site 5 would allow for additional lands to be utilized for commercial, office, and/or multi-family uses thereby increasing the amount of land available for those uses citywide. This would be consistent with General Plan Focused Goal 2-1 which encourages creation of a business community that includes a diversity of office uses, locally oriented and regionally oriented retail services, and a diversity of residential types. Implementation of Site 5 would also be consistent with General Plan Focused Goal 2-2 by allowing for a balance between the numbers and types of workers residing in Elk Grove and opportunities for employment in the City. Application of Urban Design Policies LU-35 and LU-36 would lessen any potential impacts associated with the appearance of the proposed use by requiring the project to comply with the City's Non-Residential and/or Multi-Family Design Guidelines and Sign Regulations.

Site 24 is currently designated Estate Residential and is proposed to be designated Commercial. Implementation of Site 24 would be consistent with General Plan Policy LU-11, which supports the development of neighborhood serving commercial uses adjacent to residential areas. Implementation of Site 24 would also be consistent with General Plan Focused Goal 2-2 by allowing for a balance between the numbers and types of workers residing in the City and opportunities for employment in Elk Grove. Application of General Plan Urban Design Land Use Policies LU-35 and LU-36 would lessen the potential for adverse impacts to neighborhood character by requiring the project to comply with the City's Non-Residential Design Guidelines and Sign Regulations.

Site 40 is currently designated Low Density Residential and is proposed to be designated Commercial. Implementation of Site 40 would be consistent with General Plan Focused Goal 2-2 by allowing for a balance between the numbers and types of workers residing in Elk Grove and opportunities for employment in the City. Application of Urban Design Policies LU-35 and LU-36 would lessen any potential impacts associated with the appearance of the proposed commercial use by requiring the project to comply with the City's Non-Residential Design Guidelines and Sign Regulations.

Site 41 is currently designated Office/Multi-family and is proposed to be designated Commercial/Office/Multi-family. Implementation of Site 41 would allow for additional lands to be utilized for commercial, office, and/or multi-family uses thereby increasing the amount of land available for commercial uses citywide. This would be consistent with General Plan Focused Goal 2-1 which encourages creation of a business community that includes a diversity of office uses, locally oriented and regionally oriented retail services, and a diversity of residential types. Implementation of Site 41 would also be consistent with General Plan Focused Goal 2-2 by allowing for a balance between the numbers and types of workers residing in Elk Grove and opportunities for employment in the City. Application of Urban Design Policies LU-35 and LU-36 would lessen any potential impacts associated with the appearance of the proposed

## 4.1 LAND USE

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commercial use by requiring the project to comply with the City's Non-Residential Design Guidelines and Sign Regulations.

Sites 21 and 29 are currently designated Rural Residential and are proposed to be designated Low Density Residential. Implementation of Sites 21 and 29 would not be consistent with the goals and policies of the General Plan that apply to the Sheldon area by allowing development of residential lots smaller than two acres in size. Implementation of the proposed GPA for these sites would also be inconsistent with the General Plan Vision Map, which designates the sites for rural residential uses with minimum 2-acre lot sizes. A General Plan Vision Statement recognizes the value of the rural portions of Elk Grove, including the Sheldon area, and calls for preservation of the area as a reminder of Elk Grove's past predominantly rural character. The Sheldon area is recognized as an area with a rural lifestyle, typified by homes on lots generally two acres in size or larger. Implementation of Sites 21 and 29 would be inconsistent with General Plan Policy LU-18, which calls for land uses in the Sheldon area to be consistent with the community's rural character by introducing a density of up to seven dwelling units per acre.

Implementation of Sites 21 and 29 would also be inconsistent with General Plan Policy PF-10 by constructing "trunk" or service lines in the rural residential area. This policy states that the City shall strongly discourage the extension of sewer service into any area designated for Rural Residential land uses. Policy PF-10 further states that sewers shall not be used to accommodate lot sizes smaller than two acres in the Rural Residential area and lot sizes shall be large enough to accommodate septic systems. The introduction of "trunk" or service lines into rural Elk Grove could be considered growth inducing because it would introduce public sewer and infrastructure into an area currently without these services and not projected to become urban. This is considered a **significant** impact. See Section 7.0, Long-Term Implications, for further discussion. Potential environmental impacts, such as traffic, noise, and air quality, associated with the land uses proposed with this GPA are discussed in the relevant sections of this SEIR.

### East Elk Grove Specific Plan

The applicant is requesting a land use designation for Site 24 that would deviate from the land use approved with the EEGSP. Section 10.3, Amendment Procedures, of the EEGSP outlines the procedures to be taken when considering an amendment to the Specific Plan. As stated in the EEGSP, applications shall conform to the requirements set forth in the Specific Plan Ordinance and Procedures and Preparation Guide, Chapter 21.14 of the City Code. Amendments to the Specific Plan would require City Council approval. The proposed GPA includes a request for an amendment to the Specific Plan for Site 24. This amendment would be processed consistent with the procedures outlines in City Code Section 21.14 and, therefore, potential impacts associated with consistency with the EEGSP would be **less than significant**.

Adverse impacts to traffic, noise, and air quality that may result from a more intense land use designation for Site 24 are analyzed in the appropriate sections of this Draft SEIR.

### Sunset Sky ranch Airport Comprehensive Land Use Plan Safety Hazard Areas

The ALUC established three safety zones for the Sunset Sky ranch Airport – the Clear Zone, the Approach/Departure Zone, and the Overflight Zone. The only safety zone not compatible with single-family land uses is the Clear Zone. However, the Clear Zone that is closest to the City is on the opposite side of Grant Line Road outside the City limits. As stated previously, none of the project sites are located within any of the three safety zones. Potential land use conflicts associated with the Sunset Sky ranch Airport CLUP are considered **less than significant**.

Mitigation Measures

None available. The goals, policies, and action items associated with the various General Plan Elements would serve to reduce land use impacts associated with revising the land use designations for the project sites. However, this impact is considered **significant and unavoidable** for Sites 21 and 29 in regards to inconsistency with the General Plan Vision Map, General Plan Vision statement for the Sheldon area, and General Plan Policies LU-18 and PF-10.

**Land Use Conflicts**

**Impact 4.1.2** Implementation of the proposed General Plan would create conflicts with other land uses within the City. This is considered a **less than significant** impact.

Implementation of the proposed General Plan Amendment would change the land use designations for several sites that may result in land use conflicts. Implementation of the proposed General Plan Amendment would not create land use conflicts between land use designations within the City of Elk Grove. Proposed land use designations would not be in conflict with any adjacent land use (e.g., residential uses would not be located near any hazardous use) as discussed for each site below.

Site A is currently designated Public Open Space/Recreation and is proposed to be designated High Density Residential. The existing zoning of the site is Multi-family Residential. The site is surrounded by residential uses on three sides. A transmission line corridor traverses the southeastern portion of the site and an electrical substation is located on the adjacent site to the east. The City's Design Guidelines for Multi-Family Development regulate the building mass and scale of any proposed multi-family buildings and include open space and other site layout requirements that would apply to future development of the site. The Design Guidelines for Multi-Family development and Zoning Code requirements for high density residential developments would lessen potential land use conflicts associated with implementation of site A.

Site 4 is currently designated Low Density Residential and is proposed to be designated Commercial. As stated previously, Site 4 is bordered by Bruceville Road to the west, existing commercial and retail development to the north and south, and existing residences to the east. The City's Non-Residential Design Guidelines contain requirements for buffering and landscaping to be incorporated into commercial projects located adjacent to land designated for residential use. The City Design Guidelines for Non-Residential development and Zoning Code requirements for commercial developments would lessen potential land use conflicts associated with implementation of Site 4.

Site 5 is currently designated Low Density Residential and is proposed to be designated Commercial/Office/Multi-family. Site 5 is located adjacent to Bruceville Road, south and east of an existing multi-family development, and north of Site 41. The City's Design Guidelines for Multi-Family Development regulate the building mass and scale of any proposed multi-family buildings and include open space and other site layout requirements that would apply to future development of the site. The Design Guidelines for Non-Residential and Multi-family developments and Zoning Code requirements for commercial developments would lessen potential land use conflicts associated with implementation of Site 5.

Site 24 is currently designated Estate Residential and is proposed to be designated Commercial. The site is bordered by residential uses to the north and west and commercial uses to the south

## 4.1 LAND USE

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and southeast. The Elk Grove Triangle Area is located east of the site. The "Triangle" is bounded by Bond Road on the north, Grant Line Road on the east, and Bradshaw Road on the west. The Triangle Area comprehensive plan calls for the establishment of land use and development standards that retain the rural character of the area and allow for residential and some commercial development. The City Design Guidelines for Non-Residential development and Zoning Code requirements for commercial developments would lessen potential land use conflicts associated with implementation of Site 24.

Site 40 is currently designated Low Density Residential and is proposed to be designated Commercial. Site 40 is located north of Bond Road, between two commercial developments. The City Design Guidelines for Non-Residential development and Zoning Code requirements for commercial developments would lessen potential land use conflicts associated with implementation of Site 40.

Site 41 is currently designated Low Density Residential and is proposed to be designated Commercial. This site is located adjacent to two arterial roadways, existing residential uses to the west, existing commercial development to east, and Site 5 to the north. The City Design Guidelines for Non-Residential development and Zoning Code requirements for commercial developments would lessen any potential land use conflicts associated with implementation of Site 41.

Sites 21 and 29 are currently designated Rural Residential and are proposed to be designated Low Density Residential. The sites are bordered by rural residential uses on all sides. Implementation of the proposed GPA would increase the density of residential development allowed at the sites, however, placement of one single-family residential development adjacent to another single-family residential development would not constitute a land use conflict. The City's Residential Design Guidelines would regulate the design of any future development of the sites.

### Mitigation Measures

None required.

#### **4.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES**

##### **CUMULATIVE SETTING**

As previously described, the City of Elk Grove is located in the southern portion of Sacramento County. The proposed General Plan Amendment would change the current General Plan land use designation for the project sites. The entire City of Elk Grove must be considered for the purpose of evaluation of land use impacts on a cumulative level. Development in the Elk Grove area, including proposed and approved projects, would change the intensity of land uses in the Elk Grove region (see Section 4.0, Introduction to the Environmental Analysis and Assumptions Used, regarding cumulative setting conditions). In particular, this cumulative development scenario would increase development in Elk Grove, and would provide additional housing, employment, shopping, and recreational opportunities.

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## CUMULATIVE IMPACTS AND MITIGATION MEASURES

### Increased Development

**Impact 4.1.3** Development of the General Plan Alternative sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and result in conversion to residential and commercial/office and would result in land use development in excess of that allowed under the General Plan. This impact would be **cumulative significant**.

Development of proposed and approved projects in the Elk Grove area would result in urbanization of the area from an increase in the density of residential, commercial, office, recreational, and public facility uses in the Elk Grove region. This urbanization would change undeveloped and open space areas by modifying the undeveloped land use conditions on those sites to developed uses.

With the exception of Sites 21 and 29, this development would also occur adjacent to existing development and would not result in a new isolated development inconsistent with current land use patterns. In addition, the natural setting of the area would be changed as a result of the proposed project; this change is planned for and supported by the General Plan, with the exception of Sites 21 and 29.

Implementation of the proposed project would result in changes to existing development patterns on the project sites. While the implementation of the project would introduce residential and additional commercial land uses and would result in the removal of open space, it would be developed generally consistently with the land uses designated for the sites in the relevant planning documents, with the exception of Sites 21 and 29. Implementation of Site 21 and 29 would be inconsistent with the General Plan Vision Map, Vision Statement for the Sheldon Area, and General Plan Policies LU-18 and PF-10 because it would increase development in an area designated for rural residential uses. Therefore, this impact is considered **significant and unavoidable**.

The environmental effects of the development have been addressed in this EIR for project and cumulative conditions. The environmental effects of development of the project sites and regional development are addressed in the technical sections of this EIR (Sections 4.2 through 4.7).

#### Mitigation Measure

None available. The goals, policies, and action items associated with the various General Plan Elements would serve to reduce land use impacts associated with revising the land use designations for the project sites. However, this impact is considered **significant and unavoidable** for Sites 21 and 29 in regards to inconsistency with the General Plan.

### Land Use Conflicts

**Impact 4.1.4** The General Plan Amendment project in addition to other reasonably foreseeable development within Elk Grove could result in land use conflicts. However, this is a **less than significant** impact under cumulative conditions.

Development of the proposed and approved projects in Elk Grove, as well as projects allowed under the General Plan, has the potential to create land use conflicts with existing uses, such as



## 4.1 LAND USE

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low-density residential uses and active agricultural or heavy industrial areas. Refer to the discussion under Impact 4.1.2 concerning potential land use conflicts at each of the project sites. Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of this document. Land use conflicts are site-specific and project development would not result in a cumulative impact; therefore, this impact would be **less than significant**.

### Mitigation Measure

None required.

### REFERENCES

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan*. Elk Grove, CA.

City of Elk Grove Development Services. 2003. *Elk Grove General Plan Draft Environmental Impact Report*. Elk Grove, CA.

Sacramento County Planning and Community Development Department. 1996. *East Elk Grove Specific Plan*. Sacramento, CA.

## **4.2 Population/Housing/Employment**

## 4.2 POPULATION/HOUSING/EMPLOYMENT

This section discusses the population, housing, and employment impacts of the proposed project. Impacts on the current conditions, as well as the projected conditions, are examined. This section also contains information regarding the project's relationship to adopted programs and plans, related to population projections for Elk Grove. Please note this section does not include population, housing and employment data and projections for Laguna West (annexed in December 2003).

### 4.2.1 EXISTING SETTING

#### LOCAL SETTING

The proposed project area consists of eight sites that total approximately 306 acres in different areas of the City. Urban land uses in the project area generally consist of residential, commercial, office, and other public uses. The adopted City of Elk Grove General Plan currently guides the land uses in the project area. The Zoning Code is currently being updated to bring zoning designations into consistency with the General Plan. The reader is referred to Section 4.1 (Land Use) for a further description of land use and applicable land use plans in the project area.

#### Holding Capacity

Holding capacity is expressed as the total number of people that would be accommodated within a planning area if the land within that area were developed to the maximum potential allowed by land use designations in the general plan. Once potential buildout and dwelling units are projected, potential population can be determined.

The adopted City of Elk Grove General Plan has a buildout capacity of 63,728 housing units. Based on the current household size of 3.07 persons per household and the 63,728 housing units at buildout, the City has an estimated holding capacity of approximately 195,645 persons. It should be noted that these estimates of dwelling units and population does not constitute a dwelling unit or population cap for the City. **Table 4.2-1** identifies the total dwelling units at buildout.

**TABLE 4.2-1  
TOTAL DWELLING UNITS AT BUILDOUT**

General Plan Designation	Total Acreage	Units Per Acre	Total Dwelling Units	Percent of Total Dwelling Units
Rural Residential	5,219	0.5	2,609	4.1%
Estate Residential	1,740	4.0	4,395	6.9%
Low Density Residential	8,611	5.6	44,657	70.1%
Medium Density Residential	429	12	4,359	6.8%
High Density Residential	292	20	5,382	8.4%
Office/Multifamily	186	20	718	1.1%
Commercial/Office/Multifamily	375	20	1,198	2.5%
<b>Total</b>	<b>16,962</b>		<b>63,728</b>	<b>100.0%</b>

*Source: City of Elk Grove staff calculation, 2004. Note: These figures do not include Laguna West, annexed December 15, 2003, in order for comparison with the information presented in the Elk Grove General Plan EIR.*

## 4.2 POPULATION/HOUSING/EMPLOYMENT

### Geographic Area

As the City did not incorporate until July 2000, demographic and employment data for the Elk Grove area was difficult to determine since Elk Grove was not a political entity nor a federally or regionally recognized area in terms of long-range planning or Census data collections. As such, the Sacramento Area Council of Governments [SACOG] performed a special aggregation of the 2000 Census data in order to determine the demographic information provided herein. The 1990 Census data was calculated based on Census Block Group statistics for the Elk Grove area. Other sources of statistical information were used as appropriate and are listed at the bottom of each table.

### DEMOGRAPHICS

#### Population Trends

In the ten years prior to the incorporation of the City of Elk Grove in July 2000, the population increased by 70.5 percent, equaling an average annual population increase of 7.0 percent. From 1990 to 2000, the area began to rapidly develop as a result of an increase in jobs to the Sacramento County region and the availability of land outside the downtown Sacramento area. Projections for the City's population growth from SACOG provide population estimates for the City of Elk Grove to 2025, as shown in **Table 4.2-2**, and indicate a gradual decline in the annual growth rate from 7.0 percent in 2000 to 4.4 percent in 2015 and 0.3 percent by 2025. Based on the SACOG projections, the City's population is projected to increase by 25,445 persons between 2000 and 2005, for an increase of 35 percent. Additionally, the population is projected to increase by another 25 percent between 2005 and 2010, an approximate increase of 24,490 persons.

TABLE 4.2-2  
CITY OF ELK GROVE POPULATION TRENDS

Year	Population	Change	% Change	Annual % Change
1990	42,626			
2000	72,665	30,039	70.5%	7.0%
2005	98,110	25,445	35.0%	7.0%
2010	122,600	24,490	25.0%	5.0%
2015	149,430	26,830	21.9%	4.4%
2020	166,300	16,870	11.3%	2.3%
2025	168,465	2,165	1.3%	0.3%

Source: Elk Grove General Plan EIR

#### Household Trends and Demographics

##### Households

According to the 2000 Census, 23,766 households lived in the City of Elk Grove. **Table 4.2-3** shows the SACOG household projections for Elk Grove over the next 20 years. According to SACOG, the City of Elk Grove will increase by 9,284 households between 2000 and 2005 and by 18,150 households between 2000 and 2010. This represents a 76.4 percent increase between 2000 and 2010. In comparison, the population of Elk Grove is projected to increase by 49,935

## 4.2 POPULATION/HOUSING/EMPLOYMENT

persons [68.7 percent] over the same ten-year span, which indicates an increase in the average household size.

**TABLE 4.2-3  
CITY OF ELK GROVE HOUSEHOLD PROJECTIONS**

Year	Households	Change	%Change	Annual % Change
2000	24,069			
2005	33,050	9,284	28.0%	5.6%
2010	41,916	8,866	21.2%	4.3%
2015	51,633	9,717	18.8%	3.8%
2020	57,955	6,322	10.9%	2.2%
2025	59,448	1,493	2.6%	0.5%

*Source: Elk Grove General Plan EIR*

### Employment

The work force in the Sacramento metropolitan area, which includes the City of Elk Grove, encompasses professional, technical, production, transportation, and service occupations. The major employers in Elk Grove and in the vicinity of the City represent a wide range of employment sectors and generally employ between 50 to over 1000 employees. According to the 2000 Census, the Services sector employed 37.9 percent of all residents within the City, or 10,972 persons. The Government sector was the second largest employer, employing 15.4 percent, or 3,300 persons. **Table 4.2-4** below from the Elk Grove General Plan EIR states the number of employees by industry in the Elk Grove CDP.

**TABLE 4.2-4  
EMPLOYMENT BY INDUSTRY - ELK GROVE CDP**

Sector	2000	
	Number	Percent
Agriculture, Forestry, Fishing, Hunting, and Mining	201	0.7%
Construction	1,786	6.2%
Manufacturing	1,935	6.7%
Transportation and Public Facilities	1,669	5.8%
Wholesale Trade	1,170	4.0%
Information	1,010	3.5%
Retail Trade	3,300	11.4%
Finance, Insurance, Real Estate	2,436	8.4%
Services	10,972	37.9%
Government	4,441	15.4%

*Source: Elk Grove General Plan EIR*

## 4.2 POPULATION/HOUSING/EMPLOYMENT

According to Sacramento Council of Governments (SACOG) projections, the City of Elk Grove had 11,147 jobs in 2000. Along with this, SACOG projects an annual job growth rate increase of 29,253 jobs between the years 2000 and 2025. As shown in **Table 4.2-5**, Elk Grove can expect high job growth for the next ten years, with the number of new jobs added to the City slowly decreasing over the following years. However, SACOG's projections are based on the Sacramento County General Plan. The City's adopted General Plan, which includes the Housing Element, designates additional land for office development. Thus, the City anticipates it will have a higher job growth rate than what is currently projected by SACOG.

**TABLE 4.2-5  
CITY OF ELK GROVE JOBS PROJECTIONS**

Year	Jobs	Percentage Change
2000	11,147	--
2005	20,585	84.7%
2010	28,018	36.1%
2015	34,460	23.0%
2020	38,203	10.9%
2025	40,400	5.8%

Source: Elk Grove General Plan EIR

### 4.2.2 REGULATORY FRAMEWORK

#### LOCAL

#### City of Elk Grove General Plan

**Table 4.2-6** identifies the General Plan policies regarding housing, population, and employment that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements as required by CEQA Guidelines Section 15125(d). This assessment is based on City staff's interpretation of the General Plan policies and action items. The final authority for interpretation of these policy statements, and determination of the project's consistency rests with the City Council.

**TABLE 4.2-6  
PROJECT CONSISTENCY WITH THE GENERAL PLAN HOUSING POLICIES**

General Plan Policies and Action Items	Consistency with General Plan	Analysis
<p><b>Policy ED-1</b> Strive to establish a balanced mix of commercial, office and industrial businesses to the City to ensure a variety of employment and business opportunities.</p>	Yes	The proposed General Plan Amendment (GPA) will add a total of 25.4 acres to the commercial land use designation with no depletion to office or industrial land uses in the City, thereby supporting the development of commercial and employment generating uses.

4.2 POPULATION/HOUSING/EMPLOYMENT

General Plan Policies and Action Items	Consistency with General Plan	Analysis
<p><b>Policy ED-7</b> Maximize the use of non-residential land for employment-generating and revenue-generating uses.</p>	Yes	By increasing the amount of land designated for commercial land use, the GPA would result in additional sources of employment and revenue-generating use may be developed.
<p><b>Policy ED-9</b> Provide sufficient land for business expansion and attraction of new employers that utilize the City's existing labor pool.</p>	Yes	See Policy ED-1 above.
<p><b>Policy H-1</b> Maintain an adequate supply of appropriately zoned land with available or planned public services and infrastructure to accommodate the City's projected housing needs for all income levels and for special needs groups.</p>	Yes	The proposed GPA would add a net gain of 258.6 acres to the low density residential land use designation and reduce the number of rural residential designation by 273 acres and estate residential by 3.5 acres. No multifamily land use designations will be effected by the proposed amendment. Because of the proposed changes to Sites 21 and 29 from rural residential to low density residential an additional 1,072 housing units could be constructed on that land, based on the holding capacity established in the General Plan. This would assist in maintaining an adequate supply of residential land for the future housing needs of the City.
<p><b>Policy H-4</b> Facilitate and encourage the construction of housing affordable to very low, low and moderate income households consistent with the City's identified housing needs.</p>	Yes	The GPA would change 13.8 acres (Sites A and 5) from non-residential to high density residential land use designations which may be developed as housing units affordable to lower income households. An additional 273 acres would be rezoned to a higher density from Rural Residential (0.5 du/ac) to Low Density Residential (4 to 7 du/ac). This would allow for the development of additional units, which may be affordable to moderated income households.
<p><b>Policy H-10</b> Support housing opportunities for agricultural workers, homeless people, seniors, female-headed households, large families, and persons with disabilities. According to the federal Rehabilitation Act of 1973, a person with a disability is a person who has a physical or mental disability, which substantially limits a major life activity, or has a record of such a disability, or is regarded as having such a disability.</p>	Yes	While, the proposed project does not directly support housing opportunities for special needs groups, it does not preclude this development in these areas, nor does it impede this type of development. The GPA does allow for additional residential development, which may produce residential units serving special needs groups.
<p><b>Policy H-12</b> Encourage the development of a variety of housing in order to maintain a diverse housing stock intended for all levels of income.</p>	Yes	See Policies H-1 and H-4 above.

## 4.2 POPULATION/HOUSING/EMPLOYMENT

General Plan Policies and Action Items	Consistency with General Plan	Analysis
<p><b>Policy LU-9</b> The City should seek to designate sufficient land in all employment-generating categories to provide a minimum 1:1 correspondence between Elk Grove's working population and jobs in categories matching their employment level.</p>	Yes	The proposed project would provide an additional 25.4 acres for commercial development. This would provide additional land available for employment-generating uses and assist in balancing the working population: jobs ratio in the City.
<p><b>Policy LU-10</b> The City shall support the development of neighborhood-serving commercial uses adjacent to residential areas which provide quality, convenient and community-serving retail choices in a manner that does not impact neighborhood character.</p>	Yes	The proposed project would provide an additional 25.4 acres for commercial development, providing opportunities for types of development identified in this policy. Any commercial development on these sites would be subject to the City's development review process and conditions of approval.

Source: City of Elk Grove General Plan, Housing Element, 2003.

### 4.2.3 IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

According to the CEQA Guidelines Section 15131(a), economic or social effects of a project are not treated as significant effects on the environment. If the proposed project were to cause physical changes as a result of economic or social changes, then the physical effects (such as the destruction of habitat resulting from housing construction to accommodate increased population) could be considered significant. A population and housing impact is considered significant if implementation of the project would result in any of the following:

1. Induce substantial growth or concentration of population in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure) that results in a physical effect on the environment.
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

#### METHODOLOGY

City staff conducted research on demographic and housing conditions, utilizing existing documents and other information sources. Information was obtained from governmental agencies through their World Wide Web sites. Among these agencies were the U.S. Bureau of the Census, the California Department of Finance, Sacramento Area Council of Governments, and the California Employment Development Department. The City of Elk Grove General Plan was an additional source of information on housing and socioeconomic conditions as well as housing policy. The previous analysis and mitigation measures provided in the Elk Grove General Plan EIR were considered in evaluating the impacts associated with the proposed General Plan Amendment.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding



## 4.2 POPULATION/HOUSING/EMPLOYMENT

Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan. However, all population and housing impacts were found to be less than significant with implementation of the General Plan and, therefore, no Statement of Overriding Considerations was required for population and housing impacts in order to adopt the General Plan EIR.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Population and Housing Increases

**Impact 4.2.1** Implementation of the proposed General Plan Amendment could result in population and housing projections that may exceed the City of Elk Grove 2003 General Plan projections for 2025. This is a **less than significant** impact.

The adopted City of Elk Grove General Plan Land Use Policy Map results in a holding capacity of approximately 63,728 housing units and 195,645 persons. **Table 4.2-7** depicts the population and number of housing units for the General Plan Amendment sites under their current land use designation and their proposed land use designation, as well as the difference between the two.

**TABLE 4.2-7  
POTENTIAL HOUSING UNITS AND POPULATION**

	Housing Units <sup>1</sup>			Population <sup>2</sup>		
	Current Land Use	Proposed Land Use	Difference	Current Land Use	Proposed Land Use	Difference
Single Family	208	1,072	864	639	3,291	2,652
Multifamily	383	403	20	1,176	1,237	61
Total	591	1,475	884	1,814	4,528	2,714

*Note: <sup>1</sup>The number of housing units was based on the City of Elk Grove land use estimates. <sup>2</sup>Population was calculated using 3.07 persons per household as established in the Elk Grove Housing Element.*

**Table 4.2-8** depicts the population and number of housing units for each site under their current land use designation and proposed land use designation, as well as the difference between the two. The proposed Amendment may add an additional 884 housing units and a population of 2,714 over the General Plan holding capacity.

The General Plan Amendment would change two sites from a Rural Residential land use designation to Low Density Residential. Two sites would change from Low Density Residential to a mixed-use designation, Commercial/Office/Multifamily. Three sites would change from a residential to a commercial land use designation and Site 5 would change from Low Density Residential to Commercial/Office/Multifamily. Sites 21 and 29 would provide the largest population gain with respective possible increases of 1,685 and 1,187 persons. The other sites would result in overall population reductions of 156, as shown in **Table 4.2-8**.

The proposed amendment would allow for an increase in housing by providing more available land for this housing in the City. This would provide more housing choices for all income levels. Sites A and 5 would be designated as High Density Residential sites and would allow the construction of housing units affordable to lower income household because of their density levels. Additional funding for affordable and special needs housing would be provided because of the increase in housing development and the affordable housing fees required of that

## 4.2 POPULATION/HOUSING/EMPLOYMENT

development. The additional funding would allow for more housing programs and funding for the development of housing for special needs groups and lower income households.

TABLE 4.2-8  
HOUSING UNITS AND POPULATION

Site	Acres	Housing Units <sup>1</sup>			Population <sup>2</sup>		
		Current Land Use	Proposed Land Use	Difference	Current Land Use	Proposed Land Use	Difference
A	7.4	359	359	0	1,102	1,102	0
4	1.6	6	0	-7	18	0	-18
5	6.4	22	20	-2	68	61	-6
21	160.4	80	629	549	246	1,931	1,685
24	3.5	14	0	-14	43	0	-43
29	113	57	443	386	175	1,360	1,185
40	6.4	29	0	-29	89	0	-89
41	7.5	24	24	0	74	74	0
Total	306.2	591	1,475	884	1,814	4,528	2,714

Note: <sup>1</sup>The number of housing units was calculated using the densities established in Table 4.2.1. <sup>2</sup>Population was calculated using 3.07 persons per household as established in the Elk Grove Housing Element.

The Elk Grove General Plan EIR determined that implementation of the General Plan would result in less than significant impacts regarding population and housing increases. The projected increase in the City's population and housing units from the General Plan Amendment would result in direct and indirect environmental effects such as demand for services and utilities, traffic, noise, and air quality. These effects associated with the proposed project are discussed in the relevant chapters of this EIR. The changes in population and housing that would occur from the General Plan Amendment are anticipated to be less than significant.

### General Plan Goals, Policies and Action Items

The proposed General Plan Amendment does not conflict with General Plan goals, policies, and actions that relate to population and housing growth. Implementation of General Plan policies H-1, H-4, and H-10 would maintain appropriately zoned land for all types of housing and support housing opportunities that would be affordable to all household income levels.

### Mitigation Measures

None required.

### Jobs-Housing Balance

**Impact 4.2.2** The increase in the number of employed persons versus the increase in housing units may result in a jobs-housing imbalance. This is considered a **less than significant** impact.

The City of Elk Grove General Plan has a current capacity for 60,720 jobs at buildout based on the employment-generating land uses proposed in the General Plan. This results in a jobs per housing unit ratio of 0.95.

## 4.2 POPULATION/HOUSING/EMPLOYMENT

It is generally considered ideal to have approximately one job per housing unit in a jurisdiction. Historically, Elk Grove has had an imbalance of jobs per housing units, with an excess of housing units in the City compared with employment opportunities. SACOG estimated that the City had 0.45 jobs per housing unit in 2000 and projected that by 2025 the City would have 0.65 jobs per housing unit.

The jobs per housing unit ratio anticipated at buildout of the General Plan Amendment would be 0.94, as the General Plan Amendment project would increase housing by 884 units and add 72 jobs. This is comparable to the current ratio based on adopted General Plan land uses and is anticipated to decrease the need for persons to commute outside of Elk Grove to their place of employment, when compared with SACOG's information for the city, which would result in decreased traffic, noise and air quality impacts.

The Elk Grove General Plan EIR found impacts related to the jobs housing balance less than significant. Implementation of the proposed General Plan Amendment would change three sites currently designated as residential to commercial, one site to Commercial/Office/Multifamily and one site from Office/Multifamily to Commercial/Office/Multifamily. This would add a total of approximately 25.5 acres of land available for commercial development. These changes would increase the amount of land available for commercial or office development in the City and thus, increase the number of employment opportunities in the City by approximately 72 jobs. Impacts associated with the jobs housing balance would be less than significant.

### *General Plan Goals, Policies and Action Items*

Sites A, 21 and 29 of the proposed General Plan Amendment would have no effect on General Plan Goals Policies or Actions Items relating to employment or commercial development. Sites 4, 5 24, and 40 would provide more available land zoned for commercial or office development and in effect provide for more employment opportunities within the City once these areas are developed. Implementation of General Plan Policies ED-7, ED-8, ED-9, LU-9, and LU-10 would assist in maintaining an appropriate balance of land uses creating job and housing opportunities.

### Mitigation Measures

None required.

## 4.2.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

### CUMULATIVE SETTING

The City of Elk Grove had a 2000 Census population of 72,665 and SACOG projects that the City will have 168,465 persons by 2022, an increase of 131.8 percent. In addition to growth anticipated within the current city boundaries, the General Plan identifies a Planning Area. The Planning Area includes possible future City annexation areas. The Planning Area has a buildout of 30,217 housing units for an additional population of 92,767 persons. This calculates to a total population of 288,412 and 93,945 dwelling units for both the City and Planning Area. See Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used) regarding cumulative setting conditions.

While SACOG does not have projections specific to the Planning Area, SACOG does project population, housing, and employment growth for Regional Analysis Districts (RADs). The RADs are made up smaller areas called Minor Zones (MZ). The MZs also have population, housing, and

## 4.2 POPULATION/HOUSING/EMPLOYMENT

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employment projections through 2025. Portions of the Delta, Cosumnes, Franklin, Vineyard RADs, based on the MZs, and the total Laguna, and Elk Grove RADs were used to determine SACOG's population, housing and employment projections for the Elk Grove Planning Area. This area is similar in boundary to the Planning Area. SACOG projections indicate that this area will have 200,375 persons, 74,182 dwelling units, and 47,917 employees by 2022.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Population and Housing Increases

**Impact 4.2.3** The population and housing unit increases due to implementation of the General Plan Amendment may exceed the Elk Grove General Plan population and housing projections for the Planning Area. This is considered a **less than significant** cumulative impact.

Development of the proposed project sites would increase the population and number of housing units within Elk Grove. However, development under the General Plan Amendment is generally consistent with the land use designations and growth assumed in the Elk Grove General Plan with the exception of Sites 21 and 29. The proposed Amendment may add an additional 884 housing units and a population of 2,714 over the holding capacity associated with the adopted General Plan.

The Elk Grove General Plan EIR determined that cumulative population and housing increases that would occur with buildout of the General Plan would be less than significant. The impacts of population and housing growth are both direct and indirect, including increased noise, air quality, and traffic effects, as well as increased demand for services and utilities. Additionally, construction of the housing units as a result of the General Plan Amendment may result in public utilities, traffic, land use, noise, air quality and aesthetic impacts. These effects have been identified and considered within relevant sections of this document. The Elk Grove General Plan includes policies and implementation programs that serve to mitigate the impact of development and population growth and the related demand for jobs and a variety of housing types that accompany a larger population. Cumulative impacts are considered less than significant.

#### *General Plan Goals, Policies, and Action Items*

General Plan policies H-1, H-4, H-10, and H-12 provide for a mix of land uses and housing that serves a variety of income groups. The proposed General Plan Amendment would be consistent with these policies.

#### Mitigation Measures

None required.

#### REFERENCES

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan*. Elk Grove, CA.

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan EIR*. Elk Grove, CA.

## **4.3 Transportation and Circulation**

## 4.3 TRANSPORTATION AND CIRCULATION

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The transportation and circulation section of this Draft SEIR describes the existing transportation system in the City of Elk Grove and analyzes the potential impacts associated with the proposed land uses for the General Plan Amendment sites. The analysis is based on technical assistance provided by KDAAnderson Transportation Engineers.

### 4.3.1 EXISTING SETTING

Roadways are the primary existing transportation facilities within the city limits. The existing roadway network consists of freeways, thoroughfares, arterials, collectors, and local streets. Existing bicycle, pedestrian and transit facilities are also present in the City, although these facilities are currently limited. Railroads and related facilities are also present and are generally used for movement of goods. A description of the major transportation facilities, major roadway segments, current traffic volumes, and alternative transportation modes are discussed below.

#### ROADWAY SYSTEM

**Interstate 5 (I-5)** stretches 1400 miles from Canada to Mexico, with 792 miles of roadway located in California. I-5 runs diagonally north to south near the western boundary of the Planning area. Running north to south near the western boundary of the Planning Area, I-5 is designated as part of the state's freeway and expressway system and is a separated, access controlled, four- to six-lane freeway in the Planning Area. There are three full-interchanges in the Planning Area at Hood-Franklin Road, Elk Grove Boulevard, and Laguna Boulevard.

**State Route 99 (SR 99)** originates south of Bakersfield and terminates at SR 36 near the City of Red Bluff to the north. Within the Planning Area, SR 99 runs diagonally north to south and is designated as a limited access highway. SR 99 is a four-lane separated freeway with full interchanges at Calvine Road, Sheldon Road, Laguna Boulevard/Bond Road, Elk Grove Boulevard and Grant Line Road. The extension of existing HOV lanes are planned for segments of SR 99 within the Planning Area boundaries.

**Grant Line Road** is a two-lane road providing access between SR 99 and the South Sunrise area, which has emerged as a growing employment center in the greater Sacramento area. Grant Line Road connects SR 99 with White Rock Road in the new City of Rancho Cordova. Future plans for this roadway include widening to six-lanes and eight-lanes between SR 99 and Calvine Road and grade separations for the Union Pacific and Central Traction Railroads.

#### CITY OF ELK GROVE LIMITS

The following are some of the major roadways in the city limits of Elk Grove.

**Calvine Road** is an east/west arterial that connects Stockton Boulevard to Grant Line Road. Currently, Calvine Road is a two- and four-lane urban arterial that is ultimately planned to be a six-lane arterial, extending to Interstate 5. There are two railroad at-grade crossings on Calvine Road. The Union Pacific Railroad at-grade crossing is at Elk-Grove Florin Road and the Central Traction Railroad crossing is just west of Vineyard Road.

**Sheldon Road** is an east/west arterial that connects Center Parkway with Grant Line Road. The road provides access for residential areas to SR 99 via an interchange. There are at-grade crossings for the Union Pacific Railroad tracks west of Elk Grove-Florin Road and for the Central California Traction Company railroad tracks west of Excelsior Road. Sheldon Road is currently a two-lane rural roadway that will ultimately range from two to six lanes within the city limits.

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**Elk Grove Boulevard** is an east/west arterial connecting Interstate 5 with Grant Line Road. Elk Grove Boulevard varies from four to five lanes between I-5 and West Stockton Boulevard and between East Stockton Boulevard east of Elk Grove-Florin Road but is a two-lane rural roadway in the remainder of the Planning Area. Elk Grove Boulevard is ultimately planned for two to six lanes from I-5 to Elk Grove-Florin Road, two lanes from Elk Grove-Florin Road to Waterman Road, and four lanes from Waterman Road to Grant Line Road. There are full interchanges with I-5 and SR 99 and at-grade-crossings with the Union Pacific Railroad.

**Franklin Boulevard** is a north/south roadway providing direct connection to downtown Sacramento. The roadway width varies from two-lanes south of Elk Grove to four- to six-lanes between Elk Grove Boulevard and Big Horn Boulevard. Ultimately, Franklin Boulevard is planned for six-lanes within the city limits. Franklin Boulevard will be realigned from Poppy Ridge Road to Bilby Road.

**Bradshaw Road** is a two-lane rural roadway that runs north to south through the existing city limits and unincorporated portions of the Planning Area. Bradshaw Road provides local access to residential neighborhoods and agricultural and industrial land uses. Bradshaw is ultimately planned for six lanes.

**Bond Road/Laguna Boulevard** is a major east-west arterial that runs from the east side of State Route 99 (SR 99) and terminates at Grant Line Road. Bond Road provides access between the City of Elk Grove and the unincorporated community of Laguna to the west and Sacramento County to the east. West of SR 99, Bond Road is identified as Laguna Boulevard, a six-lane facility from Interstate 5 to Big Horn Boulevard and an eight-lane facility from Big Horn Boulevard to SR 99. Bond Road is a four-lane facility from SR 99 to Elk Grove-Florin Road and a two-lane facility from Elk Grove-Florin Road to Grant Line Road. Some segments of Bond Road between Elk Grove-Florin and Waterman roads already have ultimate half street improvements constructed.

**Elk Grove-Florin Road**, a primary arterial route, provides north-south access from Elk Grove to the south and Sacramento County to the north. At the intersection with Gerber Road, Elk-Grove Florin Road becomes Watt Avenue. Elk-Grove Florin Road is a four-lane divided roadway from north of Calvine Road to south of Elk Grove Boulevard, where it becomes a two-lane facility. Near Fruitridge, Watt Avenue becomes a two-lane roadway, then widens to a four-lane facility near its intersection with U.S. Highway 50. Elk Grove-Florin Road will ultimately be six lanes from Calvine Road to Bond Road, four lanes from Bond Road to south of Elk Grove Boulevard, and two lanes from south of Elk Grove Boulevard to East Stockton Boulevard.

**Big Horn Boulevard** is an east-west four-lane arterial that extends from Franklin Boulevard to Elk Grove Boulevard. This roadway is ultimately planned for four lanes. Big Horn Boulevard has curbs, gutters, sidewalks, and a Class II bike lane. The posted speed limit on Big Horn Boulevard is 45 miles per hour (mph).

**Bruceville Road** is a north-south 4-lane arterial that extends from Valley Hi Drive, into the City of Elk Grove, and then continues south into the County of Sacramento. Bruceville Road generally has curbs, gutters, sidewalks, and a Class II bike lane. The posted speed limit on Bruceville Road is 45 mph. Bruceville Road is ultimately planned for six lanes.

### GENERAL PLAN TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following is a description of traffic volumes and traffic operating conditions anticipated at build-out of the adopted General Plan on roadways in the city limits, including a description of the methodology used to analyze existing conditions.

**Traffic Simulation Model**

The traffic volumes resulting from the General Plan Amendments were manually added to the Elk Grove General Plan EIR model forecasted traffic volumes. The computer traffic simulation model developed to model traffic conditions for the General Plan EIR was based on the Sacramento Area Council of Governments (SACOG) regional traffic model, SACMET. A detailed description of the SACMET model is provided in SACOG's Metropolitan Transportation Plan (MTP) for 2025.

Because the SACMET model is intended to be a regional mode, it lacks local detail. The SACMET model was modified by adding detail to the model's land use data and roadway network in the General Plan Planning Area. Detail was added to the model's land use data to be consistent with the City's traffic analysis zone (TAZ) land use database system. Using the City's TAZ land use database system allowed the City's General Plan traffic model to reflect local land use designations, local land use data, and a local level of detail. The reader is referred to the Elk Grove General Plan EIR for a detailed description of the traffic model.

**Level of Service Analysis**

Traffic operating conditions on roadways in the Planning Area are characterized using levels of service (LOS) and volume-to-capacity (V/C) ratios. Level of service is a qualitative measure of traffic operating conditions, which varies from LOS "A" (the best) to LOS "F" (the worst). **Table 4.3-1** presents a description of traffic flow characteristics at each LOS.

**TABLE 4.3-1  
LEVEL OF SERVICE DESCRIPTIONS**

Level of Service	Description
A	Level of service A represents free flow. Excellent level of comfort, convenience and freedom to maneuver.
B	Level of service B is in the range of stable flow, but the presence of other road users in the traffic stream causes noticeable reductions of comfort, convenience, and maneuvering freedom.
C	Level of service C is in the range of stable flow, but the operation of individual users is significantly affected by others in the traffic stream.
D	Level of service D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
E	Level of service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult, with users experiencing frustration and poor comfort and convenience. Unstable operations are frequent, where small increases or minor perturbations to the traffic flow can cause breakdown conditions.
F	Level of Service F is used to define forced or breakdown conditions. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse a point. Roadways store long queues behind such locations, with traffic advancing in stop-and-go "waves".

**Table 4.3-2** presents definitions of LOS from the City's Traffic Impact Analysis Guidelines. Levels of service are defined as ranges of V/C ratios. The V/C ratio is a measure of traffic demand on a



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roadway, expressed as volume on a roadway compared to its traffic-carrying capacity. A V/C ratio of 0.70, for example, indicates that a roadway is operating at 70% of its physical capacity.

**TABLE 4.3-2  
LEVEL OF SERVICE FOR ROADWAYS AND FREEWAYS**

Facility Type:	Number of Lanes	Maximum Volume for Given Service Level				
		A	B	C	D	E
Arterial, low access control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, moderate access control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, high access control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Freeway	2	14,000	21,600	30,800	37,200	40,000
	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000
<u>Facility Type Definition</u>	<u>Stops/Mile</u>		<u>Driveway</u>		<u>Speed</u>	
Arterial, low access control	4+		Frequent		25-35 MPH	
Arterial, moderate access control	2-4		Limited		35-45 MPH	
Arterial, high access control	1-2		None		45-55 MPH	

Source: Sacramento County General Plan Update, Technical Appendix, DKS Associates, February 1992

The traffic analysis conducted for this section of the Draft SEIR is based on the LOS definitions presented in **Table 4.3-2**. However, the ranges of traffic volumes shown in this table have been modified for use in analyzing peak hour, as opposed to daily, traffic volumes. Peak hour LOS was analyzed for this Draft SEIR to take advantage of the A.M. and P.M. peak period capabilities of the General Plan traffic model, and to address the directionality of travel that occurs on some roadways in the City (e.g., the relatively stronger flow of traffic traveling towards SR 99 in the morning and the flow of traffic traveling away from SR 99 in the evening).

#### Traffic Volumes and Level of Service

Anticipated future (year 2025) traffic volumes, V/C ratios, and LOS on City roadways during the A.M. and P.M. peak hours are presented in **Table 4.3-3** and **Table 4.3-4**, respectively.

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TABLE 4.3-3  
ADOPTED GENERAL PLAN A.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL COMPARISON

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
1	e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	889	689	0.35	A
2	w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	717	467	0.24	A
3	n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	395	1,094	-500	594	1,648	1,148	0.58	A
4	s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	370	1,134	-500	634	1,723	1,223	0.62	B
5	n	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			899		0.45	A
6	s	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			1,321		0.67	B
7	e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	143 /27	75			648		0.65	B
8	w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	110 /39	26			490		0.49	A
9	e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,026	1,526	0.77	C
10	w														
11	e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	442/479/538	508			1,052		0.53	A
12	w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	321/616/652	572			1,374		0.69	B
13	e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	287	315			462		0.23	A
14	w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	279	265			465		0.23	A
15	n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	509	636			1,679		0.57	A
16	s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	374	473			2,107		0.71	C
17	n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	312 /448	394			1,595		0.54	A

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	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
18	s Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	212 / 305	372			2,590		0.87	D
19	n Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	124 / 215	239			1,144		0.39	A
20	s Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	105 / 194	232			2,209		0.74	C
21	n Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		366			2,193		0.74	C
22	s Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		360			1,903		0.64	B
23	n Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,044	552	400	952	1,960	2,360	0.79	C
24	s Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	745	418	300	718	1,742	2,042	0.69	B
25	n Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	348 / 578	357			2,096		0.71	C
26	s Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	317 / 465	331			2,089		0.70	B
27	n Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	68 / 164	126			1,225		0.41	A
28	s Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	60 / 191	212			1,390		0.47	A
29	n Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	60	74			829		0.42	A
30	s Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	60	79			584		0.30	A
31	e Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	974	1,051			1,362		0.46	A
32	w Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	1,667	1,672			2,098		0.71	C
33	e Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	523 / 998	728			1,122		0.38	A
34	w Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	558 / 953	598			1,684		0.57	A
35	e Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	386	467			400		0.13	A
36	w Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	435	212			422		0.14	A

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	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
37 n	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		506			1,505		0.51	A
38 s	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		632			1,351		0.45	A
39 e	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	371 / 433	428			845		0.28	A
40 w	Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	948 / 1195	476	400	876	1,286	1,686	0.57	A
41 e	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	692	709			1,764		0.59	A
42 w	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	979	406	400	806	1,195	1,595	0.54	A
43 e	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1035 / 922	915			2,334		0.79	C
44 w	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	978 / 835	608	300	908	1,823	2,123	0.71	C
45 e	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1010 / 1172				2,620		0.88	D
46 w	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1360 / 1498				2,649		0.89	D
47 e	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980	960 / 1194	1,666	-400	1,266	1,975	1,575	0.80	C
48 w														
49 e	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	495	523			635		0.77	C
50 w														
51 e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	237	250			449		0.23	A
52 w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	248	308			774		0.39	A
53 n	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,332			2,280		0.77	C
54 s	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,384			2,458		0.83	D
55 n	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	979 / 1092	1,168			1,580		0.53	A

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	Rightway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Churns	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
56	s Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	1058/ 1043	1,454	-400	1,054	2,306	1,906	0.64	B
57	n Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	774 /772	1,004	-300	704	1,250	950	0.48	A
58	s Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	780/ 791	1,246	-400	846	1,907	1,507	0.76	C
59	n													
60	s Elk Grove-Florin Rd.	Elk Grove Blvd.	Elk Grove Blvd.	2	18,000	990	73	463	300	763	651	951	0.96	E
61	e Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					0		0.00	A
62	w Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					60		0.06	A
63	n Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		447			710		0.36	A
64	s Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		80			426		0.21	A
65	n Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	421	296			704		0.71	C
66	s Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	106	75			426		0.43	A
67	n Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		1,015			1,946		0.66	B
68	s Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		672			1,760		0.59	A
69	n Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	156 / 477	472			1,964		0.66	B
70	s Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	194 / 333	306			1,768		0.60	A
71	n Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	158/ 196	75			1,140		0.38	A
72	s Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	201/ 76	53			1,414		0.48	A
73	n Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	73				829		0.42	A
74	s Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	49				584		0.30	A

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	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Count	Existing Model	Modify	Existing Modified Model	2025 Model	2025 Model Modified	V/C	LOS
75 e					2,000	3,160	201 / 271			3,790			0.96	E
76 w														
77 n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	269 / 550	587			2,344		0.59	A
78 s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	329 / 597	410			3,327		0.84	D
79 n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	342 / 536	535			1,309		0.44	A
80 s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	341 / 565	356			1,756		0.59	A
81 n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		697			1,401		0.47	A
82 s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		419			1,642		0.55	A
83 n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		991			1,664		0.56	A
84 s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		464			1,776		0.60	A
85 n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	122 / 631	294			616		0.31	A
86 s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	250 / 246	152			525		0.27	A
87 n	I-5	-	South of Hood Franklin	4	80,000	4,400					2,855		0.65	B
88 s	I-5	-	South of Hood Franklin	4	80,000	4,400					2,194		0.50	A
89 n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,855		0.65	B
90 s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,194		0.50	A
91 n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,265		0.49	A
92 s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					2,380		0.36	A
93 n	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800					5,013		0.57	A

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	Locality	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/G	LOS	
94	s	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800				3,381		0.38	A	
95	e	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	67	96		785		0.26	A	
96	w	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	97	62		957		0.32	A	
97	e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970				1,208		0.41	A	
98	w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970				475		0.16	A	
99	e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	43	93		2,036		0.51	A	
100	w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	48	104		1,782		0.45	A	
101	e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	586	1,210	-600	610	1,646	1,046	0.35	A
102	w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,696	1,874		1,922		0.65	B	
103	e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	773/954/702	1,675	-500	1,175	2,016	1,516	0.51	A
104	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056/1030/1201	1,307			1,855		0.62	B
105	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 / 1037/ 1689	2,327	-500	1,827	2,522	2,022	0.68	B
106	w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1511/ 1383 / 1124 / 2074	1,594			2,187		0.74	C
107	e	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,086				2,986		0.86	D
108	w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,147				2,726		0.79	C
109	n	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,414		0.71	C
110	s	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,333		0.67	B
111	n	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			739		0.37	A
112	s	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			357		0.18	A

4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
113 n	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			440		0.22	A
114 s	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			729		0.37	A
115 n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,404			1,853		0.62	B
116 s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,284			1,435		0.48	A
117 e	Poppy Ridge Rd. – Whitelock Parkway	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A			1,413		0.71	C
118 w	Poppy Ridge Rd. – Whitelock Parkway	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A			1,004		0.51	A
119 e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	496	708			967		0.33	A
120 w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	359	794	-300	494	1,020	720	0.24	A
121 e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	585		-300	-300	1,399	1,099	0.37	A
122 w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	6	54,000	2,970	289				2,096		0.71	C
123 e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		730			1,432		0.72	C
124 w	Sheldon Rd.	West Stockton Blvd.	Elk Grove-Florin Rd.	4	36,000	1,980		714			1,890		0.95	E
125 e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	349	628	-300	328	942	642	0.32	A
126 w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	363	596			1,249		0.63	B
127 e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	390	282			642		0.65	B
128 w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	348	288			678		0.68	B
129 n														
130 s	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400					3,300		0.75	C



### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	County	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
131	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400				3,232		0.73	C
132	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400				2,719		0.62	B
133	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600				3,564		0.54	A
134	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600				3,796		0.58	A
135	n	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600				4,194		0.64	B
136	s	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600				4,310		0.65	B
137	n	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600				4,546		0.69	B
138	s	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600				4,720		0.72	C
139	n	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800				4,373		0.50	A
140	s	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800				4,046		0.46	A
141	n	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		10		139		0.07	A
142	s	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		36		554		0.28	A
143	n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		222		678		0.34	A
144	s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		340		1,266		0.64	B
145	n	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	201/ 215	263		564		0.28	A
146	s	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	275 /265	390		1,226		0.62	B
147	n	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		453		692		0.35	A
148	s	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		166		236		0.12	A

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

4.3 TRANSPORTATION AND CIRCULATION

TABLE 4.3-4  
ADOPTED GENERAL PLAN P.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL COMPARISON

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model Modified	V/C	LOS	
1	e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	461	888	-200	688	906	706	0.36	A
2	w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	432	977	-250	727	1,087	837	0.42	A
3	n	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	491	1,381	-500	881	2,002	1,502	0.76	C
4	s	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	574	1,339	-500	839	1,859	1,359	0.69	B
5	n	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			1,492		0.75	C
6	s	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A			1,233		0.62	B
7	e	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	76 /37	71			492		0.50	A
8	w	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	2	18,000	990	100 /31	150			581		0.59	A
9	e														
10	w	Bond Rd.	Elk Grove Florin Blvd.	Bradshaw Rd.	4	36,000	1,980	1688 /1288	2,020	-400	1,620	2,339	1,939	0.98	E
11	e	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	351/532/635	632			1,462		0.74	C
12	w	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	4	36,000	1,980	377/486/613	628			1,360		0.69	B
13	e	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	277	334			596		0.30	A
14	w	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	4	36,000	1,980	288	332			577		0.29	A
15	n	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	386	563			2,243		0.76	C
16	s	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970	503	714			1,936		0.65	B
17	n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	209 / 285	451			2,616		0.88	D

### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS	
18	s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	336/ 561	478			1,920		0.65	B
19	n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	198/ 97	285			2,198		0.74	C
20	s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	254 / 142	254			1,232		0.41	A
21	n	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		916			247		0.08	A
22	s	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	6	54,000	2,970		943			302		0.10	A
23	n	Bruceville Rd.	Jacinto Rd.	Laguna Blvd.	6	54,000	2,970	1,225	422	400	922	2,449	2,849	0.96	E
24	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,225	672	300	972	2,355	2,655	0.89	D
25	n	Bruceville Rd.	Jacinto Rd.	Elk Grove Blvd.	6	54,000	2,970	818 / 466	423			2,620		0.95	E
26	s	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	818 / 466	427			2,681		0.90	D
27	n	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	85 / 167	219			1,417		0.48	A
28	s	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	6	54,000	2,970	76 / 156	166			1,102		0.37	A
29	n	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	71	69			1		0.00	A
30	s	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	4	36,000	1,980	68	124			136		0.07	A
31	e	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	2,020	1,566	400	1,966	2,559	2,959	1.00	E
32	w	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	6	54,000	2,970	1,248	1,758	-400	1,358	2,099	1,699	0.57	A
33	e	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	426 / 776	690			1,812		0.61	B
34	w	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	6	54,000	2,970	495 / 861	1,002			1,571		0.53	A
35	e	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	339	280			520		0.17	A
36	w	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	6	54,000	2,970	382	580			556		0.19	A

4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
37	n Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		772			1,833		0.62	B
38	s Center Pkwy.	Sheldon Rd.	Jacinto Rd.	6	54,000	2,970		618			1,341		0.45	A
39	e Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	915 / 1069	573	400	973	1,600	2,000	0.67	B
40	w Elk-Grove Blvd.	I-5	Franklin	6	54,000	2,970	329 / 435	623			1,417		0.48	A
41	e Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1,075	688	300	988	1,644	1,944	0.65	B
42	w Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	694	996			2,155		0.73	C
43	e Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1107 / 1092	932			2,390		0.80	C
44	w Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1090 / 1192	1,232			2,770		0.93	E
45	e Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1577 / 1717	1,835	400	1,436	2,341	1,941	0.98	E
46	w Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	1577 / 1717	1,835	400	1,436	2,341	1,941	0.98	E
47	e Elk Grove Blvd.	East Stockton Blvd.	Elk Grove-Florin Rd.	4	36,000	1,980	1296 / 1330	2,046	-600	1,446	2,285	1,685	0.85	D
48	w Elk Grove Blvd.	East Stockton Blvd.	Elk Grove-Florin Rd.	4	36,000	1,980	1296 / 1330	2,046	-600	1,446	2,285	1,685	0.85	D
49	e Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	2	15,000	825	714	580			697		0.85	D
50	w Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	275	314			797		0.40	A
51	e Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	257	287			613		0.31	A
52	w Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	257	287			613		0.31	A
53	n Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,383			2,587		0.87	D
54	s Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	6	54,000	2,970		1,483			2,525		0.85	D
55	n Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	1092 / 988	1,640	-500	1,140	2,579	2,079	0.70	B

### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
56	s Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	1557 /961	1,384			2,089		0.70	B
57	n Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	1116 /918	1,425	-300	1,125	1,945	1,645	0.83	D
58	s Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	4	36,000	1,980	1171 /828	1,379	-200	1,179	1,663	1,463	0.74	C
59	n													
60	s													
61	e Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					153		0.15	A
62	w Eschinger Rd.	SR99	Carroll Rd.	2	18,000	990					54		0.05	A
63	n Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		163			518		0.26	A
64	s Excelsior Road	Gerber Rd.	Calvine Rd.	4	36,000	1,980		687			803		0.41	A
65	n Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	84	172			666		0.67	B
66	s Excelsior Road	Calvine Rd.	Sheldon Rd.	2	18,000	990	152	387			814		0.82	D
67	n Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		930			2,243		0.76	C
68	s Franklin Blvd.	Calvine Rd.	Laguna Blvd.	6	54,000	2,970		1,128			2,261		0.76	C
69	n Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	167 /493	463			2,286		0.77	C
70	s Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	6	54,000	2,970	136 /698	529			2,417		0.81	D
71	n Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	147 /160	81			1,598		0.54	A
72	n Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	6	54,000	2,970	150 /97	82			1,454		0.49	A
73	n Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	62				599		0.30	A
74	n Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	4	36,000	1,980	75				772		0.39	A

4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
75 e														
76 w														
77 n	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	600/345	564			3,737		0.94	E
78 s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	600/345	564			2,890		0.73	C
79 n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	376/587	468			1,990		0.67	B
80 s	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	366/499	542			1,624		0.55	A
81 n	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		504			1,897		0.64	B
82 s	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	6	54,000	2,970		663			1,677		0.56	A
83 n	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		606			2,094		0.71	C
84 s	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	6	54,000	2,970		994			1,988		0.67	B
85 n	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	175/336	203			749		0.38	A
86 s	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	4	36,000	1,980	153/746	308			814		0.41	A
87 n	I-5	-	South of Hood Franklin	4	80,000	4,400					2,655		0.60	B
88 s	I-5	-	South of Hood Franklin	4	80,000	4,400					2,984		0.68	B
89 n	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,655		0.60	B
90 s	I-5	Hood Franklin Rd.	Elk Grove Blvd.	4	80,000	4,400					2,984		0.68	B
91 n	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,062		0.46	A
92 s	I-5	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600					3,507		0.53	A
93 n	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800					4,538		0.52	A

### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
94 s	I-5	Laguna Blvd.	Meadow View/Pocket Road	8	160,000	8,800					5,420		0.62	B
95 e	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	115	109			1,264		0.43	A
96 w	Kammerer (Hood Fr)	I-5	Franklin Rd.	6	54,000	2,970	90	94			1,388		0.47	A
97 e	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970					841		0.28	A
98 w	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	6	54,000	2,970					1,572		0.53	A
99 e	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	55	134			2,226		0.56	A
100 w	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	8	72,000	3,960	57	121			2,537		0.64	B
101 e	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	1,933	1,584	400	1,984	2,138	2,538	0.85	D
102 w	Laguna Blvd.	I-5	Franklin Rd.	6	54,000	2,970	792	1,999	-600	1,399	1,884	1,284	0.43	A
103 e	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1726/1831/1979	1,728			2,143		0.72	C
104 w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1249/1531/1075	1,898	-300	1,598	2,195	1,895	0.64	B
105 e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1779/1788/1587/1666	2,239	-500	1,739	2,757	2,257	0.76	C
106 w	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	2283/1913/1216/2130	2,384			2,753		0.93	E
107 e														
108 w	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	7	63,000	3,465	1,844				3,007		0.87	D
109 n	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,653		0.83	D
110 s	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	4	36,000	1,980	N/A	N/A			1,658		0.84	D
111 n	Laguna Ridge Dr.	Big Hom Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			687		0.35	A
112 s	Laguna Ridge Dr.	Big Hom Blvd.	Poppy Ridge Rd.	4	36,000	1,980	N/A	N/A			898		0.45	A

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	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS	
113	n	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A		920		0.46	A	
114	s	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	4	36,000	1,980	N/A	N/A		702		0.35	A	
115	n	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,479		1,872		0.63	B	
116	s	Power Inn Rd.	Calvine Rd.	Elsie Ave.	6	54,000	2,970		1,571		1,909		0.64	B	
117	e	Poppy Ridge Rd. – Whitelock Parkway	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A		1,365		0.69	B	
118	w	Poppy Ridge Rd. – Whitelock Parkway	Franklin Rd.	West Stockton Blvd.	4	36,000	1,980	N/A	N/A		1,650		0.83	D	
119	e	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	494	708	-300	408	2,049	1,749	0.59	A
120	w	Sheldon Rd.	Center Parkway	West Stockton Blvd.	6	54,000	2,970	904	1,023		1,941		0.65	B	
121	e	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	693	806		2,727		0.92	E	
122	w	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd.	6	54,000	2,970	549	883		2,205		0.74	C	
123	e														
124	w	Sheldon Rd.	East Stockton Blvd.	Elk Grove-Florin Rd.	4	36,000	1,980		759		1,857		0.94	E	
125	e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	224	351		1,464		0.74	C	
126	w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	393	363		1,228		0.62	B	
127	e	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	252	501		748		0.76	C	
128	w	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	2	18,000	990	453	365		751		0.76	C	
129	n	State Route 99	Eschinger Rd.	Grant Line Rd.	4	80,000	4,400				3,662		0.83	D	
130	s													F	



### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	2025 Model	2025 Model Modified	V/C	LOS
131	n	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400				3,454		0.79	C
132	s	State Route 99	Grant Line Rd.	Elk Grove Blvd.	4	80,000	4,400				3,852		0.88	D
133	n	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600				4,086		0.62	B
134	s	State Route 99	Elk Grove Blvd.	Laguna Blvd.	6	120,000	6,600				3,698		0.56	A
135	n	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600				4,680		0.71	C
136	s	State Route 99	Laguna Blvd.	Sheldon Rd.	6	120,000	6,600				4,215		0.64	B
137	n	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600				4,630		0.70	B
138	s	State Route 99	Sheldon Rd.	Calvine Rd.	6	120,000	6,600				4,933		0.75	C
139	n	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800				4,383		0.50	A
140	s	State Route 99	Calvine Rd.	Stockton Blvd.	8	160,000	8,800				4,674		0.53	A
141	n	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		34		648		0.33	A
142	s	Waterman	Calvine Rd.	Vintage Park Rd.	4	36,000	1,980		21		321		0.16	A
143	n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		274		1,390		0.70	B
144	s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		307		1,268		0.64	B
145	n	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	285 /230	467		1,319		0.67	B
146	s	Waterman	Bond Rd.	Grant Line Rd.	4	36,000	1,980	194 /237	315		997		0.50	A
147	n	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		254		374		0.19	A
148	s	Wilton Rd.	Grant Line Road	Dillard Rd.	4	36,000	1,980		492		657		0.33	A

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

### 4.3 TRANSPORTATION AND CIRCULATION

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The City has established a LOS threshold requiring that roadways operate at a minimum LOS "D". Roadways that experience LOS D, E, or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.3-1** and **Figure 4.3-2**, respectively. This analysis includes consideration of the City's adopted Master Plan of Roadways.

The following roadways experience LOS D under the adopted General Plan:

- Northbound Bradshaw Road between Calvine and Bond Road during the P.M. peak hour;
- Southbound Bradshaw Road between Calvine Road and Bond Road during the A.M. peak hour;
- Southbound Bruceville Road between Sheldon Road and Elk Grove Boulevard during the P.M. peak hour;
- Eastbound and westbound Elk Grove Boulevard between West Stockton Boulevard and East Stockton Boulevard during the A.M. peak hour;
- Westbound Elk Grove Boulevard between East Stockton Boulevard and Waterman Road during the P.M. peak hour;
- Northbound Elk Grove-Florin Road between Vintage Park Road and Calvine Road during the P.M. peak hour;
- Southbound Elk Grove-Florin Road between Vintage Park Road and Calvine Road during the A.M. and P.M. peak hours;
- Northbound Elk Grove-Florin Road between Bond Road and Elk Grove Boulevard during the P.M. peak hour;
- Southbound Excelsior Road between Calvine Road and Sheldon Road during the P.M. peak hour;
- Southbound Franklin Road between Laguna Boulevard and Elk Grove Boulevard during the P.M. peak hour;
- Westbound Grant Line Road between East Stockton Boulevard and Bradshaw Road during the A.M. peak hour;
- Eastbound Laguna Boulevard between Interstate 5 and Franklin Boulevard during the P.M. peak hour;
- Westbound Laguna Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Eastbound Laguna Boulevard between West Stockton Boulevard and East Stockton Boulevard during the A.M. peak hour;
- Northbound and southbound Laguna Springs Drive between Elk Grove Boulevard and Laguna Ridge Drive during the P.M. peak hour;

#### 4.3 TRANSPORTATION AND CIRCULATION

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- Westbound Poppy Ridge Road between Franklin Boulevard and West Stockton Boulevard during the P.M. peak hour;
- Northbound State Route 99 between Eschinger Road and Grant Line Road during the P.M. peak hour; and
- Southbound State Route 99 between Grant Line Road and Elk Grove Boulevard during the P.M. peak hour.

The following roadways experience LOS E under the adopted General Plan:

- Westbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Northbound Bruceville Road between Sheldon Road and Elk Grove Boulevard during the P.M. peak hour;
- Eastbound Calvine Road between Power Inn Road and Elk Grove-Florin Road during the P.M. peak hour;
- Westbound Elk Grove Boulevard between Bruceville Road and East Stockton Boulevard during the P.M. peak hour;
- Eastbound Elk Grove Boulevard between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Southbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the A.M. peak hour;
- Eastbound Grant Line Road between State Route 99 and East Stockton Boulevard during the A.M. peak hour;
- Eastbound Grant Line Road between East Stockton Boulevard and Bradshaw Road during the P.M. peak hour;
- Westbound Laguna Boulevard between Bruceville Road and West Stockton Boulevard during the P.M. peak hour;
- Eastbound Sheldon Road between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour; and
- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. and P.M. peak hours.

The following roadways experience LOS F under the adopted General Plan:

- Eastbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Westbound Bond Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. peak hour;

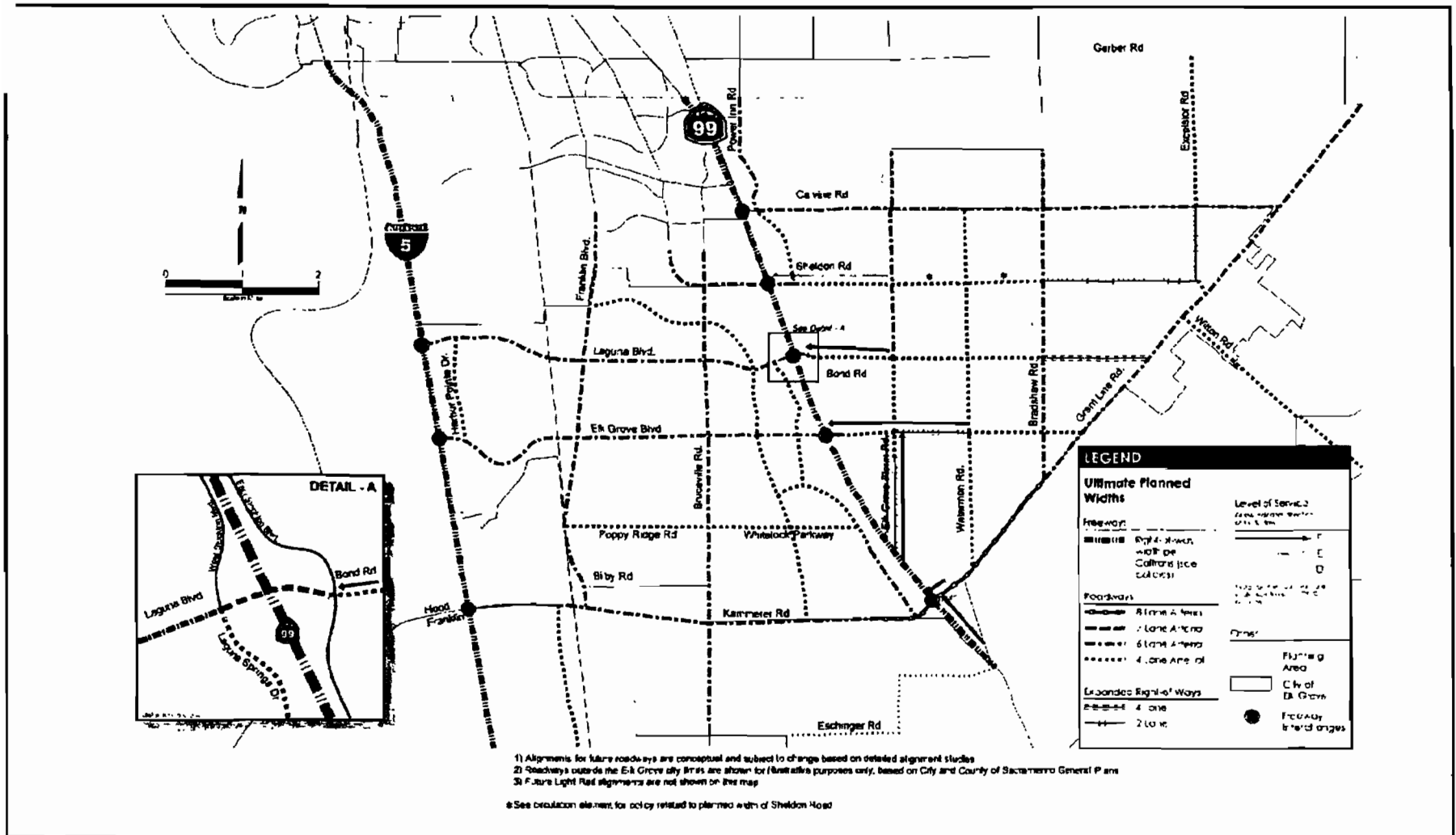


Figure 4.3-1  
Adopted GP LOS- AM Peak Hour

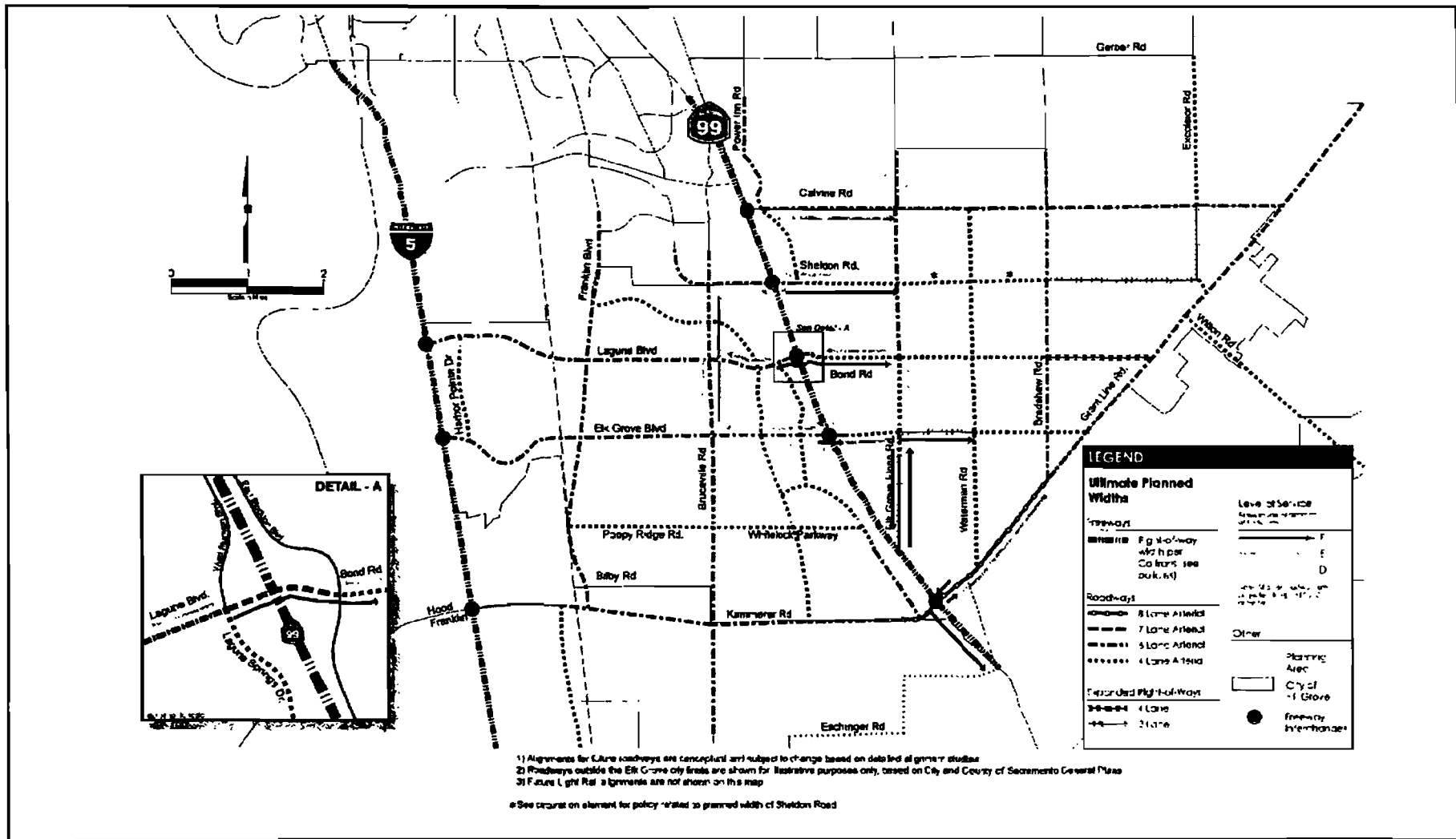


Figure 4.3-2  
 Adopted GP LOS-PM Peak Hour

## 4.3 TRANSPORTATION AND CIRCULATION

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- Eastbound Elk Grove Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Westbound Elk Grove Boulevard between East Stockton Boulevard and Waterman Road during the A.M. peak hour;
- Eastbound Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road during the P.M. peak hour;
- Northbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the A.M. and P.M. peak hours;
- Southbound Elk Grove-Florin Road between Elk Grove Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Eastbound Grant Line Road between State Route 99 and East Stockton Boulevard during the P.M. peak hour;
- Westbound Grant Line Road between State Route 99 and East Stockton Boulevard during the A.M. and P.M. peak hours;
- Eastbound Laguna Boulevard between West Stockton Boulevard and East Stockton Boulevard during the P.M. peak hour;
- Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour;
- Northbound State Route 99 between Eschinger Road and Grant Line Road during the A.M. peak hour; and
- Southbound State Route 99 between Eschinger Road and Grant Line Road during the P.M. peak hour.

### **Roadway Improvements**

The City of Elk Grove's Transportation Improvement Plan (TIP) provides program summary information for the City's various capital improvement and funding programs, as well as project summary information (i.e., revenues, expenditures, and schedules) for the specific projects selected for implementation during the current TIP period. The larger roadway improvements projects identified in the current TIP [for years 2002 through 2007] are summarized in the Elk Grove General Plan EIR.

### TRANSIT SYSTEM

#### **Regional Transit**

The Sacramento Regional Transit District (RT) began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. Over the next decade RT continued to expand bus service to the growing Sacramento region while a cooperative effort emerged among city, county and state government officials to develop a light rail system. In 1987 the 18.3-mile light rail system opened, linking the northeastern (Interstate 80) and eastern (Highway 50) corridors with Downtown Sacramento.

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Buses and light rail run 365 days a year using 36 light rail vehicles, 152 buses powered by compressed natural gas (CNG) and 66 diesel buses. Buses operate daily from 5:00 a.m. to 11:30 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:30 a.m. to 1:00 a.m. daily with service every 15 minutes during the day and every 30 minutes in the evening. Annual ridership has steadily increased on both the bus and light rail systems from 14 million passengers in 1987 to more than 27 million passengers in FY 2001.

#### Existing Bus Service

RT currently operates six bus routes within the city limits, which include Routes 52, 53, 56, 57, 59, and 60. Bus services are not available on evenings or weekends. The following is a description of these routes:

- Laguna West (Route 52) services Elk Grove Boulevard, Laguna Boulevard, Big Horn Road and the Laguna Town Hall and ending in downtown Sacramento at 8<sup>th</sup> and "K" Streets.
- Laguna-Elk Grove (Route 53) operates exclusively within the city limits of Elk Grove, with stops along Elk Grove Florin Road, and Bruceville and Laguna Boulevards.
- The Laguna Express (Route 56) runs between Elk Grove Boulevard and downtown Sacramento (8<sup>th</sup> and "K" Streets), with stops at Cosumnes River College and the DMV at Broadway and 24<sup>th</sup> Avenue in Sacramento.
- The Elk Grove-Florin Express (Route 57) runs between the eastern Elk Grove area and downtown Sacramento. Route 57 serves portions of Elk Grove Boulevard, Grant Line, Calvine and Elk Grove-Florin Roads, with stops at Elsie Avenue and the RT station at 29<sup>th</sup> Street, in mid-town Sacramento.
- The Elk Grove Express (Route 59) runs between Elk Grove Boulevard and downtown Sacramento, with stops along Emerald Oak Drive, at the Sheldon Park & Ride, and the DMV (Broadway and 24<sup>th</sup> Street).
- The Elk Grove Park and Ride Express (Route 60) serves East Stockton Boulevard and Grant Line Road, and the Sheldon and Calvine Park and Rides and terminates in downtown Sacramento at 8<sup>th</sup> and "K" Streets.
- Franklin South (Route 65) runs between Laguna Town Hall and the Florin Light Rail Station, with stops at the intersections of Franklin Boulevard and Laguna Boulevard, and Franklin Boulevard and Mack Road.

#### Future Bus Service

The Sacramento Regional Transit District (RT) currently provides bus service in Elk Grove. On January 2, 2005, the City of Elk Grove will begin operating all of the existing bus routes within the City except for Route 65, which runs between Laguna Town Hall and the Florin Light Rail Station. Route 65 will continue to be operated by RT. The City is currently preparing a Short Range Transit Plan (Transit Plan) that will outline the operation of transit services in Elk Grove for a period of ten years. The Transit Plan is tentatively scheduled to be heard by the City Council in November 2004 (McGuire, pers. comm., 2004).

### EXISTING BICYCLE AND PEDESTRIAN SYSTEM

Bicycle and pedestrian trips account for approximately 2.6 percent of all work trips and 4.6 percent of all non-work trips made by residents and employees in suburban areas. This estimate is from the *Pre-Census Travel Behavior Report Analysis of the 2000 SACOG Household Travel Survey* (Sacramento Area Council of Governments 2001).

Bicycle and pedestrian facilities are currently limited within the existing city limits. The majority of the bike paths in the city limits are Class II lanes, which are located on existing streets or highways and are striped for one-way bicycle travel. Below are descriptions of bicycle paths and their classifications.

- **Class I Bike Paths** provide a completely separated right-of-way for the exclusive use of bicycles and pedestrian with cross-flow minimized.
- **Class II Bike Lanes** are striped lanes for one-way bike travel on a street or highway.
- **Class III Bike Routes** provide for shared use with pedestrians or motor vehicle traffic.

### Future Bicycle and Pedestrian System

In July 2004, the City adopted a Bicycle and Pedestrian Master Plan for pedestrian and bicycle circulation within the city limits. The Bikeway Master Plan has been developed in cooperation with the Trails Committee, which is appointed by the City Council, the public, and various local advocacy groups.

### AIRPORTS

There are no airports within the existing city limits; however, there is one private airstrip in the vicinity of Elk Grove. The City falls within the Comprehensive Land Use Plan (CLUP) areas of the Elk Grove Airport/Sunset Sky Ranch.

The Elk Grove Airport/Sunset Sky Ranch is located at 9925 Grant Line Road, southeast of the existing city limits. The airport is open for public use and offers tie-down parking service. The facility has one runway and averages 82 flights per day. Local general aviation makes up 67 percent of total flights, with transient general aviation accounting for 33 percent of all flight operations. Proponents for the airport have recently filed for renewal of their existing Condition Use Permit with the County of Sacramento Planning Department. As of October 2004, that application has been deemed complete and the staff report for the project is currently being prepared. No expansion of the airport facilities or operations is proposed.

Sacramento County is also processing a Use Permit application for Mustang Airport. Mustang Airport is a privately owned, private use airport located at 10565 Arno Road, approximately four miles southeast of Elk Grove and 4.4 miles south of the Sunset Sky Ranch airport. A revised Notice of Preparation of a Draft Environmental Impact Report for this project was released on September 15, 2004 for comments. Phase I of the proposed Mustang Airport project would include widening the existing 40-foot wide runway to 60-feet to accommodate aircraft with a wingspan of 49 feet or less, extending the west end of the runway by 400 feet, and construction of 60 rental hangers and 25 aircraft tie downs. Phase I would allow for an estimated 4,800 annual take-off/landings (or an average of 13 per day). Phase II of the project would include the addition of 40 rental hangers. No further runway widening is proposed. Phase II would allow



## 4.3 TRANSPORTATION AND CIRCULATION

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for an estimated 7,200 annual take-off/landings (or an average of 20 per day). Neither the projected safety zones or noise contours associated with expansion of this airport would fall within the Elk Grove City limits.

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Also, included are potential airport operation hazards associated with incompatible land uses, such as power transmission lines, wildlife hazards (e.g., bird strikes), or tall structures in the vicinity of an airport.

### RAIL SERVICE

#### Existing Rail Service

There are three railroads within the city limits. The Western Pacific Railroad (WPRR) is located in the western portion of the City, near Interstate 5. The Union Pacific Railroad (UPRR) line passes through the central portion of the City of Elk Grove and crosses under State Route 99 near Eschinger Road. The Central California Traction Railroad is located east of the UPRR; however, this line is not currently active.

There is currently no rail passenger service available in the City. The nearest passenger rail station is Amtrak, located at 401 "I" Street in downtown Sacramento. Amtrak California is a partnership between Amtrak and Caltrans (the State Department of Transportation) and provides intercity rail and bus services within California.

#### Future Rail Service

As urbanization continues in the Central Valley, passenger rail service demand is also expected to increase. As stated above, Amtrak provides the only passenger rail service in the vicinity of Elk Grove. Amtrak's twenty-year expansion plans in the Central Valley include an express service on the existing San Jose to Sacramento Amtrak route, which is considered one of the fastest growing passenger rail routes in the nation. Additionally, Amtrak plans to expand the already overcrowded Central Valley route and plans to add direct trains running between Bakersfield and Sacramento.

### 4.3.2 REGULATORY FRAMEWORK

#### STATE

The California Department of Transportation (Caltrans) operates and maintains State Route 99 (SR 99), Interstate 5 (I-5), State Route 16 (SR 16) and State Route 160 (SR 160), which provides regional access to the City of Elk Grove and the adjacent areas. Additionally, the Caltrans Division of Planning has four major functions including the Office of Advance Planning, Regional Planning/Metropolitan Planning Organization, Local Assistance/AGR/CEQA, and System Planning Public Transportation.

The Office of System Planning Public Transportation prepares Transportation Concept Reports in coordination with the regional planning partners and other District Divisions. The Transportation Concept Reports (TCRs) are long-term planning documents, which evaluate current and projected conditions along specified routes. The TCRs establish twenty-year planning visions and concepts and recommend long-term improvements to achieve the concept. The TCRs also reflect the plans of the applicable Regional Transportation Planning Agencies (RTPAs, SACOG) and Metropolitan Planning Organizations (MPOs) for managing local and regional travel

demand on State Routes. The TCRs for I-5 SR 99 are currently in process. Additionally, for planning purposes, Caltrans has established a LOS "D" as the minimal acceptable LOS for all roadways under their jurisdiction.

### LOCAL

#### **Sacramento Area Council of Governments**

In 2002, the Sacramento Area Council of Governments (SACOG) completed a three-year process of updating its long-range transportation plan for the Sacramento region, which covers all of Sacramento, Yolo, Sutter, Yuba, Placer and El Dorado Counties, except for the Tahoe Basin. The 2025 Metropolitan Transportation Plan (MTP) uses the transportation plans of cities and counties to provide coordination on transportation strategies that link different locations in the region -- such as highways, rail, bus services and bikeways. The Plan encompasses ten broad goals, only three dealing directly with transportation, with the main goal to improve the quality of life in the greater Sacramento area. The MTP is a comprehensive, coordinated, multi-modal plan for the region that can be used as an advocacy document to obtain funding for the proposed projects. Half of the funds in the MTP go towards the maintenance of roads and transit services and the other half goes towards capital construction projects.

As a result of air quality issues in the Sacramento air basin, the air quality conformity finding on the MTP will lapse in October 2004. In response to this lapse, SACOG has developed an interim, reduced MTP (Interim MTP) that will be reviewed at the October 21, 2004 SACOG Board meeting and would preserve at least some federal funding for projects until a new MTP can be adopted in June 2005. The Interim MTP continues funding only for transit operations, road maintenance, and other types of improvements exempt from air quality analysis.

#### **City of Elk Grove General Plan**

**Table 4.3-5** identifies the General Plan Circulation Element policies that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements as required by CEQA. The final authority for interpretation of these policy statements, and determination of the project's consistency rests with the City Council.

#### **City of Elk Grove Transportation Improvement Plan**

As stated above, the City of Elk Grove's 2002-2007 Transportation Improvement Plan (TIP) represents a five-year transportation capital improvement plan for the City of Elk Grove. The TIP provides program summary information for the City's various capital improvement funding programs, as well as project summary information (i.e., revenues, expenditures, and schedules) for the specific projects selected for implementation during the current TIP period. The TIP identified thirty-five projects within the city limits that need various improvements during the current Plan period. The improvements include but are not limited to street extensions, traffic signals, bikeway improvements, ramp widenings and bridge replacements.

There are a variety of funding sources used to implement the TIP, which include Measure A Sales Taxes, Development Fees, Road Funds, Financing Districts, Federal Programs and State Programs. Measure A funds are contracted by the Sacramento Transit Authority (STA) and are allotted to the City based on an expenditure plan approved by the City Council and the STA Board. Road Fund revenues are derived primarily from the State Gas Tax and are used almost exclusively to fund roadway maintenance and transportation support programs (i.e., traffic engineering, planning, administration, etc.) These funds may also be used to contribute to capital improvements

## 4.3 TRANSPORTATION AND CIRCULATION

to satisfy match requirements of grants, or to fully fund minor projects that do not qualify for other funding sources. The TIP is closely coordinated with the City Maintenance Program to assure efficient use of available resources. Additionally, no general fund revenues are included in the TIP.

**TABLE 4.3-5  
PROJECT CONSISTENCY WITH THE GENERAL PLAN CIRCULATION OBJECTIVES AND POLICIES**

General Plan Objectives and Policies	Consistency with General Plan	Analysis
<p><b>Policy CI-13</b> The City shall require that all roadways and intersections in Elk Grove operate at a minimum Level of Service "D" at all times.</p>	No	Several roadways would not operate at LOS D with the proposed General Plan Amendment. These roadways are listed in Tables 4.3-6 and 4.3-7.
<p><b>Policy CI-14</b> The City recognizes that Level of Service D may not be achieved on some roadway segments, and may also not be achieved at some intersections. Roadways on which LOS D is projected to be exceeded are shown in the General Plan Background Report, based on the latest traffic modeling conducted by the City. On these roadways, the City shall ensure that improvements to construct the ultimate roadway system as shown in this Circulation Element are completed, with the recognition that maintenance of the desired level of service may not be achievable.</p>	Yes	The General Plan Amendment would degrade the LOS along several roadways (see Tables 4.3-3, 4.3-4, 4.3-6, and 4.3-7), resulting in a significant impact under the City's Traffic Impact Analysis Guidelines. However, according to Policy CI-14, certain roadway segments within the City are not anticipated to operate at LOS D or better.

### Elk Grove Trip Reduction Ordinance

The City of Elk Grove has adopted the Sacramento County Trip Reduction Ordinance to establish requirements and procedures for major City and County employers to implement programs designed to reduce the number of employee commute trips. The Ordinance identifies strategies (i.e., preferential parking for carpool and vanpool users and shower and locker facilities), that when implemented would achieve the objectives outlined in the Ordinance.

In addition to the Trip Reduction Ordinance, the City of Elk Grove has established a LOS threshold for planning purposes and guidance for the General Plan, requiring that roadways operate at a minimum LOS "D". However, as described in General Plan Policy CI-14, this requirement does not apply to all roadway segments within the City.

### 4.3.3. IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

The CEQA Guidelines states that a project will be expected to result in a significant transportation and circulation impact if it causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. For the purpose of this EIR, impacts are considered to be significant if the following could result from the implementation of the proposed project:

1. Cause an increase in traffic, which is substantial in relation to the existing traffic

load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips and/or the volume to capacity ratio on roads requiring roadway improvements that result in a physical effect on the environment).

2. Exceed, either individually or cumulatively, a level of service standard established by the City (LOS D) for roadway segments or street intersections. For roadways within the City that already are projected to operate below LOS D, an increase of the v/c ratio by 0.05 or more would be considered a significant impact.
3. Conflict with policies, plans, or programs supporting alternative transportation (e.g., transit service, carpooling, bicycling, pedestrian uses).
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

### METHODOLOGY

The analysis of traffic operating conditions presented in this section of the Draft SEIR is based on the City's General Plan traffic model and utilizes traffic counts prepared for the General Plan Amendment project. In order to generate traffic counts along the City's roadway segments, traffic volumes from the General Plan Amendments were manually added to the traffic volumes modeled for the General Plan EIR (see **Appendix 2.0**, Technical Memorandum). This analysis focuses only on those roadway segments anticipated to be affected by implementation of the General Plan Amendments project.

The proposed project does not include any activities that would interfere with the air traffic in the region. Thus, it is anticipated that the proposed project would not interfere, change, or increase the air traffic levels in the regions. The proposed project would not create any new hazards due to design features, inadequate emergency access and parking capacity than what was previously addressed in the Elk Grove General Plan EIR [SCH #2002062082]. The proposed project would not conflict with adopted plans or policies regarding alternative transportation. Therefore, these issues are not discussed in the Draft SEIR.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included increased traffic volumes, V/C ratios, and a decrease in 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 the contribution to significant impacts on local roadways and state highways under cumulative conditions.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Local Roadway System

**Impact 4.3.1** Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours. This is considered a **significant** impact.

### 4.3 TRANSPORTATION AND CIRCULATION

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Traffic volumes, V/C ratios, and LOS on area roadways during the A.M. and P.M. peak hours with implementation of the proposed General Plan Amendment are presented in **Table 4.3-6** and **Table 4.3-7**, respectively. A list of right-of-way improvements required by the implementation of the General Plan, with associated environmental impacts resulting from the right-of-way improvements, is provided in the Elk Grove General Plan Draft EIR Table 4.5-9. These environmental effects have been generally considered in Sections 4.1 through 4.13 of the Elk Grove General Plan EIR. Roadways that would experience LOS D, E, or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.3-3** and **Figure 4.3-4**, respectively. According to the standards of significance, changing the LOS from LOS D to LOS E for any of the modeled roadway segments or degrading the v/c ratio of a roadway segment that already is projected to operate below LOS D by 0.05 or more constitutes a significant impact.

The following roadway segments would experience LOS D under the adopted General Plan and LOS E under the proposed General Plan Amendment:

- Northbound Bradshaw Road between Calvine Road and Bond Road during the P.M. peak hour. The v/c ratio for this roadway segment under the adopted General Plan is 0.88 and under the proposed General Plan Amendment is 0.91; and
- Southbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour. The v/c ratio for this roadway segment under the adopted General Plan is 0.89 and under the proposed General Plan Amendment is 0.91.

The following roadway segment would experience LOS D under the adopted General Plan and LOS E under the proposed General Plan Amendment, which constitutes a significant effect:

- Northbound Bradshaw Road between Calvine Road and Bond Road during the P.M. peak hour; and
- Southbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour.

The following roadway segment would experience LOS E under both the adopted General Plan and proposed General Plan Amendment and would be subject to a v/c ratio increase of 0.05, which constitutes a significant effect:

- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour. The v/c ratio for this roadway segment under the adopted General Plan is 0.94 and under the proposed General Plan Amendment is 0.99.

The following roadway segment would experience LOS E under the adopted General Plan and LOS F under the proposed General Plan Amendment:

- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. peak hour. The v/c ratio for this roadway segment under the adopted General Plan is 0.95 and under the proposed General Plan Amendment is 1.01.

The following roadway segment would experience LOS F under both the adopted General Plan and proposed General Plan Amendments and would be subject to a v/c ratio increase of 0.06, which constitutes a significant effect:

4.3 TRANSPORTATION AND CIRCULATION

TABLE 4.3-6  
COMPARISON OF PROPOSED GENERAL PLAN AMENDMENT AND ADOPTED GENERAL PLAN  
A.M. PEAK HOUR LEVEL OF SERVICE

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Project 2025 Model	Project 2025 Model Modified	Project V/C	Project LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
1	e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	920	720	0.36	A	0.35	A
2	w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	739	489	0.25	A	0.24	A
9	e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,034	1,534	0.77	C	0.77	C
10	w																
17	n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	312 /448	394			1,622		0.55	A	0.54	A
18	s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	212 /305	372			2,635		0.89	D	0.87	D
19	n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	124 /215	239			1,146		0.39	A	0.39	A
20	s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	105 /194	232			2,213		0.75	C	0.74	C
23	n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,044	552	400	952	1,970	2,370	0.80	C	0.79	C
24	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	745	418	300	718	1,754	2,054	0.69	B	0.69	B
51	e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	237	250			451		0.23	A	0.23	A
52	w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	248	308			778		0.39	A	0.39	A
78	s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	329 /597	410			3,330		0.84	D	0.84	D
79	n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	342 /536	535			1,311		0.44	A	0.44	A
104	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056 /1030 /1201	1,307			1,858		0.63	B	0.62	B
105	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 /1037 / 1689	2,327	-500	1,827	2,525	2,025	0.68	B	0.68	B
123	e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		730			1,487		0.75	C	0.72	C

### 4.3 TRANSPORTATION AND CIRCULATION

	Activity	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Project 2025 Model	Project 2025 Model Modified	Project V/C	Project LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
124w															0.95	E
125e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	349	628	-300	328	1,015	715	0.36	A	0.32	A
126w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	363	596			1,391		0.70	B	0.63	B
143n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		222			753		0.38	A	0.34	A
144s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		340			1,406		0.71	C	0.64	B

Source: KDAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

4.3 TRANSPORTATION AND CIRCULATION

TABLE 4.3-7  
COMPARISON OF PROPOSED GENERAL PLAN AMENDMENT AND ADOPTED GENERAL PLAN  
P.M. PEAK HOUR LEVEL OF SERVICE

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Project 2025 Model	Project 2025 Model Modified	Project V/C	Project LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
1 e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	461	888	-200	688	940	740	0.37	A	0.36	A
2 w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	432	977	-250	727	1,126	876	0.44	A	0.42	A
9 e																
10 w	Bond Rd.	East Stockton Blvd.	Low Florin Blvd.	4	36,000	2,970	1,688 / 1,268	2,000	-400	1,600	2,388	1,982	1.00	E	0.98	E
17 n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	4	36,000	2,970	209 / 285	451			2,201		0.91	E	0.88	D
18 s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	336 / 561	478			1,986		0.67	B	0.65	B
19 n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	198 / 97	285			2,215		0.75	C	0.74	C
20 s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	254 / 142	254			1,242		0.42	A	0.41	A
23 n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	892	622	-400	922	2,478	2,878	0.97	E	0.96	E
24 s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,225	672	-400	572	2,391	2,691	0.91	E	0.89	D
51 e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	275	314			812		0.41	A	0.40	A
52 w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	257	287			625		0.32	A	0.31	A
78 s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	600 / 345	564			2,895		0.73	C	0.73	C
79 n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	376 / 587	468			1,995		0.67	B	0.67	B
104 w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1249 / 1531 / 1075	1,898	-300	1,598	2,204	1,904	0.64	B	0.64	B
105 e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1779 / 1788 / 1587 / 1666	2,239	-500	1,739	2,766	2,266	0.76	C	0.76	C
123 e																



### 4.3 TRANSPORTATION AND CIRCULATION

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Existing Modified	Project 2025 Model	Project 2025 Model Modified	Project V/C	Project LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
124w						1,980				1,987		0.98			
125e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	224	351		1,620		0.82	D	0.74	C
126w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	393	363		1,362		0.69	B	0.62	B
143n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		274		1,541		0.78	C	0.70	B
144s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		307		1,407		0.71	C	0.64	B

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

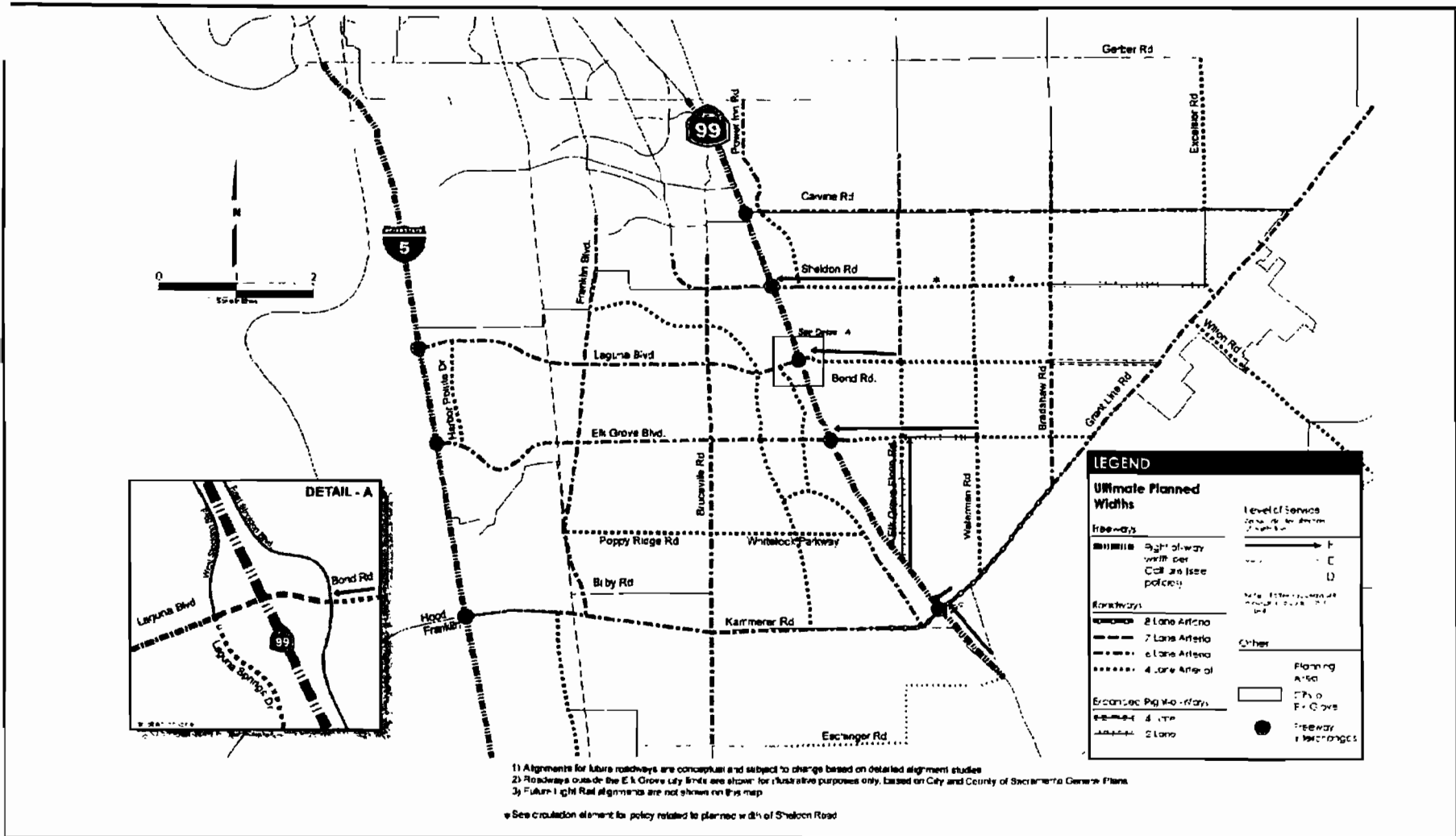


Figure 4.3-3  
Proposed GPA LOS-AM Peak Hour

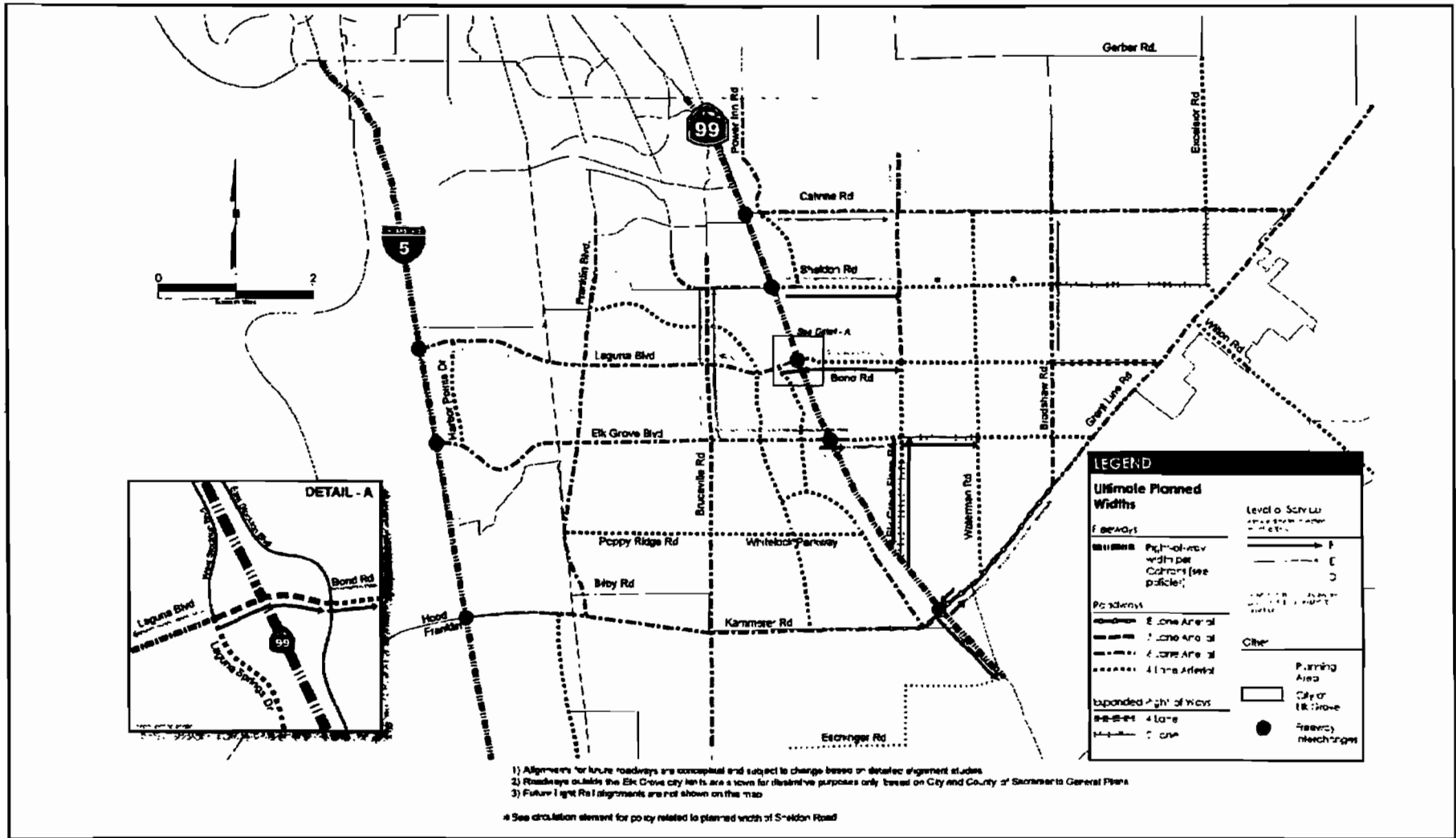


Figure 4.3-4  
Proposed GPA LOS-PM Peak Hour

## 4.3 TRANSPORTATION AND CIRCULATION

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- Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour. The v/c ratio for this roadway segment under the adopted General Plan is 1.12 and under the proposed General Plan Amendment is 1.18.

With the exception of the roadway segments described above, implementation of the proposed General Plan Amendment would not decrease the LOS beyond LOS D nor degrade the v/c ratio by 0.05 or more for any of the modeled roadway or highway segments.

Potential impacts to the local roadway system were analyzed in the Elk Grove General Plan EIR and found to be significant and unavoidable. It was determined that implementation of the General Plan policies and action items would reduce impacts to local roadways, however, the LOS along these roadways would not reach acceptable levels even with improvements. **Table 4.5-9** of the General Plan EIR shows the roadway improvements needed for each impacted roadway segment and the environmental constraints that would limit implementation of these improvements. Further improvement would be found to be infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to these roadways.

### Mitigation Measures

Implementation of the General Plan policies and associated action items would assist in reducing impacts to local roadways. However, as stated in Table 4.5-9 of the General Plan Draft EIR, additional improvements to Bradshaw Road between Calvine Road and Bond Road would result in impacts to utility poles, trees, drainage and wetland features, and residential areas. Additional improvements to Bruceville Road between Sheldon Road and Laguna Boulevard would result in impacts to a creek bridge, wetland areas, and one residence. Improvements to Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road would result in relocation of utility poles and modifications to four residential areas. Improvements to Sheldon Road between Elk Grove-Florin Road and Bradshaw Road would result in impacts to a creek and wetland features, residential areas, utility poles, and trees.

Further improvement of these impacted roadways is considered infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development in the area. Because no feasible mitigation exists that would lessen this potential impact to a less than significant level for the impacted roadway segments, impacts to the local roadway system are considered **significant and unavoidable**.

### **State Highways**

**Impact 4.3.2** Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on state highways during the A.M. and P.M. peak hours. This is considered a **less than significant** impact.

State highways that would experience LOS D or F during the A.M. and P.M. peak hours are graphically presented in **Figure 4.3-3** and **Figure 4.3-4**, respectively. None of the State Highways segments would operate at LOS E under either the adopted General Plan or the proposed General Plan Amendment.

The following state highway segment would experience LOS F with or without the General Plan Amendments:

### 4.3 TRANSPORTATION AND CIRCULATION

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- Northbound SR 99 between Eschinger Road and Grant Line Road during the A.M. peak hour; and
- Southbound SR 99 between Eschinger Road and Grant Line Road during the P.M. peak hour.

Potential impacts to State Highways were analyzed in the Elk Grove General Plan EIR and were found to be significant and unavoidable. It was determined that, though viable mitigation exists, the proposal and timing of these improvements is not known and will depend on if and when Caltrans (acting as the lead agency) submits the projects for inclusion in to the Metropolitan Transportation Plan (MTP). Since Highway 99 is under the jurisdiction of Caltrans, it is outside the City's jurisdiction to implement improvements.

Implementation of the proposed General Plan Amendment would not decrease the LOS along either state highway to a LOS lower than D, nor would the project substantially impact these facilities. Therefore, impacts to State Highways resulting from implementation of the proposed project are considered **less than significant**.

#### Mitigation Measures

None required.

#### **Roadway Safety**

**Impact 4.3.3** Implementation of the proposed General Plan Amendment would result in an increase in traffic volumes on some roadways, which would increase the potential opportunities for safety conflicts. This impact is considered **less than significant**.

Implementation of the General Plan policies and action items, in conjunction with enforcement of modern design standards in the construction of new roadway facilities, would ensure that construction of roadway facilities associated with the General Plan Amendment would not result in unacceptable safety conflicts. Therefore, impacts are considered **less than significant**.

#### Mitigation Measures

None required.

### 4.3.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

#### CUMULATIVE SETTING

The cumulative analysis takes into account planned development patterns set forth in the Sacramento County General Plan and the City of Sacramento General Plan, as well as large-scale proposed and approved development projects identified in **Table 4.0-2** and regional growth. Refer to Section 4.0, Introduction to the Environmental Analysis and Assumptions Used, concerning the cumulative condition.

The cumulative setting includes other development projects currently on file with the City that require general plan amendments and that are not part of the proposed GPA. These projects are anticipated to potentially occur under cumulative conditions and are included as part of the cumulative setting for this DSEIR. These projects are the Old Town Mixed Use Development,

## 4.3 TRANSPORTATION AND CIRCULATION

Calvine Pointe, the Crabb Property, Tributary American Dream, and South Pointe. The Calvine Pointe project is located at the southeast corner of the Calvine Road/Elk Grove-Florin Road intersection. The approximately 23-acre project site is currently designated Commercial and Low Density Residential and is proposed to be designated Commercial. The Old Town Mixed Use Development site is located at the southeast corner of the Webb Street/Elk Grove Boulevard intersection in Old Town. The approximately 1.86-acre site is designated Low Density Residential and is proposed to be designated Commercial. The Crabb property is located at the southwest corner of the Elk Grove Boulevard/Waterman Road intersection. The current designation for the 3.06-acre Crabb property is Low Density Residential and the proposed designation is Commercial. The Tributary American Dream project site is located at the southwest corner of the Bond Road/Stonebrook Drive intersection. The approximately 8-acre site is currently designated Commercial and is proposed to be designated Low Density Residential. South Pointe is located west of the Lent Ranch Mall site and north of Kammerer Road in the southern portion of Elk Grove. The approximately 200-acre site is designated South Pointe Policy Area by the Elk Grove General Plan and is proposed to be designated Low Density Residential and Medium Density Residential. The Elk Grove General Plan EIR analyzed impacts associated with implementation of the South Pointe site under the assumption that the site would be developed with a mix of residential and commercial development. It is expected that the traffic impacts of the actual development project would be similar to those modeled in the General Plan EIR.

Implementation of each of these requested general plan amendments would result in a use that generates a higher number of trips per acre than the existing use, with the exception of the proposed Tributary American Dream project. This is because low density residential uses typically have a lower trip generation rate (that is, 4.16 trips per acre during the A.M. peak hour and 5.61 trips per acre during the P.M. peak hour) than commercial development (which has a typical A.M. peak hour rate of 11.22 trips per acre and a typical P.M. peak hour rate of 40.73 trips per acre). Except for the proposed Calvine Point project, traffic studies have not been prepared for any of the above projects.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Traffic Impacts on Local Roadways and State Highways

**Impact 4.3.4** Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions. This is considered a **cumulative significant** impact.

As described in Impacts 4.3.1 and 4.3.2, development under the proposed General Plan Amendment and regional growth expected by the year 2025 is expected to result in significant roadway impacts within the City and less than significant impacts to SR 99. Additional development within the City, such as at the Southpoint, Calvine Point, Tributary American Dream, Old Town Mixed Use Development, and Crabb property site, would further increase traffic impacts in the City potentially beyond the City's traffic projections provided in **Tables 4.3-6** and **4.3-7**. Each of these projects would contribute to a regional increase in traffic volumes. However, overall trip lengths within the City may decrease depending on the service provided and site location. These projects could result in further LOS impacts to Grant Line Road, Elk Grove Boulevard, Bond Road, Elk Grove-Florin Road and State Route 99, which are already projected to operate at deficient LOS in year 2025 with the adopted Elk Grove General Plan.

## 4.3 TRANSPORTATION AND CIRCULATION

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### Mitigation Measures

Implementation of the General Plan policies and associated action items would assist in reducing cumulative impacts to local roadways and state highways. However, as noted in Impact 4.3.1, there are no feasible mitigation measures to offset the General Plan Amendment's impacts to the affected roadway segments. Thus, the project's contribution to cumulative impacts is **significant and unavoidable**.

Further improvement of impacted roadways is considered infeasible given that the necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to the roads as well as other physical and jurisdictional limitations cited in the Elk Grove General Plan EIR and the Elk Grove General Plan Findings of Fact (Resolution 2003-216).

### REFERENCES

- City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan*. Elk Grove, CA.
- City of Elk Grove Development Services. 2003. *Elk Grove General Plan Draft Environmental Impact Report*. Elk Grove, CA.
- McGuire, Phil, City of Elk Grove Development Services. 2004. Personal Communication.
- KDAnderson Transportation Engineers. 2004. *Elk Grove General Plan Amendments Traffic Runs*. Loomis, CA.

## 4.4 NOISE

This section discusses and analyzes the ambient noise characteristics of the City of Elk Grove. The information provided in this section is based on analysis of the proposed City of Elk Grove General Plan Amendment, and technical review by Bollard & Brennan, Inc.

### 4.4.1 EXISTING SETTING

#### BACKGROUND AND TERMINOLOGY

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. **Table 4.4-1** shows examples of noise levels for several common noise sources and environments.

**TABLE 4.4-1**  
**TYPICAL A-WEIGHTED SOUND LEVELS OF COMMON NOISE SOURCES**

Decibels	Description
130	Threshold of pain
120	Jet aircraft take-off at 100 feet
110	Riveting machine at operators position
100	Shotgun at 200 feet
90	Bulldozer at 50 feet
80	Diesel locomotive at 300 feet
70	Commercial jet aircraft interior during flight
60	Normal conversation speech at 5 - 10 feet
50	Open office background level
40	Background level within a residence
30	Soft whisper at 2 feet
20	Interior of recording studio

#### EFFECTS OF NOISE ON PEOPLE

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and



## 4.4 NOISE

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community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The Day-night Average Level ( $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Noise in the community has been cited as being a health problem, not in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for policies preventing exposures to excessive community noise levels.

To control noise from fixed sources, which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

In addition to the A-weighted noise level, other factors should be considered in establishing criteria for noise sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty, or correction, of 5 dBA to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime, when residents may notice the sound in contrast to low levels of background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound, which was not previously audible. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

### EXISTING NOISE CONDITIONS IN THE CITY LIMITS

The major noise sources in the City of Elk Grove consist of State Route 99 and local traffic on streets, commercial and industrial uses, active recreation of parks, outdoor play areas of schools, and railroad operations. Each of these noise sources is discussed individually below.

#### Transportation Noise Sources

##### Roadway Traffic

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calvenio vehicle noise emission curves was used to predict existing and cumulative traffic noise levels within the City of Elk Grove. The FHWA Model is the traffic noise prediction model currently preferred by the Federal Highway Administration, the State of California Department of Transportation (Caltrans), and most county and city governments, for use in traffic noise assessment. Although the FHWA Model is in the process of being updated by a more sophisticated traffic noise prediction model, the use of RD-77-108 is still considered acceptable for the development of General Plan traffic noise predictions.

**Table 4.4-2** shows the year 2025 traffic volumes and noise level at 100 feet for the major roadways located within the City of Elk Grove anticipated under buildout of the adopted General Plan. The future scenario represents cumulative traffic conditions under the adopted General Plan. It is recognized that vehicle speeds vary considerably on roadways in the City, particularly due to the fact that the reductions in speed are frequently necessary because of traffic signals and stop signs at roadway intersections. In order to provide a generally worst-case estimate of existing traffic noise along the roadways within the City, a normalized speed of 65 miles per hour (mph) was applied to highways and a speed of 45 mph was applied to all other roadways in the modeling effort. The contour distances should also be considered conservative in that they do not account for local topographic, wall, and structural shielding.

##### Railroads

There are three sets of railroad tracks operating within the City limits. The Western Pacific Railroad (WPRR) is located in the western portion of the City, near Interstate 5. The Union Pacific Railroad (UPRR) line passes through the central portion of the City of Elk Grove and crosses under State Route 99 near Eschinger Road. The Central California Traction Railroad (CTCRR) is located east of the UPRR. The CTCRR is not currently active. None of the General Plan Amendment sites are located within the 60 dB railroad noise level contours for these railroad lines.

##### Airports

There are no existing airports within the City limits. However, the Sunset Sky Ranch Airport is located in the vicinity of the City southeast of Grant Line Road. Sunset Sky Ranch Airport is a privately owned public use airport. The noise impacts from this airport was analyzed in the Sunset Sky Ranch Airport Comprehensive Land Use Plan (CLUP), adopted by the Airport Land Use Commission in December 1988 and amended in December 1992. None of the General Plan Amendment sites are located within the 60 CNEL noise contour line of the Sunset Sky Ranch Airport.

#### 4.4 NOISE

**TABLE 4.4-2  
FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL DATA INPUTS AND DB LDN  
– YEAR 2025 NO PROJECT (ADOPTED GENERAL PLAN LAND USE DESIGNATIONS)**

	Segment	From	To	Adopted General Plan ADT	Adopted General Plan Noise Level (Lnd at 100 feet)
1	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	31,037	65.0
2	Big Horn Blvd.	Laguna Blvd.	Elk Grove Blvd.	45,322	67.3
3	Big Horn Blvd.	Elk Grove Blvd.	Kammerer Rd.	27,940	0.0
4	Bilby Rd.	Franklin Blvd.	Bruceville Rd.	10,331	51.7
5	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	59,931	69.2
6	Bond Rd.	Elk Grove Florin Rd.	Bradshaw Rd.	31,718	63.3
7	Bond Rd.	Bradshaw Rd.	Grant Line Rd.	12,034	60.4
8	Bradshaw Rd.	Vintage Park Rd.	Calvine Rd.	45,950	64.1
9	Bradshaw Rd.	Calvine Rd.	Bond Rd.	48,023	62.5
10	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	34,420	60.3
11	Bruceville Rd.	Jacinto Rd.	Sheldon Rd.	19,243	60.2
12	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	41,274	64.9
13	Bruceville Rd.	Laguna Blvd.	Elk Grove Blvd.	48,883	61.6
14	Bruceville Rd.	Elk Grove Blvd.	Bilby Rd.	18,355	53.8
15	Bruceville Rd.	Bilby Rd.	Eschinger Rd.	1,358	50.6
16	Calvine Rd.	Power Inn Rd.	Elk Grove-Florin Rd.	51,086	67.0
17	Calvine Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	31,877	64.4
18	Calvine Rd.	Bradshaw Rd.	Grant Line Rd.	9,630	61.1
19	Center Pkwy.	Sheldon Rd.	Jacinto Rd.	26,568	64.0
20	Elk-Grove Blvd.	I-5	Franklin	22,430	62.6
21	Elk Grove Blvd.	Franklin Blvd.	Bruceville Rd.	34,257	65.1
22	Elk Grove Blvd.	Bruceville Rd.	West Stockton Blvd.	50,941	65.4
23	Elk Grove Blvd.	West Stockton Blvd.	East Stockton Blvd.	67,455	67.9
24	Elk Grove Blvd.	East Stockton Blvd	Elk Grove-Florin Rd.	52,863	68.0
25	Elk Grove Blvd.	Elk Grove-Florin Rd.	Waterman Rd.	18,515	63.6
26	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	15,661	60.0

## 4.4 NOISE

	Segment	From	To	Adopted General Plan ADT	Adopted General Plan Noise Level (Lnd at 100 feet)
27	Elk-Grove Florin Rd.	Vintage Park Rd.	Calvine Rd.	56,907	67.4
28	Elk Grove-Florin Rd.	Calvine Rd.	Bond Rd.	49,255	67.6
29	Elk Grove-Florin Rd.	Bond Rd.	Elk Grove Blvd.	38,853	66.8
30	Elk Grove-Florin Rd.	Elk Grove Blvd.	East Stockton Blvd.	13,952	61.2
31	Eschinger Rd.	SR99	Carroll Rd.	812	48.4
32	Excelsior Road	Gerber Rd.	Calvine Rd.	10,812	60.6
33	Excelsior Road	Calvine Rd.	Sheldon Rd.	14,166	59.3
34	Franklin Blvd.	Calvine Rd.	Laguna Blvd.	44,297	65.2
35	Franklin Blvd.	Laguna Blvd.	Elk Grove Blvd.	44,111	62.3
36	Franklin Blvd.	Elk Grove Blvd.	Hood Franklin Rd.	28,830	54.4
37	Franklin Blvd.	Hood Franklin Rd.	South of Hood Franklin	18,642	50.6
38	Grant Line Rd.	SR99	East Stockton Blvd.	92,234	66.3
39	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	65,178	63.3
40	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	36,585	62.4
41	Grant Line Rd.	Sheldon Rd.	Calvine Rd.	37,571	63.0
42	Grant Line Rd.	Calvine Rd.	Sloughhouse Rd.	36,207	64.1
43	Harbor Point Dr.	Laguna Blvd.	Elk Grove Blvd.	14,908	59.5
44	I-5	-	South of Hood Franklin	57,154	72.7
45	I-5	Hood Franklin Rd.	Elk Grove Blvd.	57,154	72.5
46	I-5	Elk Grove Blvd.	Laguna Blvd.	68,346	72.2
47	I-5	Laguna Blvd.	160	92,115	74.3
48	Kammerer (Hood Fr)	I-5	Franklin Rd.	19,460	55.3
49	Kammerer Rd.	Franklin Rd.	Bruceville Rd.	19,116	53.2
50	Kammerer Rd.	Bruceville Rd.	West Stockton Blvd.	48,134	55.8
51	Laguna Blvd.	I-5	Franklin Rd.	39,002	67.6
52	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	42,364	67.9
53	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	58,412	69.3
54	Laguna Blvd.	West Stockton Blvd.	East Stockton Blvd	75,333	69.0

#### 4.4 NOISE

	Segment	From	To	Adopted General Plan ADT	Adopted General Plan Noise Level (Lnd at 100 feet)
55	Laguna Springs Dr.	Elk Grove Blvd.	Laguna Ridge Drive	15,090	54.8
56	Laguna Ridge Dr.	Big Horn Blvd.	Poppy Ridge Rd.	14,215	0.0
57	Laguna Ridge Dr.	Poppy Ridge Rd.	Kammerer Rd.	14,731	0.0
58	Power Inn Rd.	Calvine Rd.	Elsie Ave.	47,052	65.7
59	Poppy Ridge Rd.	Franklin Rd.	West Stockton Blvd.	29,613	0.0
60	Sheldon Rd.	Center Parkway	West Stockton Blvd.	28,653	65.4
61	Sheldon Rd.	West Stockton Blvd.	East Stockton Blvd	43,187	66.4
62	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	39,243	65.1
63	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	26,848	64.5
64	Sheldon Rd.	Bradshaw Rd.	Grant Line Rd.	15,821	61.0
65	State Route 99	Eschinger Rd.	Grant Line Rd.	95,149	73.0
66	State Route 99	Grant Line Rd.	Elk Grove Blvd.	84,601	72.8
67	State Route 99	Elk Grove Blvd.	Laguna Blvd.	86,340	72.7
68	State Route 99	Laguna Blvd.	Sheldon Rd.	112,523	74.0
69	State Route 99	Sheldon Rd.	Calvine Rd.	115,230	74.4
70	State Route 99	Calvine Rd.	Stockton Blvd.	115,250	74.3
71	Waterman	Calvine Rd.	Vintage Park Rd.	5,566	49.5
72	Waterman	Calvine Rd.	Bond Rd.	22,412	60.3
73	Waterman	Bond Rd.	Grant Line Rd.	23,516	61.2
74	Wilton Rd.	Grant Line Road	Dillard Rd.	10,538	61.1

Source: *Bollard & Brennan, Inc., 2004*

#### Non-Transportation Noise Sources

The production of noise is a result of many processes and activities, even when best available noise control technology is applied. Noise exposures within industrial facilities are controlled by Federal and State employee health and safety regulations (OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affects adjacent sensitive land uses.

Most of the non-transportation noise sources within Elk Grove are located in the heavy industrial area east of Highway 99 in the southern portion of the City. A detailed description of representative fixed noise sources in the City of Elk Grove is provided in the Elk Grove General Plan EIR. Noise generated by non-transportation noise sources, such as general service commercial, light industrial, parks, and school playing field uses, contribute to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new

noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas.

**4.4.2 REGULATORY FRAMEWORK**

LOCAL

City of Elk Grove General Plan

**Table 4.4-3** identifies the General Plan Noise Element policies that are directly applicable to the proposed General Plan Amendment project, and presents an evaluation of the consistency of the project with these statements as required by CEQA. The final authority for interpretation of these policy statements, and determination of the project's consistency rests with the City Council.

**Table 4.4-3  
General Plan Noise Element Policy Consistency**

Draft General Plan Policies	Consistency with General Plan	Analysis
<p><b>Policy NO-1:</b> New development of the uses listed in Table NO-C shall conform with the noise levels contained in that Table. All indoor and outdoor areas shall be located, constructed, and/or shielded from noise sources in order to achieve compliance with the City's noise standards.</p>	<p>Yes</p>	<p>Subsequent development would be required to demonstrate that the uses would not exceed City noise standards at nearby property lines for noise sensitive uses. If noise standards would be exceeded as a result of proposed uses, noise attenuation measures would be required to lessen the impacts.</p>
<p><b>Policy NO-2:</b> Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table NO-C or the performance standards of Table NO-A, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.</p>	<p>Yes</p>	<p>See analysis of Policy NO-1 above.</p>
<p><b>Policy NO-3:</b> Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table NO-A as measured immediately within the property line of lands designated for noise-sensitive uses.</p>	<p>Yes</p>	<p>See analysis of Policy NO-1 above.</p>
<p><b>Policy NO-4:</b> Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table NO-A at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are shown in Table NO-B.</p>	<p>Yes</p>	<p>See analysis of Policy NO-1 above.</p>

## 4.4 NOISE

### City of Elk Grove Draft General Plan Noise Element

In accordance with State noise regulations, the Elk Grove General Plan Noise Element sets forth land use compatibility criteria for various community noise levels. For noise generated by transportation noise sources (roads and railroads), the Noise Element specifies that residential land uses are unconditionally compatible with exterior noise levels of up to 60 dB L<sub>dn</sub>. The 60 dB L<sub>dn</sub> noise level is considered an acceptable noise environment for residential outdoor activities. Where it is not possible to reduce noise in outdoor activity areas to 60 dB L<sub>dn</sub>/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L<sub>dn</sub>/CNEL may be allowed in outdoor activity areas provided that "all practical" exterior noise reduction measures are applied and the interior noise levels are in compliance with the General Plan.

An interior noise level criterion of 45 dB L<sub>dn</sub> is specified in the Noise Element of the General Plan for residential land uses exposed to transportation noise sources. The intent of this interior noise standard is to provide a suitable environment for indoor communication and sleep. For noise generated by non-transportation noise sources (e.g. industrial and commercial machinery, etc.), the Noise Element specifies that residential land uses are compatible with exterior daytime levels up to 55 hourly dB L<sub>eq</sub>. The City's Noise Ordinance and Noise Element of the General Plan are the basis for the adoption and enforcement of noise standards. The Noise Element establishes land-use compatibility criteria for both interior and exterior areas of various land uses.

### City of Elk Grove Noise Ordinance

Noises generated by non-transportation noise sources are regulated by the City of Elk Grove Noise Ordinance as summarized in **Table 4.4-4** below.

**TABLE 4.4-4  
CITY OF ELK GROVE NOISE ORDINANCE STANDARDS**

Cumulative Duration of the Intrusive Sound	Descriptor	Exterior Noise Standard, dB	
		(7 am - 10 pm)	(10 pm - 7 am)
30-60 minutes per hour	L <sub>50</sub>	55	50
15-30 minutes per hour	L <sub>25</sub>	60	55
5-15 minutes per hour	L <sub>08</sub>	65	60
1-5 minutes per hour	L <sub>02</sub>	70	65
Any time during hour	L <sub>max</sub>	75	70

The City of Elk Grove Noise Ordinance regulates development projects with regard to construction noise. Section 6.68.090 of the Ordinance contains quantitative restrictions on noise levels that effectively limit construction activities to 6:00 A.M. to 8:00 P.M., Monday through Friday, and 7:00 A.M. to 8:00 P.M. on Saturday and Sunday. Section 6.68.070 establishes exterior noise standards for residential properties of 55 dBA from 7:00 A.M. to 10:00 P.M., and 50 dBA from 10:00 P.M. to 7:00 A.M. Section 6.68.120 restricts the noise levels produced by machinery, equipment, fans and air conditioning, as heard at the property lines of nearby residential uses.

### City of Elk Grove Zoning Code

The City of Elk Grove Zoning Code includes certain performance standards (Title III, Use Regulations and Development Standards) that could have the effect of reducing noise levels. For example, Chapter I, Article 5, Section 301-61 requires that a masonry wall be provided along the exterior property lines for all industrial and commercial projects when located adjacent to residential (and other specified) zones, and that where a sound wall is required, a masonry wall of up to eight feet in height may be provided. Chapter 5, Article 2, Section 305-13.3 requires that a solid wood fence or masonry wall with a minimum height of six feet be built along the exterior property lines of any multi-family residential project. Chapter 15, Article 6, Section 315-43(f) requires that loading docks adjacent to residentially zoned property have a setback of at least 75 feet from that zoning boundary. Section 315-45(b) of the same Article requires that, for commercial development adjacent to residential and other specified zones, a six-foot high perimeter masonry wall be installed along the property lines of those zones.

### 4.4.3 IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

CEQA Guidelines (Appendix G) state that implementation of a project would result in significant noise impacts if the project would result in any of the following:

1. Exposure of persons to, or generation of, noise levels in excess of standards established in the local plans or ordinances.
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project.
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, where the project would expose people residing or working in the area to excessive noise levels.
6. For a project within the vicinity of a private airstrip, where the project would expose people residing or working in the project area to excessive noise levels.

#### METHODOLOGY

A combination of use of existing literature, and application of accepted noise prediction and sound propagation algorithms, were used to predict changes in ambient noise levels resulting from implementation of the proposed General Plan Amendment. The previous analysis and mitigation measures provided in the Elk Grove General Plan EIR were considered in evaluating the impacts associated with the proposed General Plan Amendment.

**Table 4.4-5** is based upon recommendations made in August 1992 by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although



## 4.4 NOISE

the FICON recommendations were specifically developed to assess aircraft noise impacts, these criteria have been applied to other sources of noise similarly described in terms of cumulative noise exposure metrics such as the  $L_{dn}$ . This metric is generally applied to transportation noise sources, and defines noise exposure in terms of average noise exposure during a 24-hour period with a penalty added to noise that occurs during the nighttime. According to **Table 4.4-5**, an increase in the traffic noise level of 1.5 dB or more would be considered significant where the ambient noise level exceeds 65 dB  $L_{dn}$ .

TABLE 4.4-5  
SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, $L_{dn}$	Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Notes: dB = decibel  
 $L_{dn}$  = day-night average level  
Source: Federal Interagency Committee on Noise 1992

Motor vehicle traffic is the major contributor to the existing noise environment at the General Plan Amendment sites. The methodology used to assess traffic noise impacts in this SEIR is discussed in the sub-section below.

The proposed project would not create new noise impacts from the exposure to groundborne vibrations or temporary construction noise that were not previously addressed in the Elk Grove General Plan EIR and, therefore, these impacts are not discussed further in this SEIR.

One of the project sites is located within two miles of a public use airport. However, the proposed project would not result in a significant impact over the impacts previously discussed in the Elk Grove General Plan EIR. Compliance with General Plan policies CI-25, LU-39, and NO-2, which establish requirements to coordinate with the Airport Land Use Commission, and provide noise level standards for noise-sensitive land uses, would minimize these impacts to a less than significant level. The proposed project is not located within the vicinity of a private airstrip. Therefore, impacts related to the exposure of people to airport noise will not be addressed further in this SEIR.

One of the project sites is located within one mile of an existing railroad line. However, the proposed project would not result in a significant impact over the impacts previously discussed in the Elk Grove General Plan EIR. Compliance with General Plan policies NO-1, NO-2, and NO-8, which provide noise level standards for noise-sensitive land uses, would minimize these impacts to a less than significant level. Therefore, impacts related to the exposure of people to railroad noise will not be addressed further in this SEIR.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included the increase in construction noise levels and traffic noise

levels that would exceed the City of Elk Grove noise standards, and impacts to regional noise attenuation levels.

**Traffic Noise Impact Assessment Methodology**

Traffic noise impacts are assessed by comparing the year 2025 traffic noise levels modeled at buildout of the proposed General Plan Amendment to both the year 2025 traffic noise levels anticipated under the adopted General Plan and the noise impact standards of significance.

**Traffic Noise Prediction Model**

To describe future noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict noise levels under both the adopted General Plan and proposed General Plan Amendment. The FHWA model is the analytical method currently favored for highway traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans).

The FHWA model is based upon the Calvenno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly  $L_{eq}$  values for free-flowing traffic conditions. To predict  $L_{dn}$ /CNEL values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

**PROJECT IMPACTS AND MITIGATION MEASURES**

**Traffic Noise Impacts**

**Impact 4.4.1** Implementation of the proposed General Plan Amendment would increase in traffic noise levels that would be in excess of City of Elk Grove noise standards. This is considered a **less than significant** impact.

Implementation of the proposed General Plan would result in increased traffic noise levels resulting from additional vehicle traffic. **Table 4.4-6** shows the difference between in  $L_{dn}$  levels at the adopted General Plan condition and with implementation of the proposed General Plan Amendment project. As shown in the table, increases in traffic noise would vary from 0.01  $L_{dn}$  to 0.99  $L_{dn}$  above noise levels anticipated with the adopted General Plan along certain roadways. On other roadways, either no change or less traffic noise is anticipated with the proposed General Plan Amendment. The anticipated increase in traffic noise is not anticipated to be discernible to the human ear and, evaluated under the criteria in **Table 4.4-5**, is considered **less than significant**.

The Elk Grove General Plan EIR identified increases in traffic noise up to 13.5  $L_{dn}$  on area roadways under buildout of the General Plan and concluded that traffic noise impacts were significant and unavoidable.

## 4.4 NOISE

### General Plan Goals, Policies, and Action Items

Future development associated with the General Plan Amendment sites would be required to comply with General Plan policies NO-1, NO-2, NO-5, NO-7 and associated action items. These policies will reduce exposure to traffic noise that would result from new development.

### Mitigation Measures

None required.

TABLE 4.4-6  
COMPARISON OF TRAFFIC NOISE LEVELS WITH BUILDOUT OF THE ADOPTED GENERAL PLAN AND PROPOSED GENERAL PLAN AMENDMENT

	Segment	From	To	Adopted General Plan Noise Level (dB at 100 feet)	Proposed General Plan Amendment Noise Level (Ldn at 100 feet)	Difference in dB
1	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	67.4	67.6	+0.19
5	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	70.3	70.4	+0.09
9	Bradshaw Rd.	Calvine Rd	Bond Rd	69.3	69.6	+0.25
10	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	67.9	67.9	+0.05
12	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	68.7	68.8	+0.12
26	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	64.5	64.6	+0.10
39	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	70.7	70.7	+0.01
40	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	68.2	68.2	+0.02
52	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	68.8	68.8	+0.01
53	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	70.2	70.2	+0.01
62	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	68.5	68.9	+0.45
63	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	66.8	67.7	+0.84
72	Waterman	Calvine Rd.	Bond Rd.	66.0	67.0	+0.99

Source: *Bollard and Brennan, 2004*

### Future Stationary Noise Impacts

**Impact 4.4.2** Implementation of the proposed General Plan Amendment could result in the future development of land uses that generate noise levels in excess of applicable noise standards for non-transportation noise sources. This is considered a **less than significant** impact.

Implementation of the proposed General Plan Amendment could result in the future development of land uses that generate noise levels in excess of applicable City of Elk Grove noise standards for non-transportation noise sources. Such land uses would include commercial, office, and low and high density residential. However, specific land uses that may occur on the General Plan Amendment sites are not known at this time.

The Elk Grove General Plan EIR identified that future stationary noise impacts would be less than significant with implementation of the General Plan.

### General Plan Goals, Policies, and Action Items

General Plan policies NO-2, NO-3, NO-4, NO-7, NO-8, and NO-9 and the associated action items would help reduce future stationary noise levels that may from development on the General Plan Amendment sites

### Mitigation Measures

None required.

## 4.4.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

### CUMULATIVE SETTING

The cumulative analysis takes into account planned development patterns set forth in the Elk Grove General Plan, as well as large-scale proposed and approved development projects identified in **Table 4.0-2** and regional growth. See Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used) regarding cumulative setting conditions.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Traffic Noise Impacts

**Impact 4.4.3** Implementation of the proposed General Plan Amendment along with potential development of the Urban Study Areas would result in impacts to regional noise attenuation levels. This is considered a **less than significant** impact.

Implementation of the proposed General Plan Amendment would result in the contribution to increased regional noise impacts, specifically traffic noise (see **Table 4.4-6**). Additional development of the City of Elk Grove, along with neighboring jurisdictions such as Galt, Folsom, Sacramento, and Placer and El Dorado counties, would result in significant cumulative traffic noise increases. The contribution of the General Plan Amendment to cumulative traffic noise impacts is less than significant.

The Elk Grove General Plan EIR identified that cumulative traffic regional traffic noise impacts would be significant and unavoidable. That EIR further identified that while mitigation was available to reduce cumulative traffic noise levels, mitigation such as sound barriers would be infeasible in some locations and also the City does not have jurisdiction to implement mitigation measures in areas outside the City. This cumulative impact is **less than significant**.

## 4.4 NOISE

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### General Plan Goals, Policies, and Action Items

General Plan policies NO-2, NO-4, NO-5, NO-6, NO-7, and NO-8, along with associated action items would apply to future development on the General Plan Amendment sites and help reduce the City's contributions to regional traffic noise impacts.

### Mitigation Measures

None required.

### **REFERENCES**

Bollard & Brennan, Inc. 2004. *FHWA-RD-77-108 Highway Traffic Noise Prediction Model Data – Year 2025 Adopted General Plan and Proposed General Plan Amendment Land Use Designations*. Auburn, CA.

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan*. Elk Grove, CA.

City of Elk Grove Development Services. 2003. *Elk Grove General Plan Environmental Impact Report*. Elk Grove, CA.

This section examines the climatic influences that affect air quality of the Elk Grove Planning Area and also describes available data on measured contaminant levels. In addition, it outlines the regulatory and planning agencies and programs relevant to the Planning Area.

### 4.5.1 EXISTING SETTING

#### AIR BASIN CHARACTERISTICS

The Elk Grove Planning Area (Planning Area) lies at the southern end of the Sacramento Valley, a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range (the Carquinez Strait) is located approximately 50 miles southwest and the intervening terrain is very flat. The prevailing wind direction is southwesterly, which is the wind direction when marine breezes flow through the Carquinez Strait. Marine breezes dominate during the spring and summer months, and show strong daily variations. Highest average wind speeds occur in the afternoon and evening hours; lightest winds occur in the night and morning hours. During fall and winter, when the sea breeze diminishes, northerly winds occur more frequently, but southwesterly winds still predominate. The Planning Area is within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin. The Sacramento Valley Air Basin has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air region, designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone non-attainment area. The non-attainment area consists of all of Sacramento and Yolo counties and parts of El Dorado, Solano, Placer, and Sutter counties.

The San Francisco Bay Area Air Basin lies to the west, and the San Joaquin Valley Air Basin is located to the south of the Planning Area. Considerable transport of pollutants occurs between these air basins, so that air quality in the Planning Area is partially determined by the release of pollutants elsewhere. In turn, pollutants generated in the Planning Area affect air quality in areas to the north and east.

#### AMBIENT AIR QUALITY STANDARDS

Both the U. S. EPA and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The federal and California state ambient air quality standards are summarized in **Table 4.5-1** for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM<sub>10</sub>.

## 4.5 AIR QUALITY

TABLE 4.5-1  
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	0.12 PPM	0.09 PPM
	8-Hour	0.08 PPM	-
Carbon Monoxide	8-Hour	9 PPM	9.0 PPM
	1-Hour	35 PPM	20.0 PPM
Nitrogen Dioxide	Annual Average	0.05 PPM	-
	1-Hour	-	0.25 PPM
Sulfur Dioxide	Annual Average	0.03 PPM	-
	24-Hour	0.14 PPM	0.05 PPM
	1-Hour	-	0.25 PPM
PM <sub>10</sub>	Annual Average	50 $\mu\text{g}/\text{m}^3$	20 $\mu\text{g}/\text{m}^3$
	24-Hour	150 $\mu\text{g}/\text{m}^3$	50 $\mu\text{g}/\text{m}^3$
PM <sub>2.5</sub>	Annual	15 $\mu\text{g}/\text{m}^3$	12 $\mu\text{g}/\text{m}^3$
	24-Hour	65 $\mu\text{g}/\text{m}^3$	-

Notes: PPM = Parts per Million;  $\mu\text{g}/\text{m}^3$  = Micrograms per Cubic Meter  
Source: Donald Ballant, 2003

The U.S. EPA in 1997 adopted new national air quality standards for ground-level ozone and for fine particulate matter. The existing 1-hour ozone standard of 0.12 Parts Per Matter (PPM) will be phased-out and replaced by an 8-hour standard of 0.08 PPM. New national standards for fine particulate matter (diameter 2.5 microns or less) have also been established for 24-hour and annual averaging periods. The current PM<sub>10</sub> standards were retained, but the method and form for determining compliance with the standards were revised. Implementation of the new ozone and particulate matter standards was delayed by a lawsuit. On February 27, 2001 the U. S. Supreme Court unanimously ruled in favor of the Environmental Protection Agency, clearing the way for implementation of the new standards.

During the delay caused by the lawsuit, the CARB developed recommended designations for California air basins, proposing that Sacramento County be designated as non-attainment for the new 8-hour ozone standard. Designations for PM<sub>2.5</sub> have not been made, however, as a minimum 3-year monitoring period is required to determine designations.

### AIR POLLUTANTS OF CONCERN AND HEALTH EFFECTS

The most problematic pollutants in Elk Grove are ozone, carbon monoxide, and particulate matter. Carbon monoxide no longer exceeds the ambient air quality standards in Sacramento County, but has in the past. The health effects and major sources of these pollutants are described below. Toxic air pollutants are a separate class of pollutants and are discussed later in this section.

### **Ozone**

Ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but formed through a complex series of chemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). These reactions occur over time in the presence of sunlight. Ground level ozone formation can occur in a matter of hours under ideal conditions. The time required for ozone formation allows the reacting compounds to spread over a large area, producing a regional pollution concern. Once formed, ozone can remain in the atmosphere for one or two days.

Ozone is also a public health concern because it is a respiratory irritant that increases susceptibility to respiratory infections and diseases, and because it can harm lung tissue at high concentrations. In addition, ozone can cause substantial damage to leaf tissues of crops and natural vegetation and can damage many natural and manmade materials by acting as a chemical oxidizing agent.

The principal sources of the ozone precursors (ROG and NO<sub>x</sub>) are the combustion of fuels and the evaporation of solvents, paints, and fuels. Over percent of the NO<sub>x</sub> produced in the region is from motor vehicles.

### **Particulate Matter (PM)**

Particulate matter can be divided into several size fractions. Coarse particles are between 2.5 and 10 microns in diameter, and arise primarily from natural processes, such as wind-blown dust or soil. Fine particles are less than 2.5 microns in diameter and are produced mostly from combustion, or burning activities. Fuel burned in cars and trucks, power plants, factories, fireplaces and wood stoves produces fine particles.

The level of fine particulate matter in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM concentrations and increased mortality rates. Elevated PM concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

### **Carbon Monoxide (CO)**

Carbon monoxide (CO) is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. Relatively low concentrations of CO can significantly affect the amount of oxygen in the bloodstream because CO binds to hemoglobin 220-245 times more strongly than oxygen.

CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and national CO standard. The records from the region's monitoring stations show that the CO standard has not been exceeded since 1999. CO is still a pollutant that must be closely monitored, however, due to its severe effect on human health.



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Elevated CO concentrations are usually localized and are often the result of a combination of high traffic volumes and traffic congestion. Elevated CO levels develop primarily during winter periods of light winds or calm conditions combined with the formation of ground-level temperature inversions. Wintertime CO concentrations are higher in winter because of reduced dispersion of vehicle emissions and because CO emission rates from motor vehicles increase as temperature decreases.

### Toxic Air Contaminants (TACs)

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. Unlike criteria pollutants, no safe levels of exposure to TACs have been established. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage and death.

Diesel exhaust is a TAC of growing concern in California. The CARB in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they penetrate deep into the lungs. Diesel engine particulate has been identified as a human carcinogen. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections.

### AMBIENT AIR QUALITY

The SMAQMD and CARB maintain several air quality monitoring sites in the Sacramento area, including one in the City of Elk Grove. The Elk Grove monitoring site measures two pollutants: ozone and nitrogen dioxide. The nearest monitoring site for carbon monoxide is at T Street in downtown Sacramento. The nearest monitoring site for PM<sub>10</sub> is the Sacramento Branch Center Road site, located near Bradshaw Road south of U.S. 50. **Table 4.5-2** shows historical occurrences of pollutant levels exceeding the state/federal ambient air quality standards for the ten-year period 1992-2001. The number of days that each standard was exceeded is shown. All federal ambient air quality standards are met in the Elk Grove area, with the exception of ozone. Additionally, the state ambient standards of ozone and PM<sub>10</sub> are regularly exceeded.

### SENSITIVE RECEPTORS AND POLLUTION SOURCES

Sensitive receptors are facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include schools, retirement homes, convalescent homes, hospitals and medical clinics. The major sensitive receptors in Elk Grove are schools and residences.

The inventory of stationary sources of TACs maintained by the CARB shows few major air pollutant sources in Elk Grove. Larger stationary sources of pollutants include the Sacramento Regional Wastewater Treatment Plant (SRWTP) and associated cogeneration plant at the western boundary of the city and industrial facilities located at the extreme south end of the city limits near State Route 99 (SR 99). The wastewater treatment facility would also be a potential

source of odors. SR 99 and Interstate 5 (I-5) are also obvious sources of pollution in the Planning Area.

TABLE 4.5-2  
DAYS EXCEEDING AMBIENT AIR QUALITY STANDARDS, 1992-2001

Pollutant	Standard	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Ozone (Elk Grove)	1-Hour State	-	3	8	15	21	5	7	16	3	10
	1-Hour Federal	-	0	0	0	0	0	1	1	0	0
	8-Hour Federal	-	0	3	4	9	3	4	7	1	3
Carbon Monoxide (T Street)	8-Hour State/Federal	0	0	0	0	0	0	0	0	0	0
	1-Hour State	0	0	0	0	0	0	0	0	0	0
Nitrogen Dioxide (Elk Grove)	1-Hour State	-	0	0	0	0	0	0	0	0	0
PM <sub>10</sub> (Branch Center Road)	24-Hour State	-	7	3	4	2	3	8	11	2	3
	24-Hour Federal	-	0	0	0	0	0	0	0	0	0

Source: Ballanti, 2002.

#### EMERGING AIR QUALITY ISSUES

The following is a discussion of emerging air quality issues that would not normally have been addressed by general plan policies and programs.

#### Diesel Exhaust/Land Use Issues

In 1998, after a 10-year scientific assessment process, the Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). Unlike criteria pollutants like carbon monoxide, TACs do not have ambient air quality standards. Since no safe levels of TACs can be determined, there are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. Two types of risk are usually assessed: chronic non-cancer risk and acute non-cancer risk. Diesel particulate has been identified as a carcinogenic material, but is not considered to have acute non-cancer risks. The State of California has begun a program of identifying and reducing risks associated with particulate matter emissions from diesel-fueled vehicles. The plan consists of new regulatory standards for all new on road, off-road and stationary diesel-fueled engines and vehicles, new retrofit requirements for existing on-road, off-road and stationary diesel-fueled engines and vehicles, and new diesel fuel regulations to reduce the sulfur content of diesel fuel as required by advanced diesel emission control systems. Land uses where individuals could be exposed to high levels of diesel exhaust include places where there are a large number of diesel trucks, such as:

- Warehouses;
- Schools with high volume of bus traffic;
- High volume highways; and
- High volume arterials and local roadways with high level of diesel traffic.

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The only large-scale warehouses in the Planning Area include, but are not limited to, JVC and Apple, which are located north of Laguna Boulevard in the Laguna West area near I-5. The Elk Grove Unified School District is one of fastest growing districts in the state and currently has 50 schools within its district boundaries. Many of the schools in the District have high volumes of bus traffic during daily morning and afternoon operations, which contribute to diesel emissions in the Planning Area. High volume highways/freeways in the Planning Area include I-5 and SR 99, both of which have high volumes of daily truck traffic. Trucks are considered major sources of diesel related emissions. Additionally, the Planning Area has several high volume arterials and local roadways (i.e., Bradshaw Road, Grant Line Road and Laguna Boulevard) that have considerable amounts of diesel powered vehicles and truck traffic.

### Wood Smoke

Wood smoke has long been identified as a significant source of pollutants in urban and suburban areas. Wood smoke contributes to particulate matter and carbon monoxide concentrations, reduces visibility and contains numerous toxic air contaminants. Present controls on this source include the adoption of emission standards for wood stoves and fireplace inserts. Interest in wood smoke is likely to increase with the recent adoption of a PM<sub>2.5</sub> (particulate matter less than 2.5 microns in diameter) national standard.

## 4.6.2 REGULATORY FRAMEWORK

Air quality in the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies primarily responsible for improving the air quality in Sacramento County are discussed below along with their individual responsibilities.

### FEDERAL

The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the 1990 amendments to the Federal Clean Air Act (CAA) and the national ambient air quality standards (federal standards) that it establishes. These standards identify levels of air quality for six "criteria" pollutants, which are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The six criteria pollutants include ozone, CO, nitrogen dioxide (NO<sub>2</sub> - a form of NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub> - a form of SO<sub>x</sub>), particulate matter 10 microns in size and smaller (PM<sub>10</sub>), and lead. The U.S. EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and sources that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking.

### STATE

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency (Cal EPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring implementation of the 1989 amendments to the California Clean Air Act (CCAA), responding to the federal CAA requirements, and for regulating emissions from motor vehicles and consumer products within the State. The ARB has established emission standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions.

The amendments to the CCAA establish ambient air quality standards for the state (state standards) and a legal mandate to achieve these standards by the earliest practical date. These

standards apply to the same six criteria pollutants as the Federal CAA, and also include sulfate, visibility, hydrogen sulfide, and vinyl chloride. They are more stringent than the federal standards and, in the case of PM<sub>10</sub> and SO<sub>2</sub>, far more stringent.

LOCAL

**Sacramento Metropolitan Air Quality Management District**

The Sacramento Metropolitan Air Quality Management District (SMAQMD) coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for Sacramento. The SMAQMD is governed by a nine-member Board of Directors that includes the members of the Sacramento County Board of Supervisors, selected members of the Sacramento City Council, and one member from the cities of Folsom, Isleton, and Galt. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, determines whether the permit conditions have been met, ensures compliance with SMAQMD rules and regulations, and conducts long-term planning related to air quality.

The SMAQMD sponsors a variety of community education programs. For example, the "Spare the Air" program focuses on reducing automobile trips, particularly when the Air Quality Index indicates that air quality is reaching unhealthy levels. Surveys indicate that approximately 22 percent of drivers curtail driving by at least one trip during unhealthy periods. The SMAQMD is also engaged in a variety of public outreach programs, including work with the American Lung Association, information brochures, radio and television announcements, and other efforts.

Sacramento County and the Planning Area are included in the Greater Sacramento Ozone non-attainment area as delineated by the U. S. EPA. The Federal Clean Air Act Amendments (FCAA) of 1990 set new deadlines for attaining the ozone standard. The Sacramento Area was classified as a "serious" non-attainment area and given a date of 1999 by which to achieve attainment. Because achieving attainment by this date was later found to be infeasible, the region was "bumped up" to "severe" classification and an attainment date of 2005 was designated. The Clean Air Act Amendments also set specific planning requirements to ensure that the attainment goal would be met. In 1994, the CARB, in cooperation with the air districts of the Sacramento non-attainment area, fulfilled one of these requirements by preparing the *1994 Sacramento Area Regional Ozone Attainment Plan*. The plan identified a detailed comprehensive strategy for reducing emissions to the level needed for attainment and show how the region would make expeditious progress toward meeting this goal.

The 1990 Clean Air Act Amendments set "rate-of-progress" or "milestone" emission reduction targets and dates to gauge whether the non-attainment areas were making reasonable further progress toward reaching the goal of attainment. Milestone reports were required in 1996 and every 3 years thereafter until the attainment deadline. The *Sacramento Area Regional 1999 Milestone Report* concluded that the region made significant achievements in reduction of ozone precursors since 1994 and that the Sacramento area has satisfied the milestone rate-of-progress requirement. However, it was concluded that the region has fallen short of its planned goals for VOC and NOx emission reductions in 1999 (mainly due to the shortfall in emission reductions from the enhanced smog check program).

One of the principal elements of the *1994 Sacramento Area Regional Ozone Attainment Plan* was the requirement to obtain emission reductions of one ton per day each for ROG and NOx through the implementation of transportation control measures (TCMs) and control of land use project emissions. In response to this requirement, Sacramento County adopted General Plan Policy AQ-15 requiring a percent reduction in emissions associated with new projects.

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Additionally, the SMAQMD and other air districts in the Sacramento federal ozone non-attainment areas recently adopted new thresholds of significance to be used in evaluating land use proposals. In setting the thresholds, the districts considered both the health-based air quality standards and the attainment strategies contained in the 1994 *Sacramento Area Regional Ozone Attainment Plan*. Three types of thresholds were established:<sup>1</sup>

- Mass Emission Thresholds - The District considers increases in emissions of nitrogen oxides (NO<sub>x</sub>) greater than 85 pounds per day as significant during construction. For operation of a project, the District's threshold of significance is 65 pounds per day of either NO<sub>x</sub> or Reactive Organic Gases (ROG).
- Emissions Concentration Thresholds - A predicted violation of any California Ambient Air Quality Standard (CAAQS) during both construction or operation of the project would be considered a significant impact.
- Substantial Contribution Threshold - A project is considered to contribute substantially to an existing or project violation of the CAAQS if it emits pollutants at a level equal to or greater than five percent of the CAAQS.

The new mass emissions threshold of 65 pounds per day was intended to achieve the one ton 1994 *Sacramento Area Regional Ozone Attainment Plan* goal as long as projects achieve an average mitigation effectiveness rate of 15 percent. The reduction of the threshold from 85 pounds per day to 65 pounds per day was intended to increase the number of projects subject to mitigation requirements.

The construction threshold of 85 tons per day for NO<sub>x</sub> has been in use since 1994. The purpose of this threshold is to the Mobile Off-Road commitment in the State Implementation Plan (SIP). The commitment for Mobile Off-Road NO<sub>x</sub> measures is two tons per day by 2005.

The SMAQMD has developed Standard Construction Mitigation Language that it recommends for all construction projects. This standard mitigation is to be applied to land use as well as roadway construction projects. Acceptable options for reducing emissions include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

The SMAQMD has developed two tools to assist in assessing construction impacts and applying this Standard Construction Mitigation:

- A Roadway Construction Emissions Model to assist roadway project proponents with determining the emission impacts of their projects; and
- A Construction Mitigation Calculator to assist project contractors in determining compliance with the standard mitigation measures.

### City of Elk Grove General Plan

**Table 4.5-3** identifies the General Plan policies regarding air quality that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements as required by CEQA Guidelines Section 15125(d). This assessment is based on City staff's interpretation of the General Plan policies and action items. The final authority for

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<sup>1</sup> Memorandum from Norman Covell, Air Pollution Control Officer, to Lead and Responsible Agencies, Consultants and Interested Persons, dated April 12, 2002.

interpretation of these policy statements, and determination of the project's consistency rests with the City Council.

TABLE 4.5-3  
PROJECT CONSISTENCY WITH THE GENERAL PLAN POLICIES: AIR QUALITY

General Plan Policies and Action Items	Consistency with General Plan	Analysis
<p><b>Policy CAQ-27</b></p> <p>The City shall promote energy conservation measures in new development to reduce on-site emissions and power plant emissions. The City shall seek to reduce energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.</p>	Yes	<p>The proposed General Plan Amendment is for the alteration of land use designations for each of the seven individual sites and does not propose any actual development projects. Any air quality impacts incurred because of proposed development on the individual sites will be addressed during development review. Subsequent projects would be required to comply with this policy.</p>
<p><b>Policy CAQ-28</b></p> <p>The City shall emphasize "demand management" strategies, which seek to reduce single-occupant vehicle use in order to achieve state and federal air quality plan objectives.</p>	Yes	<p>The proposed General Plan Amendment is for the alteration of land use designations for each of the seven individual sites and does not propose any actual development projects. Subsequent projects would be required to comply with this policy.</p>
<p><b>Policy CAQ-30</b></p> <p>All new development projects, which have the potential to result in substantial air quality impacts, shall incorporate design, construction, and/or operational features to result in a reduction in emissions equal to 15 percent compared to an "unmitigated baseline" project. An "unmitigated baseline" project is a development project which is build and/or operated without the implementation of trip reduction, energy conservation, or similar features, including any such features which may be required by the Zoning Code or other applicable codes.</p>	Yes	<p>The proposed General Plan Amendment is for the alteration of land use designations for each of the seven individual sites and does not propose any actual development projects. Subsequent projects would be required to comply with this policy.</p>
<p><b>Policy CAQ-32</b></p> <p>As part of the environmental review of projects, the City shall identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures, potentially including – in the case of projects, which may conflict with applicable air quality plans – emission reductions in addition to those required by Policy CAQ-30.</p>	Yes	<p>The proposed General Plan Amendment is for the alteration of land use designations for each of the seven individual sites and does not propose any actual development projects. Subsequent projects would be required to comply with this policy.</p>
<p><b>Policy CAQ-33</b></p> <p>The City shall require that public and private development projects use low emission vehicles and equipment as part of project construction and operation, unless determined to be unfeasible.</p>	Yes	<p>The proposed General Plan Amendment is for the alteration of land use designations for each of the seven individual sites and does not propose any actual development projects. Subsequent projects would be required to comply with this policy.</p>

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### Sacramento Transportation and Air Quality Collaborative

The Sacramento Transportation and Air Quality Collaborative is a consortium of forty-eight regional and local organizations developed to address air quality, transportation, land use and governance issues in the greater Sacramento area. The collaborative seeks to increase public participation through education, evaluation of transit systems, land use developments, jobs/housing balances and encouragement of regional planning efforts to achieve and maintain clean air quality as measured by federal and state ambient air quality standards.

#### 4.5.3 IMPACTS AND MITIGATION MEASURES

##### STANDARDS OF SIGNIFICANCE

As stated in Appendix G of the California CEQA Guidelines, an air quality impact would be considered significant if it would result in any of the following actions:

1. Conflict with or obstruct implementation of any applicable air quality plan.
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard [including releasing emissions which exceed quantitative thresholds for ozone precursors].
4. Expose sensitive receptors to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.

In addition, SMAQMD has established significance thresholds to assist Lead Agencies in determining whether a project or plan may have a significant air quality impact. According to SMAQMD's *Guide to Air Quality Assessment*, a project would have a potentially significant adverse impact on air quality if it would result in any of the following actions:

1. Cause an increase in emissions of nitrogen oxides (NO<sub>x</sub>) greater than 85 pounds per day during construction. For operation of a project, the District's threshold of significance is 65 pounds per day of either NO<sub>x</sub> or Reactive Organic Gases (ROG);
2. Emit of other criteria pollutants at a level equal to or greater than five percent of an existing exceedance of a state ambient air quality standard;
3. Frequently expose members of the public to objectionable odors;
4. Emit of toxic air contaminants (TACs) whereby either:
  - a. The lifetime probability of contracting cancer is greater than ten in one million; or
  - b. The ground-level concentration of non-carcinogenic toxic air pollutants would result in a Hazard Index of greater than one.
5. An air quality impact would be considered cumulatively significant if it would result in either of the following actions:

- a. Require a change in the existing land use designation, and increase emissions (ROG, NO<sub>x</sub>, or PM<sub>10</sub>) above those anticipated for the site if developed under the existing land use designation.
- b. Increase project emissions (ROG, NO<sub>x</sub>), or emission concentrations (criteria pollutants), above those anticipated for the site if developed under the existing land use designation.

### METHODOLOGY

The previous analysis and mitigation measures provided in the Elk Grove General Plan EIR were considered in evaluating the impacts associated with the proposed General Plan Amendment.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included creation of 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 amplification of existing regional problems with ozone and particulate matter in the cumulative condition.

### Local-Scale Analysis

Auto traffic generated by land use development and cumulative development would affect local air quality along the local and regional street system. On the local scale the pollutant of greatest interest is carbon monoxide. Concentrations of this pollutant are related to the levels of traffic and congestion along streets and at intersections.

The Elk Grove General Plan EIR included forecast levels of carbon monoxide levels near 8 worst-case intersections for the year 2025. Forecasted traffic volumes with the proposed General Plan Amendment were examined to determine if they exceeded those used in the Elk Grove General Plan EIR.

### Regional Cumulative Analysis

A General Plan would have a significant cumulative impact if it would conflict with or obstruct implementation of the regional air quality plan. Projections of housing units and employment within Elk Grove were compared to those under the adopted General Plan. The total emissions associated with buildout were also evaluated for potential to cause or contribute to exceedances of the state and ambient air quality standards.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Construction Related Emissions

**Impact 4.5.1** Implementation of the proposed General Plan Amendment would allow for actions that may result in the construction of residential, commercial or office development. This, in turn, would result in period exhaust emissions and fugitive dust from construction activities that would affect local air quality. This is considered a **less than significant** impact.

Construction emissions are generally short term or temporary in duration; however, these emissions still have the potential to significantly impact air quality. At any given time, several



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construction projects may be under way, which may result in construction related emissions. The main contributors are fugitive dust emissions (PM<sub>10</sub>) and ozone forming gases, in which the SMAQMD is in severe non-attainment. Fugitive dust emissions are generally associated with grading, movement of soil and other site preparation activities. ROG and NO<sub>x</sub> emissions break down to form ozone and are associated primarily with gas and diesel equipment exhaust and the application of various exterior building coatings. The construction of the project and any the supporting infrastructure would generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. Construction activities associated with the project would include grading, building demolition, building construction, and paving. Wind erosion and disturbance to exposed areas would also be sources of dust emissions. In addition, motor vehicle exhaust associated with construction equipment and construction personnel commuter trips, and material transport and delivery, would contribute to the generation of ROG, NO<sub>x</sub>, and PM<sub>10</sub>.

As stated previously, the City Council adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included creation of period exhaust emissions and fugitive dust from construction activities that would affect local air quality. Emissions from individual development construction sites would be short term and temporary but would occur through construction of the General Plan Amendment sites.

The proposed project would increase slightly the total amount of construction-related emissions resulting from a slight increase in the total amount of new development that would occur through build-out. However, impacts at any given location are likely to be unchanged in terms of impact severity or duration as compared to the adopted General Plan. This is considered a **less than significant** impact.

### *General Plan Goals, Policies and Action Items*

Implementation of General Plan policies CAQ-26, CAQ-27, CAQ-28, CAQ-30, CAQ-31, CAQ-32, and CAQ-33 (mitigation measure MM 4.7.1 from the General Plan EIR) would assist in reducing potential construction air quality impacts.

### Mitigation Measures

None required.

### **Operation Related Emissions**

**Impact 4.5.2** Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City. This is considered a **potentially significant** impact.

Implementation of the proposed General Plan Amendment would result in increased vehicle trips, employment growth, and an increase in population. These increases would introduce additional mobile and stationary sources of emissions, which would adversely affect regional air quality. Implementation of the proposed General Plan Amendment would result in regional emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> and CO due to increased vehicle trips, the use of natural gas, burning activities, the use of maintenance equipment, and the use of various consumer products.

Sacramento County is classified a severe non-attainment area for the federal ozone standards. In order to improve air quality and attain the health-based standards, reductions in emissions are

necessary within the non-attainment area. The growth in population, vehicle usage and business activity within the non-attainment area, when considered with growth proposed under the General Plan Amendment, would contribute to regional air quality impacts.

Following adoption of the Elk Grove General Plan EIR, the City Council adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included an increase in air pollutant emissions from operational activities of land uses within the City.

Implementation of the proposed General Plan Amendment would increase emissions of regional air pollutants such as ROG, NO<sub>x</sub>, and PM<sub>10</sub> by about one percent. The Elk Grove General Plan EIR included forecast levels of carbon monoxide levels near 8 worst-case intersections for the year 2025. Examination of the forecasted traffic volumes with the proposed project shows that total approach volumes during the PM peak hour (used as input to the CO modeling) with the proposed Amendment project would be similar to approach volumes forecast for the Elk Grove General Plan EIR. Therefore, levels of carbon monoxide with the proposed project would be no greater than those identified in Table 4.7-3 of the Elk Grove General Plan EIR. The concentrations in Table 4.7-3 of the EIR were well below the state and federal ambient air quality standards, so no significant carbon monoxide impacts are expected.

With the proposed project, total emissions are essentially unchanged from those in the General Plan EIR. However, according to the standards of significance for cumulative impacts discussed previously, a proposed project would result in a significant cumulative impact if the project resulted in emissions or emission concentrations greater than the emission anticipated for the site if developed under the existing land use designation. Therefore, the project is anticipated to have a **significant and unavoidable** impact on the regional air plan.

### *General Plan Goals, Policies and Action Items*

General Plan policies CAQ-26 through CAQ-33 would reduce operational emissions by encouraging a reduction in peak hour vehicle trips (e.g., flexible work hours, telecommuting, car pooling etc.); the development (extension) and use of Regional Transit's (RT) rail and transit services, reduction of automobile dependency, and the development of the City's pedestrian and bike paths. However, this impact would remain **significant and unavoidable**.

### Mitigation Measures

None available.

### **Stationary Sources of Toxic Air Contaminants**

**Impact 4.5.3** Implementation of the proposed General Plan Amendment would include sources of criteria pollutants, toxic air contaminants or odors that may affect surrounding land uses. Sensitive land uses may also be located near existing sources of criteria pollutants, toxic air contaminants or odors. This impact is considered **less than significant**.

Implementation of the proposed General Plan Amendment includes land uses that are potential sources of Toxic Air Contaminants (TACs). The type and level of TACs are dependent on the nature of the land use, individual facilities, and the methods and operations of particular facilities. Diesel exhaust particulate was recently added to the California Air Resources Board (CARB) list of TACs. Activities involving long-term use of diesel powered equipment and heavy-

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duty trucks contribute significantly to TAC levels. See the Elk Grove General Plan EIR for a full discussion on types of TACs.

The proposed project would have no significant potential to change sources of criteria pollutants, toxic air contaminants or odors that may affect surrounding land uses. Furthermore, the issuance of SMAQMD Air Quality permits, compliance with all District, state and federal regulations regarding stationary and TACs, the use of Best Available Control Technology (BACT), and the purchase of emission off-sets for industrial sources would reduce potential stationary and mobile sources toxic air emissions. Therefore, potential TAC impacts associated with implementation of the General Plan Amendment are considered **less than significant**.

### *General Plan Goals, Policies and Action Items*

Implementation of General Plan policies CAQ-26 through CAQ-33 would ensure potential stationary sources of TAC impacts remain at a **less than significant** level.

### Mitigation Measures

None required.

## 4.7.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

### CUMULATIVE SETTING

In July 2004, SMAQMD adopted the Guide to Air Quality Assessment in Sacramento, which provides methodologies for the review of air quality impacts from development projects contemplated within the SMAQMD boundaries. This Guide supercedes the "Air Quality Thresholds of Significance" published in 1994. The primary purpose of the Guide is to provide a means to quickly identify proposed development projects that may have a significant adverse effect on air quality. The Guide includes screening approaches and specific methods and techniques for calculating emissions, with references to applicable emissions models where appropriate. The guide also provides a measure of mitigation developers can use to reduce the air quality impact of their projects.

Sacramento County and the City of Elk Grove General Plan area are included in the Greater Sacramento Ozone non-attainment area as delineated by the U. S. EPA. Therefore, the cumulative setting considers the cumulative effect of increased emissions in the air basin.

In 1994, the Air Resources Board, in cooperation with the air districts of the Sacramento non-attainment area, fulfilled one of these requirements by preparing the *1994 Sacramento Area Regional Ozone Attainment Plan*. The plan identified a detailed comprehensive strategy for reducing emissions to the level needed for attainment and showed how the region would make expeditious progress toward meeting this goal. Milestone reports were required in 1996 and every 3 years thereafter until the attainment deadline. The current Plan utilizes transportation forecasts based on SACOG forecasts of population and employment within the non-attainment area.

Ozone has been trending downward both in terms of the overall rate of population exposure to ozone and the number of days and hours over the standard. Total emission of ozone precursors has been trending downward due to increasingly efficient emission control programs, and continued reductions in emissions are forecast for the future. Growth in population and vehicle use and new stationary sources of pollutants tend to retard air quality improvements. Current

patterns of suburban development with long average commute distances tend to exacerbate the situation.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Regional Air Plan Impacts

**Impact 4.5.4** Implementation of the proposed General Plan Amendment along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. This is considered a **cumulative significant** impact.

Implementation of the proposed General Plan Amendment would result in new development, increased population, and adversely affect regional air quality. Implementation of the proposed project would result in an additional 885 single-family residences, and additional 20 multi-family units, an additional 288,000 square feet of retail space, and 216,000 fewer square feet of office space. The project does not include any industrial land uses.

Sacramento County is classified a severe non-attainment area for the federal ozone standards. In order to improve air quality and attain the health-based standards, reductions in emissions are necessary within the non-attainment area. The growth in population, vehicle usage and business activity within the non-attainment area, when considered with growth proposed under the General Plan Amendment, would contribute to cumulative regional air quality impacts.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included amplification of existing regional problems with ozone and particulate matter in the cumulative condition.

Table 4.7-5 of the Elk Grove General Plan EIR provided estimates of area and vehicular emissions from all land uses within Elk Grove calculated using the URBEMIS2002 program assuming buildout by 2025. Emissions were also calculated assuming buildout of Elk Grove and the adjacent Urban Study Area by 2040. **Table 4.5-4** is provided below showing regional air quality impacts with the proposed General Plan Amendment. Total emissions anticipated with implementation of the project is roughly one percent greater than those identified in the General Plan EIR.

**TABLE 4.5-4  
AREA SOURCE AND VEHICULAR EMISSIONS FROM STUDY AREA LAND USES WITH GENERAL PLAN AMENDMENT, TONS PER DAY**

		ROG	NOx	PM
<b>2025</b>				
Adopted General Plan Buildout	Area Sources	11.10	0.85	3.53
	Vehicles	0.89	0.84	2.89
	Total	11.99	1.69	6.42

## 4.5 AIR QUALITY

		ROG	NOx	PM
<i>Amended General Plan Buildout (All sites)</i>	Area Sources	11.26	0.86	3.58
	Vehicles	0.91	0.85	2.97
	Total	12.17	1.71	6.55
<b>2040</b>				
<i>Adopted General Plan Buildout Plus Urban Study Area Buildout</i>	Area Sources	14.85	0.76	4.53
	Vehicles	0.98	1.23	4.72
	Total	15.83	1.99	9.25
<i>Amended General Plan Buildout (All Sites) Plus Urban Study Area Buildout</i>	Area Sources	15.01	0.77	4.58
	Vehicles	1.00	1.24	4.80
	Total	16.01	2.01	9.38

*Source: Donald Ballanti, Consulting Meteorologist, 2004*

With the proposed project, total emissions are essentially unchanged from those in the General Plan EIR. However, according to the standards of significance for cumulative impacts discussed previously, a proposed project would result in a significant cumulative impact if the project resulted in emissions or emission concentrations greater than the emission anticipated for the site if developed under the existing land use designation. Therefore, the project is anticipated to have a **significant and unavoidable** impact on the regional air plan.

### *General Plan Goals, Policies and Action Items*

General Plan policies CAQ-26 through CAQ-33 would assist in reducing cumulative regional and local air quality impacts. However, this impact would remain **significant and unavoidable**.

### Mitigation Measures

None available.

### **REFERENCES**

- Ballanti, Donald. 2004. "Air Quality Analysis for the Elk Grove General Plan Amendment". El Cerrito, CA.
- City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan*. Elk Grove, CA.
- City of Elk Grove Development Services. 2003. *Elk Grove General Plan Draft Environmental Impact Report*. Elk Grove, CA.
- Sacramento Metropolitan Air Quality Management District. 2004. *Guide to Air Quality Assessment in Sacramento County*. Sacramento, CA.

## 4.6 PUBLIC SERVICES

This section describes the wastewater services for the project area, which may be impacted as a result of project implementation. Each service includes descriptions of existing facilities, service standards and potential impacts on each service resulting from implementation of the proposed project. Wastewater services would be the only utility impacted significantly by implementation of the GPA. All other utilities; law enforcement, fire protection and emergency medical services, schools, parks and recreation, solid waste, electrical, natural gas and telephone services were scope out in the Notice of Preparation (NOP) and impacts to these services were identified in the Initial Study. There were no significant or potential significant impacts identified for these services and utilities other than those to wastewater, therefore only impacts to wastewater services are discussed in these EIR.

### 4.6.1 EXISTING CONDITIONS

The Sacramento Regional County Sanitation District (SRCSD) provides public wastewater conveyance, treatment, and disposal in the urbanized portions of Sacramento County. The SRCSD is a publicly owned wastewater agency serving over one million people in the major Sacramento Metropolitan Area through its three contributing agencies: the City of Folsom, the City of Sacramento, and Sacramento County Sanitation District 1 (CSD-1). Under the Master Interagency Agreement (MIA) that defines the operational, financial, and administrative responsibilities of the SRCSD, the County of Sacramento, and the contributing agencies. SRCSD is responsible for the financing of any new interceptor sewer facilities. The portions of the Planning Area that are not are not serviced by public sewer service are served by private septic systems.

#### EXISTING WASTEWATER FACILITIES

Sites 4, 5, 24, 40, and 41 of the General Plan Amendment (GPA) project are serviced by the CSD-1 facilities. The main CSD-1 collection system includes over 2,400 miles of sewer pipelines ranging in size from four to seventy-five inches in diameter (see **Figure 4.6-1**). The collection system pipelines are categorized and based on size, function and hydraulic capacity. Trunk sewers are pipes that function as conveyance facilities to transport the collected wastewater flows to the SRCSD interceptor system.

The collection system within the General Plan Planning Area includes trunks (designed to carry flows from 1 – 10 mgd) and laterals, which are wastewater conveyance facilities that carry wastewater flows of less than 1 mgd. The CSD-1 facilities collect and transport wastewater into SRCSD's regional wastewater treatment plant facility. The Sacramento Regional Wastewater Treatment Plant (SRWTP) is located at 8521 Laguna Station Road. The SRWTP receives and treats an average of 155 million gallons per day (mgd) and has a permitted dry weather flow design capacity of 181 mgd. Treated effluent charges from the Planning Area are conveyed to SRCSD's Wastewater Treatment Plant and ultimately discharged into the Sacramento River near the unincorporated town of Freeport in Sacramento County. The existing Elk Grove trunk line extends southeast from the SRWTP influent diversion structure to Laguna Boulevard, then parallel to State Route 99 along East Stockton Boulevard. There is also a trunk sewer line extending south from the influent diversion structure along the Union Pacific Railroad (UPRR) right-of-way, which makes up the Planning Area's western boundary.

The SRCSD and CSD-1 Board of Directors are in the process of approving the current Sacramento Sewerage Expansion Master Plan (Master Plan). The Master Plan considers wastewater generation associated with projected land use buildout scenarios. The Master Plan is updated every five years to incorporate revised land use plans and projections. The projections are based on Sacramento County General Plan and local jurisdictions' land use

## 4.6 PUBLIC SERVICES

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projections (i.e., City of Elk Grove, City of Folsom etc.) within the Urban Services Boundary. The Master Plan also identifies improvements and modifications needed to ensure sufficient capacity in both conveyance and treatment facilities. The Plan includes construction and operation costs associated with the proposed facilities. Planning of sewer system facilities for the CSD-1 is based on a unit flow rate representing the average base wastewater flow contribution from one Single-Family dwelling, termed an Equivalent Single-Family Dwelling Unit (ESD).

### SEPTIC SERVICE

The Sacramento County Environmental Management Department (EMD) provides mandated regulatory services in food service, hazardous materials, solid waste facilities and septic service. The EMD is responsible for all septic tanks and systems in the County.

Eastern portions of the City and Planning Area with primarily agriculture and rural residential land uses are generally served by individual septic systems, this area includes Sites 21 and 29. The EMD refers to this area as a test area, meaning that a test (usually visual) is required prior to issuance of septic permits. This area is comprised of nearly 100 percent conventional septic systems, which use seepage pits of varying depths. According to EMD staff, the area is characterized as having above average percolation and does not have a higher occurrence of septic failures or malfunctions than any other area in the County (Erickson, 2003). Additionally, the EMD septic alternatives for this area consist of increasing or decreasing the number of pits used, or changing the depth of the seepage pits. The standard pit depth in the area is 35 feet. Sewer disposal methods of any new development must meet the requirements of the EMD prior to approval as provided in the adopted Sacramento County Codes and Regulations.

### PLANNED PROJECTS

The CSD-1 Master Plan identified the projected Equivalent Single-family Dwelling Unit (ESD) flows and Average Wastewater Flows through 2020 under buildout scenarios for the trunk sheds within the Planning Area. The Master Plan was completed considering the general land uses proposed under the City of Elk Grove General Plan (Attebury, July 2003). CSD-1 uses hydraulic modeling of the existing trunk sewer system to identify areas of the system where capacity is insufficient to convey existing or future storm peak wet weather flows. Plans for future expansion of the CSD-1 trunk sewer system were developed in "Trunk Shed Plans" for future areas of development. The information contained in the Trunk Shed Plans provides guidance for developers in planning and designing sewer facilities for new developments. **Figure 4.6-2** illustrates the future trunk sheds and trunk sewers proposed to meet the projected needs of the CSD-1 within the Planning Area through 2020. Additionally, **Figure 4.6-2** displays the anticipated timing of development for each of the major development areas and the remaining unincorporated portions of the County. The Regional Interceptor Master Plan EIR (State Clearinghouse No. 200112085), the SRCSD Master Plan, which includes the SRWTP 2020 Master Plan the Buffer Lands Master Plan, Control No: 97-PWE-0599) and the Sewerage Facilities Expansion Master Plan (Final Report, October 2000) identified system improvements and modifications that would be required to accommodate the projected growth in the SRCSD service area through 2020. Improvements include the expansion of the SRWTP from 181 mgd ADWF to 250 mgd ADWF. Additionally, the Interceptor Master Plan assumed that the ultimate development of the interceptor basins (existing and future) would accommodate projected densities through design of the individual trunk sewer systems. The interceptor improvements include alternative alignments of the Lower North West Interceptor, the Aerojet Interceptor and the Missile-Mather /Bradshaw 7 Interceptor and other system modifications. Additionally, the CSD-1 Sewerage Expansion Master Plan identified several expansion, relief and maintenance projects required to accommodate the projected increase of flows through 2020.

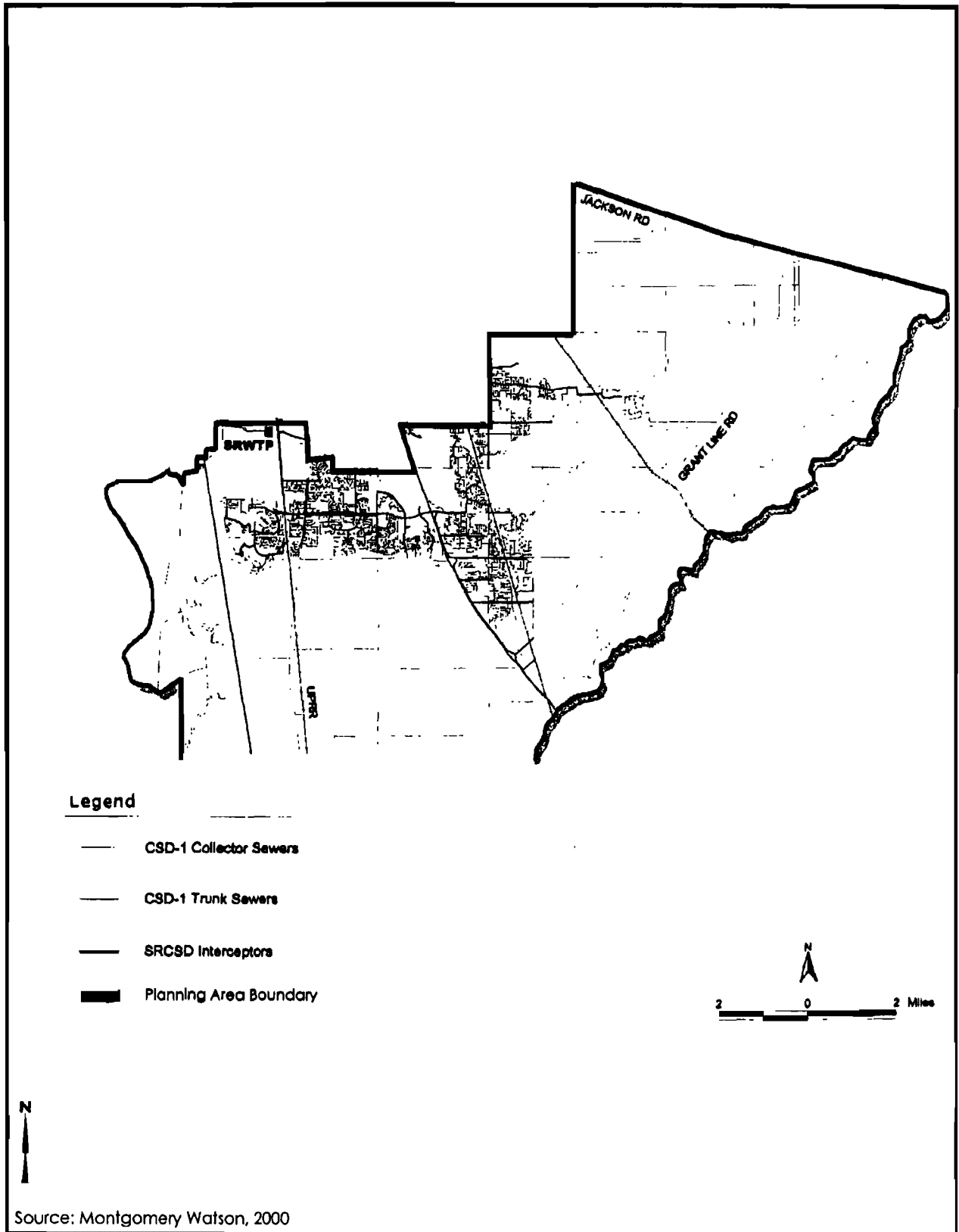
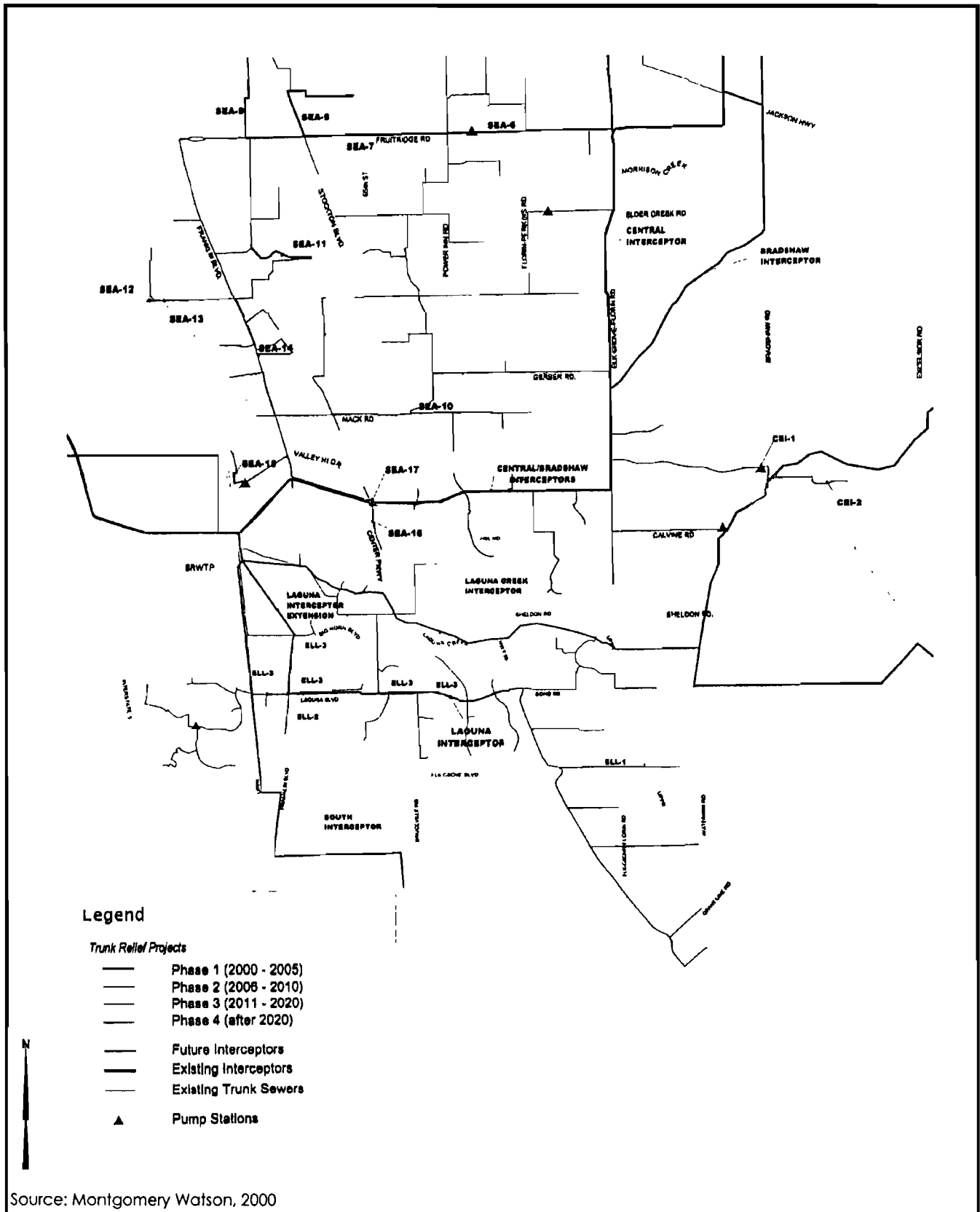


Figure 4.6-1  
Existing CSD-1 Sewer System





## 4.6.2 REGULATORY FRAMEWORK

## LOCAL

## City of Elk Grove General Plan

**Table 4.6-1** analyzes the project's consistency with relevant City of Elk Grove General Plan policies, as required by CEQA Guidelines 15125(d). While the SEIR analyzes the project's consistency with the General Plan, the final authority for interpretation of these policy statements, and determination of the project's consistency, rests with the City of Elk Grove staff, Planning Commission, and/or City Council.

**TABLE 4.6-1  
PROJECT CONSISTENCY WITH CITY OF ELK GROVE GENERAL PLAN POLICIES: WASTEWATER SERVICE**

General Plan Policies	Consistency with General Plan	Analysis
<p><b>Policy PF-8</b> Sewage conveyance and treatment capacity shall be available in time to meet the demand created by new development, or shall be assured through the use of bonds or other sureties to the City's satisfaction.</p>	Yes	The proposed GPA does not entail any specific residential or commercial development. Any new development proposed as a result of this Amendment would be subject to this policy.
<p><b>Policy PF-9</b> Development along corridors identified by sewer providers in their Master plans as locations of future sewerage conveyance facilities shall incorporate appropriate easements as a condition of approval.</p>	Yes	The proposed GPA does not entail any specific residential or commercial development. Any new development proposed as a result of this Amendment would be subject to this policy.
<p><b>Policy PF-10</b> The City shall strongly discourage the extension of sewer service into any area designated for Rural Residential land uses. Sewers shall not be used to accommodate lot sizes smaller than 2 (two) acres in the Rural Residential area, and lot sizes shall be large enough to accommodate septic systems. This policy shall not be construed to limit the ability of any sewer agency to construct "interceptor" lines through or adjacent to the Rural Residential area, provided that no "trunk" or service lines are provided within the Rural Residential area.</p>	No	Alternative Sites 21 and 29 propose changes in land use designations from Rural Residential to Low Density Residential. Since Low Density Residential is subject to Policy PF-13, Sites 21 and 29 would be required to connect to public sewer service if developed with lots smaller than two net acres. This would result in the extension of sewer services to an area where the majority of land use is Rural Residential and is considered contradictory to the purpose of this policy.
<p><b>Policy PF-13</b> Residential development on lots smaller than two (2) net acres shall be required to connect to public sewer service. This policy shall not apply to lots smaller than 2 net acres in the Rural Residential land use category, which existed as legal lots as of the date of adoption of this General Plan; these lots shall not be required to connect to public sewer service as a condition of development.</p>	Yes	The proposed project does not entail any specific residential or commercial development. Any new development proposed as a result of the GPA would be subject to this policy

## 4.6 PUBLIC SERVICES

General Plan Policies	Consistency with General Plan	Analysis
<p align="center"><b>Policy PF-14</b></p> <p>Independent community sewer systems may not be established for new development.</p>	<p align="center">Yes</p>	<p>The proposed project does not entail any specific residential or commercial development. Any new development proposed as a result of this project would be subject to this policy.</p>

### Sacramento Regional Community Services District Sewerage Facilities Master Plan

The overall goal of the CSD-1 Sewerage Facilities Master Plan (Master Plan) is to estimate the future capital improvement needs of the CSD-1 trunk sewer system, both in capacity relief projects for the existing system, and expansion projects to serve newly developed areas. The Master Plan translates existing land use projections into wastewater flow estimates, identifies trunk relief and expansion projects and combines them to create a capital improvement program and assesses several financial elements of the CSD-1 trunk program. The Master Plan was prepared considering buildout of general land uses proposed under the City of Elk Grove's General Plan.

### Sacramento Regional Wastewater Treatment Plant Master Plan

The Master Plan for the SRWTP provides a phased program of recommended wastewater treatment facilities and management programs to accommodate planned growth and to meet existing and anticipated regulatory requirements through the year 2020. The 2020 Master Plan addresses both public health and environmental protection issues while ensuring reliable service at affordable rates for SRCSD customers. The key goals of the Plan are to provide sufficient capacity to meet growth projections and an orderly expansion of SRWTP facilities, comply with applicable water quality standards and provide for the most cost-effective facilities and programs from a watershed perspective.

### 4.6.3 IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

A public services or utilities impact is considered significant if implementation of the project would result in any of the following:

- 1) Result in the need for new systems or supplies, or a substantial expansion or alteration to the wastewater treatment and disposal systems.
- 2) Result in a substantial increase in wastewater flows over current conditions and treatment capacity.

#### METHODOLOGY

Evaluation of potential impacts on wastewater facilities and services was based on Master and Expansion Plan documents for SRCSD and CSD-1 and the previous analysis and mitigation measures provided in the Elk Grove General Plan EIR. The City Council adopted Findings of Effect for environmental impacts related to implementation of the Elk Grove General Plan and a Statement of Overriding Considerations for significant and unavoidable impacts. The proposed project does not include any land use designations that would be served by septic systems.

## PROJECT IMPACTS AND MITIGATION MEASURES

## Availability of Sewer Infrastructure

**Impact 4.6.1** Implementation of the proposed General Plan Amendment would increase wastewater flows and the demand for additional sanitary sewer infrastructure and would result in conflicts with General Plan policies regarding extension of infrastructure into rural areas. This is considered a **less than significant** impact.

Sites A, 4, 5, 24, 40 and 41 would be developed as urban uses with or without the proposed General Plan Amendment. These sites are in urbanized areas and wastewater infrastructure is available in the vicinity of these sites. CSD-1 has indicated that a less than significant impact to the sewage facilities is expected (CSD-1, 2004.) The GPA for Sites A, 4, 5, 24, 40 and 41 would not present any impacts to the planned or existing sanitary sewer infrastructure.

Sites 21 and 29 are currently designated as a Rural Residential land use and are located in an area presently not serviced by CSD-1 facilities currently. This area is identified as the "Sheldon" area in the General Plan and the sites are surrounded by primarily rural and estate residential land uses, with a site designated for a public school to the south. Development in this area, which is generally bounded by Calvine Road, Bradshaw Road, Bond Road, and Elk Grove-Florin Road, is primarily served by private septic systems. The General Plan identifies that the City's long-term vision for this area is to maintain existing rural conditions. The City envisions this area as having a minimum lot size of two-acres and served by individual septic systems. Changing the land use designations for Sites 21 and 29 from Rural Residential to Low Density Residential as proposed in the GPA, would allow the development of lots smaller than two acres in size and any development of this nature would require the extension of sewer service infrastructure (General Plan Policy PF-13). This would extend sewer infrastructure to areas with a Rural Residential land use designation and be contradictory to General Plan Policy PF-10. CSD-1 has indicated that impacts associated with providing sewer service to the project, including Sites 21 and 29, are anticipated to be less than significant (CSD-1, 2004.)

The land uses proposed under the General Plan Amendment would be consistent with CSD-1's Master Plan, which was based on the original Sacramento County General Plan land use designations for Elk Grove. While Sites 21 and 29 are anticipated to be on private septic systems and not serviced by CSD-1 facilities, the CSD-1 Master Plan anticipated providing services to these sites. Extension of services to these sites may result in an interest for developing denser land uses than planned for the surrounding area. However, lands north of Site 29 and south of Site 21 are designated Estate Residential, a land use designation that allows 0.6 to 4.0 dwelling units per acre, which allows a level of development that would require the extension of infrastructure into areas adjacent to Rural Residential designations regardless of whether this project is approved. General Plan Policy PF-10 discourages extension of sewer service into Rural Residential areas and any future applications that would require sewer service in Rural Residential areas would be evaluated for General Plan consistency and environmental impacts consistent with the requirements of CEQA.

All future CSD-1 trunk sewer systems are developed in conjunction with the planning of the SRCSD interceptor system and land use planning information. The general land uses proposed under the General Plan were considered in preparation of the final report. Trunk sewer expansions are grouped based on location and anticipated need. The Facilities Expansion Master Plan (October, 2000) identified 114 trunk system expansion projects consisting of approximately 145 miles of new trunk sewer pipelines (see **Figure 4.6-2**). Many of these trunk sewer expansion projects are within the Planning Area. The potential environmental effects

## 4.6 PUBLIC SERVICES

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associated with the expansion of facilities were addressed in the Regional Interceptor Master Plan EIR (State Clearinghouse No. 200112085), the SRCSD Master Plan, and the Sewerage Facilities Expansion Master Plan (Final Report, October 2000). The construction of SRCSD Interceptors are determined by regional population estimates; therefore, is not related to any specific land uses or designations and is location independent. Conversely, individual trunk systems are determined by land uses in a specific geographical area. The SRCSD Interceptor Master Plan considered all projected growth within its service area boundaries, which includes development within the City limits of Elk Grove and the remaining portions of the General Plan area. Therefore, wastewater generated from the proposed land uses of the GPA would not result in inadequate wastewater conveyance facilities.

The Elk Grove General Plan EIR anticipated that the SRWTP would have adequate capacity to serve growth allowed under the General Plan, noting that the SRWTP Master Plan determined capacity based on regional population estimates and not specific land uses or development locations. Wastewater treatment capacity impacts were considered less than significant for adoption of the General Plan.

The Elk Grove General Plan EIR considered impacts associated with adequate sewer infrastructure for General Plan buildout less than significant. The Elk Grove General Plan EIR noted that planned facilities would provide adequate pipelines, conveyance facilities, and capacity to accommodate buildout proposed under the General Plan.

### *General Plan Goals, Policies and Action Items*

Policies PF-8, PF-9, PF-13, and PF-14, and their associated action items, ensure that sewage capacity and treatment will be available to serve new development and require lots of less than two acres to be served by public sewer. While the proposed project is inconsistent with General Plan Policy PF-10, this is a fundamental policy issue and does not result in any environmental impacts. Growth issues associated with Policy PF-10 and extension of sewer services is addressed in Section 7.0 (Long-Term Implications.) Sewer service can be provided to the proposed project. Implementation of General Plan Policies PF-8, PF-9, PF-13, and PF-14 would reduce impacts to sewer infrastructure and service to a **less than significant** level.

### Mitigation Measures

None required.

## 4.6.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

### CUMULATIVE SETTING

The cumulative setting for wastewater includes the SRCSD service area, which includes the CSD-1 and the SRWTP; see Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used) regarding cumulative setting conditions. The development associated with the proposed General Plan Amendment would result in population increases contributing to a cumulative impact on wastewater facilities. Development in the Alternative Sites would result in an incremental cumulative demand for wastewater and related services and result in additional environmental impacts associated with the development of new facilities. The construction of new wastewater facilities would provide additional capacity to accommodate current and future enrollment.

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CUMULATIVE IMPACTS AND MITIGATION MEASURES

**Cumulative Wastewater Demands**

**Impact 4.6.2** Implementation of the proposed General Plan Amendment along with potential development of the sites and growth in the SRCSD service area would result in cumulative wastewater impacts. This is considered a **less than significant** impact.

The Sacramento region is experiencing significant growth, resulting in a substantial cumulative demand for SRCSD wastewater facilities and related services. Development proposed under the General Plan Amendment, and other projects planned in SRCSD's service area would contribute to cumulative demands for wastewater service. The capacity of the SRWTP and construction of wastewater SRCSD interceptors are determined by regional population estimates performed by SACOG and not dependent on land use designations and residential densities. The proposed General Plan Amendment would result in the development of approximately 306 acres and a cumulative wastewater generation of approximately 1,836 ESDs (306 acres X 6 ESDs per acre = 1,836 ESDs). The changes in land use do not change generation rates; these rates are per acre and not based on a specific land use. However, Sites 21 and 29 would not be served by septic but rather sewer services would extend to these sites when developed with the land uses allowed under the General Plan Amendment. This wastewater generation was already considered and incorporated into the overall demand established previously in the Elk Grove General Plan EIR, which anticipated that cumulative wastewater generation of 133,668 ESDs (22,278 acres x 6 ESDs per acre) would occur in the City of Elk Grove. No new additional acres would be added to the General Plan acreage total as a result of implementation of the proposed project.

The Elk Grove General Plan EIR considered all projected growth within its service area boundaries, including the development proposed under the General Plan and within the County's Urban Service Boundary. The Elk Grove General Plan EIR determined cumulative wastewater demand was a significant and unavoidable impact because the SRCSD has no plans to serve the Urban Study Areas and that such growth outside the County's Urban Service Boundary is not planned for by CSD-1.

The proposed project does not identify any land use changes in the Urban Study Area and only affects growth in the City of Elk Grove in areas served by or planned to be served by CSD-1. As a result, the proposed project would have a **less than significant** impact on cumulative wastewater demand.

Mitigation Measures

None required.

**REFERENCES**

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan EIR*. Elk Grove, CA.

## **4.7 Visual Resources/Light and Glare**

## 4.7 VISUAL RESOURCES/LIGHT AND GLARE

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This section of the EIR describes the existing visual resources of the City of Elk Grove, summarizes the landscape characteristics of the surrounding area, and discusses the impacts associated with implementation of the land use plan options. The analysis focuses on the anticipated alteration of the landscape characteristics and potential visual resource impacts in the City.

### 4.7.1 EXISTING SETTING

#### EXISTING CONDITIONS

In general, the dominant visual features within the City 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 City consists of relatively flat terrain, views of these resources are available from roadways throughout the City. Oak trees and creeks are among the most significant natural visual features in the City, specifically Laguna Creek. Distant views of the Sierra Nevada and Coastal ranges can be visible under clear conditions.

#### SIGNIFICANT FEATURES

##### Creeks

Some of the most significant natural features are creeks located in the City, such as Laguna Creek and its associated tributaries. The stream corridors also constitute riparian habitats that provide natural scenic views.

##### Tree Resources

The City is dominated by many native tree types, such as valley oak, blue oak, interior live oak, cottonwood, sycamore, and willow. These tree types found in rural and urban areas propagate and grow under natural conditions. These trees also provide a visual break from the uniformity of urban development. Non-native trees are also found in the City, mostly planted because of ornamental value, shade, resistance to particular pests, or proven adaptation to the urban environment.

There are no woodland corridors in the City, except riparian woodland corridors along area waterways. There are also several roadways in the City that are lined with mature trees in the rural areas.

##### Scenic Corridors

Many state highways are located in areas of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose was to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon.

Scenic corridors that extend 660 feet on each side of the right-of-way protect all freeways within Sacramento County. Specifically within the City, these scenic corridors protect Interstate 5 (I-5) from the Laguna Boulevard exit to Elk Grove Boulevard, and State Route 99 (SR 99) from the Calvine Road exit to the juncture of SR 99 and Grant Line Road. The purpose of the corridor is to



## 4.7 VISUAL RESOURCES/LIGHT AND GLARE

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beautify the freeways to make road travel more pleasant and to create a more attractive image of the urban areas in Sacramento County. Both I-5 and SR 99 provide views for travelers passing through the City or into other areas in the vicinity. State Route 99 is also designated as a Special Sign Corridor by the Elk Grove Zoning Code, which regulates the type, size and location of signs within the view of the traveling public.

### Landscape Corridors

Landscape corridors are linear open space corridors that link natural features with human populations. In addition, landscape corridors provide visual diversity and interest by contrasting urban and natural elements of the visual environment. Examples of landscape corridors include riparian/stream buffers, grassed waterways, field borders, hedgerows and windbreaks. Many of the new residential neighborhoods in the City incorporate landscape corridors directly adjacent to the public right-of-way.

### Historic Visual Resources

Historic visual resources are important features of a community's history, providing a link between the visual landscape of the past and the urbanized landscape that characterizes the present. Examples of historic visual resources include buildings, structures, landmarks, monuments and other visually prominent features. Within the City limits of Elk Grove, the Elk Grove Historic District, located along Elk Grove Boulevard is the only site listed on the National Register of Historic Places. Properties of historical importance in California are currently designated as significant resources in three State registration programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Places. There are three sites listed on the California Register within the vicinity of the City, but that are located outside the City boundaries.

### Agricultural Land

Agricultural lands offer a break from the urban landscape by providing an open space visual resource, characterized by no form, line, color or textural features. The majority of the agricultural land in the City is located in the City's eastern portion, east of Bradshaw Road. The agricultural land is mostly utilized by private farmers, with crop and animal raising, mostly just for private consumption.

## 4.7.2 REGULATORY FRAMEWORK

### LOCAL

#### City of Elk Grove General Plan

**Table 4.7-1** identifies the General Plan policies regarding visual resources that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements as required by CEQA Guidelines Section 15125(d). This assessment is based on City staff's interpretation of the General Plan policies and action items. The final authority for interpretation of these policy statements, and determination of the project's consistency rests with the City Council.

TABLE 4.7-1  
PROJECT CONSISTENCY WITH THE GENERAL PLAN POLICIES: VISUAL RESOURCES

General Plan Policies and Action Items	Consistency with General Plan	Analysis
<p><b>Policy CAQ-8</b></p> <p>Large trees (both native and non-native) are an important aesthetic (and, in some cases, biological) resource. Trees which function as an important part of the City's or a neighborhood's aesthetic character or as natural habitat should be retained to the extent possible during the development of new structures, roadways (public and private, including roadway widening), parks, drainage channels, and other uses and structures.</p> <p>If trees cannot be preserved onsite, offsite mitigation or payment of an in-lieu fee may be required by the City. Where possible, trees planted for mitigation should be located in the same watershed as the trees that were removed.</p> <p>Trees that cannot be protected shall be replaced either on-site or off-site as required by the City.</p>	Yes	<p>The proposed project would change land use designations for parcels of land and does not propose any development. All future development on the project sites would be required to undergo the development review process and any conditions of approval for large tree removal prevention will be instituted at that time.</p>
<p><b>Policy LU-18</b></p> <p>Land uses within the "Sheldon" area (generally encompassing the area designated for Rural Residential uses in the eastern portion of Elk Grove) shall be consistent with the community's rural character, emphasizing lot sizes of at least two gross acres, roadways which preserve the area's mature trees, and limited commercial services.</p>	No	<p>Sites 21 and 29, located in the "Sheldon" area are proposed to change from the rural residential land use designation to low-density residential designation, which allows a density of 4.1 to 7 dwelling units per acre. This would be in direct conflict with Policy LU-18.</p>
<p><b>Policy LU-19</b></p> <p>Land uses in the Elk Grove Triangle Policy Area shall consist primarily of residential uses on lots of 1 acre in size, with approximately 40 acres of commercial land uses intended to serve primarily local needs.</p>	Yes	<p>While none of the GPA sites are in the Elk Grove Triangle, Site 24 borders the Policy Area and is consistent with the proposed uses for the Policy Area.</p>
<p><b>Policy LU-35</b></p> <p>The City of Elk Grove shall require that new development – including commercial, office, industrial, and residential development – is of high quality and reflects the City's desire to create a high quality, attractive, functional, and efficient built environment.</p>	Yes	<p>The proposed project would change land use designations for parcels of land and does not propose any development. All future development on the GPA sites would be required to undergo the development review process and design for individual projects will be reviewed at that time.</p>
<p><b>Policy LU-39</b></p> <p>Reduce the unsightly appearance of overhead and aboveground utilities.</p>	Yes	<p>Entitlements for development would not occur as a result of the proposed project. Future development that may result from this GPA would be required to comply with this policy, which reduces visual impacts.</p>

## 4.7 VISUAL RESOURCES/LIGHT AND GLARE

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### City of Elk Grove Zoning Code

The City of Elk Grove Zoning Code provides standards for lighting in each land use zone. The code also provides development standards for industrial properties within scenic corridors along a freeway right-of-way and a county road. Finally, zoning regulations include development and design standards for the location of signs along roadways to achieve an aesthetically pleasing appearance.

### City of Elk Grove Design Guidelines

In September 2002, City Council directed the preparation of a Design Review Ordinance and corresponding Citywide Design Guidelines. The Design Review Ordinance establishes an expanded design review process. The first phase of Design Guidelines for single-family residential development was adopted in March 2003. The second phase of Design Guidelines for non-residential development was adopted in October 2003. The City is currently reviewing design guidelines for multi-family development.

The overall purposes of the design guidelines within the City are:

- To encourage high quality land planning and architecture;
- To encourage development in keeping with the desired character of the City;
- To ensure physical, visual, and functional compatibility between uses; and
- To ensure proper attention is paid to site and architectural design, thereby protecting land values.

The guidelines include design provisions for site planning, architecture, lighting, and landscaping. Adopted guidelines also include provisions regarding the preservation of significant natural features and compatibility with surrounding property.

### 4.7.3 IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

An aesthetic or visual resource impact is considered significant if implementation of the project would result in any of the following:

- Have a substantial adverse affect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings or introduce a feature that is out of character that dominates the view;
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

#### METHODOLOGY

The visual resource analysis is based on field review of the City, review of topographic conditions, review of the adopted and proposed land use map, and previous analysis and

mitigation measures provided in the Elk Grove General Plan EIR. The visual quality standards of the City of Elk Grove General Plan were used for guidance for this visual analysis. In addition, staff performed a visual field study from several vantage points within the City. This analysis is based on anticipated changes within the City from implementation of the proposed project.

The City Council adopted Findings of Fact for the environmental impacts associated with implementation of the Elk Grove General Plan and also adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Elk Grove General Plan, which included the alteration of scenic resources and its cumulative contribution to the conversion of the region's rural landscape to residential, commercial, and other land uses resulting in alteration of visual conditions.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Alteration of Scenic Resources

**Impact 4.7.1** Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City. This is considered a **potentially significant** impact.

The proposed General Plan Amendment would change the land use designation for eight sites in the City of Elk Grove. The majority of sites (A, 4, 5, 40, and 41) are located in urbanized areas surrounded primarily by commercial, office, residential, school, and park uses or a combination of these. The proposed changes to the land use designations for these sites would not result in a significant change to the visual character of the area, as the general area surrounding the sites is currently urban in nature and would remain urban with the proposed change.

Implementation of the GPA would result in a significant change in rural land use characteristics with the approval of Sites 21 and 29, changing from a Rural Residential land use designation to Low Density Residential. These sites would result in urban levels of development in the rural area, inconsistent with General Plan Policy LU-18, which states that land uses in the rural Sheldon area shall be compatible with the rural character, and emphasizes lot sizes of at least two acres. Development of these sites as Low Density Residential would entail the implementation of residential infrastructure including paved streets, sidewalks, curbs, gutters and other improvements associated with a subdivision. This would be out of character with the existing landscape and contradictory to Policy LU-18.

Site 24 is a small site of approximately 3.5 acres and is currently designated as estate residential. Implementation of the GPA would change this site to the commercial designation. Development as commercial would be more intensive than currently planned, changing the visual character of the area. While land to the west of Site 24 is developed with urban uses (residential), the area east of Site 24 is rural residential. Development of Site 24 is anticipated to be visually incompatible with adjacent uses.

The Elk Grove General Plan EIR anticipated urban levels of land uses on Sites A, 4, 5, 40, and 41, but analyzed estate and rural residential land uses on Sites 21, 24, and 29. Impacts associated with the alteration of scenic resources, such as alterations to existing landscape characteristics of the city, were identified as significant and unavoidable in the Elk Grove General Plan EIR. Potential development of Sites 21, 24, and 29 would result in significant impacts not identified in the General Plan EIR.

## 4.7 VISUAL RESOURCES/LIGHT AND GLARE

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### *General Plan Goals, Policies and Action Items*

General Plan Policies CAQ-8, LU-35, and LU-39 and their associated action items lessen the visual impact of development by requiring that any future development be of high quality and visually pleasing and reduce impacts associated with tree removal.

### Mitigation Measures

As discussed above General Plan Policies CAQ-8, LU-35 and LU-39 with their corresponding action items would reduce the impacts to the alteration of visual character to an area for all Alternative Sites. However, land uses and the visual character of the rural areas would change with the implementation of the proposed General Plan Amendment. Therefore, this impact is considered **significant and unavoidable**.

### **Daytime Glare/Nighttime Lighting**

**Impact 4.7.2** Implementation of the proposed General Plan Amendment could result in the introduction of additional daytime glare and nighttime lighting sources to the area. This is considered a **potentially significant** impact.

The main sources of daytime glare are generally sunlight reflecting from structures and other reflective surfaces and windows. Implementation of the proposed City of Elk Grove General Plan Amendment would result in an increase to the amount of development on the General Plan Amendment sites. The change from residential to potential commercial and/or office uses on Sites 4, 5, 21, 24, and 29, the increased level of residential development on Sites 21 and 29, and the designation of Site A for development could introduce new sources of daytime glare into the City that were not considered in the General Plan EIR. Daytime glare impacts would not be substantial in developed areas due to the large amount of recent growth and construction activities. Daytime glare would result in greater adverse impacts on any undeveloped portions of the City.

The General Plan EIR did indicate that a potentially significant impact could occur resulting from the introduction of daytime glare sources to the city and increased nighttime lighting. Mitigation measures MM 4.13.2 and 4.13.3 were identified in the General Plan EIR and incorporated into the General Plan to reduce these impacts to a less than significant level.

### General Plan Policies and Action Items

Policies LU-35 and LU-38 and their associated action items would reduce potential impacts to daytime glare and nighttime lighting to **less than significant**.

### Mitigation Measures

None required.

## 4.7.4 CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES

### CUMULATIVE SETTING

The cumulative setting for the proposed project includes approved and proposed developments in the vicinity of the project areas as well as the City limits of Elk Grove. Currently, there are a number of projects proposed in Elk Grove that would result in the addition of urban

uses to the City's landscape. See Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used).

#### CUMULATIVE IMPACTS AND MITIGATION MEASURES

##### Cumulative Impacts to Visual Character

**Impact 4.7.3** Implementation of the proposed GPA along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City. This is considered a **cumulative significant** impact.

The proposed project would contribute to the urbanization of currently undeveloped areas throughout Elk Grove. This urbanization would change the existing scenic resources, however Sites 4, 5, 40, and 41 are located in urban areas and would allow urban uses without approval of the proposed project.

Sites 21 and 29 are large parcels of land (273 acres in total), currently rural in character. Development of these sites would change the rural character of the area and have a cumulative visual impact on the surrounding area by allowing more intensive residential development changing the visual character of the area from rural to urban. Site 24 would change from estate residential to commercial, introducing urban uses into an area adjacent rural residential uses. Site A is located in an urban area, but was originally identified in the General Plan, through a mapping error, for open space uses although the site is zoned RD-20.

The Elk Grove General Plan EIR determined that implementation of the proposed General Plan and potential development of the Urban Study Areas would result in further conversion of the region's rural landscape to residential, commercial, and other land uses, resulting in a cumulative significant and unavoidable impact. Findings of Fact and a Statement of Overriding Considerations discussing this significant and unavoidable impact were adopted by the City Council. Cumulatively, visual impacts associated with the land uses proposed with this project would be significant.

##### Mitigation Measures

General Plan Policies CAQ-8 LU-18, LU-19, and LU-35 with their associated action items would partially reduce visual impacts associated with development of the project sites. However, implementation of the proposed General Plan Amendment would contribute to cumulative changes to existing scenic resources and alterations of rural landscape, resulting in a **significant and unavoidable** impact.

##### REFERENCES

City of Elk Grove Development Services. 2003. *City of Elk Grove General Plan EIR*. Elk Grove, CA.

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## 5.0 Cumulative Impacts Summary

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## 5.0 CUMULATIVE IMPACTS SUMMARY

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This section summarizes the cumulative impacts associated with the proposed project that are identified in environmental issue areas in Section 4.0. Cumulative impacts are the result of combining the potential effects of the projects with other planned developments, as well as foreseeable development projects. The following discussion considers the cumulative impacts of the relevant environmental issue areas.

### 5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related 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 future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

- 1) Either:
  - (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,
  - (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- 2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.



## 5.0 CUMULATIVE IMPACTS SUMMARY

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### 5.2 CUMULATIVE SETTING

A general description of the cumulative setting is provided in Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used) as well as **Table 4.0-1** and **Figure 4.0-1**. In addition, each environmental issue area evaluated in the Draft Supplemental EIR (DSEIR) identifies its own cumulative setting.

### 5.3 CUMULATIVE IMPACTS ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from the implementation of the project and future development in the vicinity. As described above, cumulative impacts are two or more effects that, when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than significant, significant, or significant and unavoidable. The specific cumulative impacts for each environmental issue area are identified in the technical sections of Section 4.0.

#### SECTION 4.1 LAND USE

##### Increased Development

**Impact 4.1.3** Development of the General Plan Alternative sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and result in conversion to residential and commercial/office and would result in land use development in excess of that allowed under the General Plan. This cumulative impact would be **significant and unavoidable**.

##### Land Use Conflicts

**Impact 4.1.4** The General Plan Amendment project in addition to other reasonably foreseeable development within Elk Grove could result in land use conflicts. However, this is a **less than significant** impact under cumulative conditions.

#### SECTION 4.2 POPULATION/HOUSING/EMPLOYMENT

##### Cumulative Population and Housing Increases

**Impact 4.2.3** The population and housing unit increases due to implementation of the General Plan Amendment may exceed the Elk Grove General Plan population and housing projections for the Planning Area. This is considered a **less than significant** cumulative impact.

#### SECTION 4.3 TRANSPORTATION AND CIRCULATION

##### Cumulative Traffic Impacts on Local Roadways and State Highways

**Impact 4.3.4** Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions. This is considered a **cumulative significant** impact.

SECTION 4.4 NOISE

**Cumulative Traffic Noise Impacts**

**Impact 4.4.3** Implementation of the proposed General Plan Amendment along with potential development of the Urban Study Areas would result in impacts to regional noise attenuation levels. This is considered a **less than significant** impact.

SECTION 4.5 AIR QUALITY

**Regional Air Plan Impacts**

**Impact 4.5.4** Implementation of the proposed General Plan Amendment along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. This is considered a **less than significant** impact.

SECTION 4.6 PUBLIC SERVICES

**Cumulative Wastewater Demands**

**Impact 4.6.2** Implementation of the proposed General Plan Amendment along with potential development of the sites and growth in the SRCSD service area would result in cumulative wastewater impacts. This is considered a **less than significant** impact.

SECTION 4.7 VISUAL RESOURCES/LIGHT AND GLARE

**Cumulative Impacts to Visual Character**

**Impact 4.7.3** Implementation of the proposed GPA along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City. This is considered a **cumulative significant** impact.

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## 6.0 Project Alternatives

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### 6.1 INTRODUCTION

CEQA Guidelines Section 15126.6(a) states that an environmental impact report shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives shall focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly [CEQA Guidelines Section 15126.6(b)].

In accordance with the provisions of CEQA Guidelines Section 15126.6, the following alternatives are evaluated at a qualitative level of detail:

- Alternative 1 - No Project Alternative
- Alternative 2 – General Plan Amendment Project Without Sites 21 and 29
- Alternative 3 –Reduced Residential Density Alternative

### 6.2 ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR ANALYSIS

#### OFF-SITE ALTERNATIVE

Given the nature of the project and the fact that this alternative would not meet the basic project objectives (consideration of specific land use revisions pursuant to the direction of the City Council and correction of drafting errors), an off-site alternative is considered infeasible pursuant to CEQA Guidelines 15126.6(c).

### 6.3 ALTERNATIVE 1 - NO PROJECT ALTERNATIVE

#### CHARACTERISTICS

Under this alternative, the proposed Elk Grove General Plan Amendment and its associated Land Use Policy Map changes would not be adopted and the existing City of Elk Grove General Plan policy document would remain in effect. Under this alternative, the existing General Plan land uses identified would remain in effect. Buildout of the sites proposed for the General Plan under the existing General Plan Land Use Map could result in approximately 591 residential dwelling units and an associated population of 1,814, and would retain primarily residential land use designations with the exception of Sites 41 and A. This analysis of the No Project Alternative is consistent with the requirements of CEQA Guidelines 15126.6(e)(3)(A), which specifically identify that when the project under evaluation is the revision of an existing land use or regulatory plan, that the "no project" alternative will be the continuation of the existing plan.

#### COMPARATIVE IMPACTS

##### Land Use

A comparison of the proposed project and the No Project Alternative is provided below for each significant land use impact identified in Section 4.1 (Land Use).

## 6.0 PROJECT ALTERNATIVES

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### Consistency with Relevant Land Use Planning Documents (Impact 4.1.1 and 4.1.3)

Impacts 4.1.1 and 4.1.3 identify that the density proposed for Sites 21 and 29 would require the extension of wastewater infrastructure in conflict with General Plan policies LU-18 and PF-10 and would potentially induce growth in the Sheldon area. Implementation of the No Project Alternative would avoid this impact by retaining a Rural Residential designation for Sites 21 and 29 that would not result in the extension of wastewater infrastructure to specifically serve the site and would be consistent with the General Plan and the associated Vision Map.

### **Population/Housing/Employment**

As noted in Section 4.2 (Population/Housing/Employment), the proposed General Plan amendment would not result in any significant impacts associated with population, housing and employment. The No Project Alternative would result in a job/housing ratio comparable to the current General Plan Amendment Project.

### **Transportation and Circulation**

A comparison of the proposed project and the No Project Alternative is provided below for each significant traffic impact identified in Section 4.3 (Transportation and Circulation).

#### Project Traffic Impacts to Local Roadways (Impact 4.3.1)

Impact 4.3.1 identifies significant and unavoidable impacts to the local roadway system. It was determined that implementation of the General Plan policies and action items would reduce impacts to local roadways, however, the LOS along these roadways would not reach acceptable levels even with improvements. The impacts identified in **Table 4.3-3** and **4.3-4** identify traffic impacts associated with the proposed project versus this alternative (adopted General Plan). Implementation of this alternative would avoid this traffic impact.

#### Cumulative Traffic Impacts on Local Roadways and State Highways (Impact 4.3.4)

Impact 4.3.4 identifies significant and unavoidable cumulative impacts to local roadways and SR 99 associated with the proposed General Plan Amendment. Since the No Project Alternative would maintain development as proposed by the Elk Grove General Plan, this alternative would result in no new cumulative traffic impacts as compared to the proposed General Plan Amendment.

### **Noise**

There were no significant noise impacts identified for the General Plan Amendment (see Section 4.4, Noise). The No Project Alternative would not result in any new noise impacts that were not addressed in the Elk Grove General Plan EIR.

### **Air Quality**

A comparison of the proposed project and the No Project Alternative is provided below for each significant traffic impact identified in Section 4.4 (Air Quality).

#### Regional Air Plan Impacts (Impacts 4.5.2 and 4.5.4)

Impacts 4.5.2 and 4.5.4 identify significant and unavoidable impacts exacerbating existing regional problems with ozone and particulate matter resulting from implementation of the

proposed General Plan Amendment along with potential development in the region. Since the No Project Alternative would retain the existing land use designations for the project sites, this alternative would result in no new regional air plan impacts as compared to the proposed General Plan Amendment.

#### **Public Services and Utilities**

As noted in Section 4.6 (Public Services and Utilities), the proposed General Plan Amendment would not result in any significant impacts associated with public services and utilities, specifically wastewater services. The No Project Alternative would also not result in any new wastewater service impacts that were not addressed in the Elk Grove General Plan EIR.

#### **Visual Resources**

A comparison of the proposed project and the No Project Alternative is provided below for each significant visual resource impact identified in Section 4.7 (Visual Resources).

##### Degradation of Existing Visual Character (Impact 4.7.1 and 4.7.4)

Implementation of the proposed General Plan Amendment could result in the degradation of the visual character and quality of the rural portion of the City under project and cumulative conditions. The No Project Alternative would avoid these impacts.

#### **6.4 ALTERNATIVE 2 – GENERAL PLAN AMENDMENT PROJECT WITHOUT SITES 21 AND 29**

##### **CHARACTERISTICS**

Under this alternative, Sites 21 and 29 would be excluded from the General Plan Land Use Policy Map and would retain their existing General Plan land use designations of Rural Residential. All other aspects of the General Plan Amendment and its associated Land Use Policy Map would remain as proposed.

##### **COMPARATIVE IMPACTS**

###### **Land Use**

A comparison of the proposed project and Alternative 2 is provided below for each significant land use impact identified in Section 4.1 (Land Use).

##### Consistency with Relevant Land Use Planning Documents (Impact 4.1.1 and 4.1.3)

Impact 4.1.1 and 4.1.3 identifies that the density proposed for Sites 21 and 29 would require the extension of wastewater infrastructure in conflict with General Plan policies LU-18 and PF-10 and would potentially induce growth in the Sheldon area. Implementation of Alternative 2 would avoid this impact by retaining a Rural Residential designation for Sites 21 and 29 that would be consistent with the General Plan and the associated Vision Map.

###### **Population/Housing/Employment**

As noted in Section 4.2 (Population/Housing/Employment), the proposed General Plan would not result in any significant impacts associated with population, housing and employment.

## 6.0 PROJECT ALTERNATIVES

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Implementation of Alternative 2 would add the same acreage of land available for commercial or office development as the proposed GPA (that is, a total of approximately 25.5 acres) and result in a lower residential density for Sites 21 and 29. Therefore, Alternative 2 would result in better job/housing ratio than the proposed General Plan Amendment.

### Transportation and Circulation

A comparison of the proposed project and Alternative 2 are provided below for each significant traffic impact identified in Section 4.3 (Transportation and Circulation).

#### Project Traffic Impacts to Local Roadways (Impact 4.3.1)

Impact 4.3.1 identifies significant and unavoidable impacts to the following roadways segments associated with the proposed General Plan Amendment:

- Northbound Bradshaw Road between Calvine Road and Bond Road during the P.M. peak hour;
- Southbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour;
- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. and P.M. peak hours; and
- Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour.

**Tables 6.0-1** and **6.0-2** identify potential traffic impacts associated with Alternative 2. Implementation of this alternative instead of the proposed project would continue to impact Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour by increasing the v/c ratio from 0.89 (LOS D) to 0.91 (LOS E). However, with the exception of this segment, no other roadway segments would experience a significant impact. Implementation of Alternative 2 would result fewer impacts to the local roadway network than the proposed project.

#### Cumulative Traffic Impacts on Local Roadways and State Highways (Impact 4.3.4)

Impact 4.3.4 identifies significant and unavoidable cumulative impacts to local roadways and SR 99 associated with the proposed General Plan Amendment. Since Alternative 2 would result in improved v/c ratios compared to the proposed project, this alternative would result in fewer cumulative traffic impacts as compared to the proposed General Plan Amendment.

### Noise

There were no significant noise impacts identified for the General Plan Amendment (see Section 4.4, Noise). **Table 6.0-3** shows the difference between in  $L_{dn}$  levels with the adopted General Plan condition and Alternative 2. As shown in the table, increases in traffic noise would vary from 0.01  $L_{dn}$  to 0.19  $L_{dn}$  above noise levels anticipated with the adopted General Plan along certain roadways. On other roadways, either no change or less traffic noise is anticipated with the proposed General Plan Amendment. Implementation of Alternative 2 would result in similar cumulative traffic noise impacts as the proposed project.

6.0 PROJECT ALTERNATIVES

TABLE 6.0-1  
GENERAL PLAN AMENDMENT - EXCEPT SITES 21 AND 29 AND ADOPTED GENERAL PLAN A.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL COMPARISON

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 2 2025 Model	Alt 2 2025 Model Modified	Alt 2 V/C	Alt 2 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS	
1	e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	338	712	-200	512	920	720	0.36	A	0.35	A
2	w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	317	634	-250	384	739	489	0.25	A	0.24	A
9	e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,034	1,534	0.77	C	0.77	C
10	w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	892/ 894	1,758	-500	1,258	2,034	1,534	0.77	C	0.77	C
17	n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	312 /448	394			1,595		0.54	A	0.54	A
18	s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	212 /305	372			2,590		0.87	D	0.87	D
19	n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	124 /215	239			1,146		0.39	A	0.39	A
20	s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	105 /194	232			2,213		0.75	C	0.74	C
23	n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,044	552	400	952	1,970	2,370	0.80	C	0.79	C
24	s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	745	418	300	718	1,754	2,054	0.69	B	0.69	B
51	e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	237	250			451		0.57	A	0.23	A
52	w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	248	308			778		0.39	A	0.39	A
78	s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	329 /597	410			3,330		0.84	D	0.84	D
79	n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	342 /536	535			1,311		0.44	A	0.44	A
104	w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1056/1030/1201	1,307			1,858		0.63	B	0.62	B
105	e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1467 / 1286 /1037/ 1689	2,327	-500	1,827	2,525	2,025	0.68	B	0.68	B
123	e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		730			1,432		0.72	C	0.72	C
124	w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		714			1,890		0.95	E	0.95	E



6.0 PROJECT ALTERNATIVES

		Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 2 2025 Model	Alt 2 2025 Model Modified	Alt 2 V/C	Alt 2 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
125	e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	349	628	-300	328	942	642	0.32	A	0.32	A
126	w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	363	596			1,249		0.63	B	0.63	B
143	n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		222			678		0.34	A	0.34	A
144	s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		340			1,266		0.64	B	0.64	B

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

6.0 PROJECT ALTERNATIVES

TABLE 6.0-2  
GENERAL PLAN AMENDMENT - EXCEPT SITES 21 AND 29 AND ADOPTED GENERAL PLAN P.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL COMPARISON

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 2 2025 Model	Alt 2 2025 Model Modified	Alt 2 V/C	Alt 2 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
1 e	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	461	888	-200	688	940	740	0.37	A	0.36	A
2 w	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	4	36,000	1,980	432	977	-250	727	1,126	876	0.44	A	0.42	A
9 e	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	160 / 128	2,025	-500	1,525	2,528	1,928	1.07	F	1.05	F
10 w	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	4	36,000	1,980	1688 / 1288	2,020	-400	1,620	2,382	1,982	1.00	E	0.98	E
17 n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	209 / 285	451			2,616		0.88	D	0.88	D
18 s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	336 / 561	478			1,920		0.65	B	0.65	B
19 n	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	198 / 97	285			2,215		0.75	C	0.74	C
20 s	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	6	54,000	2,970	254 / 142	254			1,242		0.42	A	0.41	A
23 n	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	992	522	400	922	2,478	2,878	0.97	E	0.96	E
24 s	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	6	54,000	2,970	1,225	672	300	972	2,391	2,691	0.91	E	0.89	D
51 e	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	275	314			812		0.41	A	0.40	A
52 w	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	4	36,000	1,980	257	287			625		0.32	A	0.31	A
78 s	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	8	72,000	3,960	600 / 345	564			2,895		0.73	C	0.73	C
79 n	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	6	54,000	2,970	376 / 587	468			1,995		0.67	B	0.67	B
104 w	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	6	54,000	2,970	1249 / 1531 / 1075	1,898	-300	1,598	2,204	1,904	0.64	B	0.64	B
105 e	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	6	54,000	2,970	1779 / 1788 / 1587 / 1666	2,239	-500	1,739	2,766	2,266	0.76	C	0.76	C
123 e	Sheldon Rd.	East Stockton Blvd	Elk Grove Florin Rd.	4	36,000	1,980		677			2,258		1.12	F	1.10	F
124 w	Sheldon Rd.	East Stockton Blvd	Elk Grove Florin Rd.	4	36,000	1,980		759			1,857		0.94	E	0.94	E

6.0 PROJECT ALTERNATIVES

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 2 2025 Model	Alt 2 2025 Model Modified	Alt 2 V/C	Alt 2 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
125 e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	224	351			1,464		0.74	C	0.74	C
126 w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	393	363			1,228		0.62	B	0.62	B
143 n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		274			1,390		0.70	B	0.70	B
144 s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		307			1,268		0.64	B	0.64	B

Source: KAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

**TABLE 6.0-3**  
**COMPARISON OF TRAFFIC NOISE LEVELS WITH BUILDOUT**  
**OF THE ADOPTED GENERAL PLAN AND PROPOSED GENERAL PLAN AMENDMENT WITHOUT SITES 21 AND 29**

	Segment	From	To	Adopted General Plan Noise Level (dB at 100 feet)	GP Amend Except Sites 21 & 29 Noise Level (dB at 100 feet)	Difference in dB
1	Big Horn Blvd.	Franklin Blvd.	Laguna Blvd.	67.4	67.6	+0.19
5	Bond Rd.	East Stockton Blvd	Elk Grove Florin Blvd.	70.3	70.4	+0.09
9	Bradshaw Rd.	Calvine Rd.	Bond Rd.	69.3	69.3	0.00
10	Bradshaw Rd.	Bond Rd.	Grant Line Rd.	67.9	67.9	+0.05
12	Bruceville Rd.	Sheldon Rd.	Laguna Blvd.	68.7	68.8	+0.12
26	Elk Grove Blvd.	Waterman Rd.	Grant Line Rd.	64.5	64.6	+0.10
39	Grant Line Rd.	East Stockton Blvd.	Bradshaw Rd.	70.7	70.7	+0.01
40	Grant Line Rd.	Bradshaw Rd.	Sheldon Rd.	68.2	68.2	+0.02
52	Laguna Blvd.	Franklin Blvd.	Bruceville Rd.	68.8	68.8	+0.01
53	Laguna Blvd.	Bruceville Rd.	West Stockton Blvd.	70.2	70.2	+0.01
62	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	68.5	68.5	0.00
63	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	66.8	66.8	0.00
72	Waterman	Calvine Rd.	Bond Rd.	66.0	66.0	0.00

Source: *Bollard and Brennan, 2004*

### Air Quality

A comparison of the proposed project and the Alternative 2 are provided below for each significant air quality impact identified in Section 4.5 (Air Quality).

#### Regional Air Plan Impacts (Impacts 4.5.2 and 4.5.4)

Impact 4.5.4 identifies significant and unavoidable impacts to regional air quality. Table 4.7-5 of the Elk Grove General Plan EIR provided estimates of area and vehicular emissions from all land

uses within Elk Grove calculated using the URBEMIS2002 program assuming buildout by 2025. Emissions were also calculated assuming buildout of Elk Grove and the adjacent Urban Study Area by 2040. **Table 6.0-4** is provided below showing regional air quality impacts with Alternative 2. Total emissions anticipated with implementation of the project is less than one percent greater than those identified in the General Plan EIR.

Regional impacts under Alternative 2 are anticipated to be similar to that of the proposed project.

## 6.0 PROJECT ALTERNATIVES

**TABLE 6.0-4  
AREA SOURCE AND VEHICULAR EMISSIONS FROM STUDY AREA LAND USES WITH GENERAL PLAN AMENDMENT 2, TONS PER DAY**

		ROG	NOx	PM
<b>2025</b>				
Adopted General Plan Buildout	Area Sources	11.10	0.85	3.53
	Vehicles	0.89	0.84	2.89
	Total	11.99	1.69	6.42
General Plan Amendment – Except Sites 21 and 29	Area Sources	11.09	0.85	3.55
	Vehicles	0.89	0.83	2.92
	Total	11.98	1.68	6.47
<b>2040</b>				
Adopted General Plan Buildout (All Sites) Plus Urban Study Area Buildout	Area Sources	14.85	0.76	4.53
	Vehicles	0.98	1.23	4.72
	Total	15.83	1.99	9.25
General Plan Amendment – Except Sites 21 and 29 Plus Urban Study Area Buildout	Area Sources	14.84	0.76	4.54
	Vehicles	0.99	1.23	4.75
	Total	15.83	1.99	9.29

*Source, Donald Ballanti, Consulting Meteorologist, 2004*

### Public Services and Utilities

As noted in Section 4.6 (Public Services and Utilities), the proposed General Plan Amendment would not result in any significant impacts associated with public services and utilities, specifically wastewater services. Impacts under Alternative 2 would also be less than significant.

### Degradation of Existing Visual Character (Impact 4.7.1 and 4.7.4)

Implementation of the proposed General Plan Amendment could result in the degradation of the visual character and quality of the rural portion of the City under project and cumulative conditions. Alternative 2 proposes Rural Residential land uses at Sites 21 and 29 that would be similar in density to existing residences in the Sheldon area. Therefore, implementation of Alternative 2 would result in improved visual character compared to the proposed project.

## 6.5 ALTERNATIVE 3 – REDUCED RESIDENTIAL DENSITY ON SITES 21 AND 29

### CHARACTERISTICS

Under this alternative, Sites 21 and 29 would be designated with lower density land use designations than the proposed project and would allow a combined total of 350 residential units [see **Figure 6.0-1**]. Site 21 would have 62.3 acres of Estate Residential and 98.1 acres of Rural Residential, providing a total of 208 residential units. Site 29 would have 71 acres of Rural Residential and 42 acres of Estate Residential, which would accommodate up to 142 residential

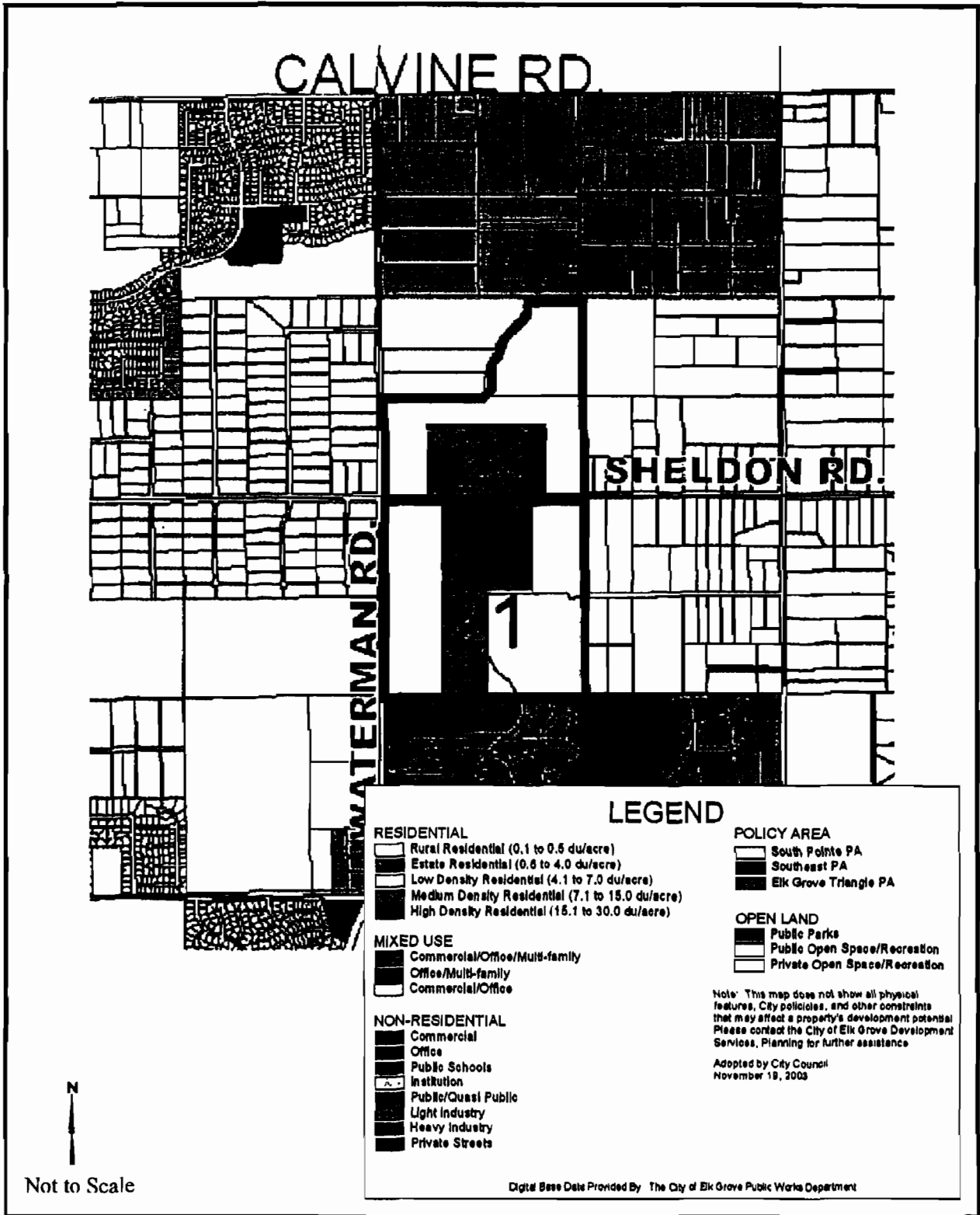


Figure 6.0-1  
Alternative 3

units. The Estate Residential portions of the site would be located on the interior of Sites 21 and 29 and would be separated from existing Rural Residential areas by designating the outer portion of Sites 21 and 29 as Rural Residential. All other aspects of the General Plan Amendment and its associated Land Use Policy Map would remain as proposed.

**COMPARATIVE IMPACTS**

**Land Use**

A comparison of the proposed project and Alternative 3 is provided below for each significant land use impact identified in Section 4.1 (Land Use).

Consistency with Relevant Land Use Planning Documents (Impact 4.1.1 and 4.1.3)

Impact 4.1.1 and 4.1.3 identifies that the density proposed for Sites 21 and 29 would require the extension of wastewater infrastructure in conflict with General Plan policies LU-18 and PF-10 and would potentially induce growth in the Sheldon area. Implementation of Alternative 3 would also introduce residential lots in the Sheldon area and result in a similar impact as the proposed project.

**Population/Housing/Employment**

As noted in Section 4.2 (Population/Housing/Employment), the proposed General Plan would not result in any significant impacts associated with population, housing and employment.

Implementation of Alternative 3 would add the same acreage of land available for commercial or office development as the proposed GPA (that is, a total of approximately 25.5 acres) and result in a lower residential density for Sites 21 and 29. Therefore, Alternative 3 would result in better job/housing ratio than the proposed General Plan Amendment.

**Transportation and Circulation**

A comparison of the proposed project and Alternative 3 are provided below for each significant traffic impact identified in Section 4.3 (Transportation and Circulation).

Project Traffic Impacts to Local Roadways (Impact 4.3.1)

Impact 4.3.1 identifies significant and unavoidable impacts to the following roadways segments associated with the proposed General Plan Amendment:

- Northbound Bradshaw Road between Calvine Road and Bond Road during the P.M. peak hour;
- Southbound Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour;
- Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the A.M. and P.M. peak hours; and

Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road during the P.M. peak hour.

## 6.0 PROJECT ALTERNATIVES

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Tables 6.0-5 and 6.0-6 identify potential traffic impacts associated with Alternative 3. Implementation of this alternative instead of the proposed project would continue to impact Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour by increasing the v/c ratio from 0.89 (LOS D) to 0.91 (LOS E). However, with the exception of this segment, no other roadway segments would experience a significant impact. Implementation of Alternative 3 would result in fewer impacts to the local roadway network than the proposed project.

### Cumulative Traffic Impacts on Local Roadways and State Highways (Impact 4.3.4)

Impact 4.3.4 identifies significant and unavoidable cumulative impacts to local roadways and SR 99 associated with the proposed General Plan Amendment. Since the Reduced Residential Density Alternative would result in lower v/c ratios compared to the proposed project, this alternative would result in fewer cumulative traffic impacts as compared to the proposed General Plan Amendment.

### **Noise**

There were no significant noise impacts identified for the General Plan Amendment (see Section 4.4, Noise). Implementation of Alternative 3 would result in reduced traffic noise impacts resulting from development/operation of the specific alternative sites, but cumulative traffic noise impacts in the area would be comparable under this alternative.

### **Air Quality**

A comparison of the proposed project and the Alternative 3 are provided below for each significant air quality impact identified in Section 4.5 (Air Quality).

### Regional Air Plan Impacts (Impacts 4.5.2 and 4.5.4)

Impact 4.5.4 identifies significant and unavoidable impacts to regional air quality. Table 4.7-5 of the Elk Grove General Plan EIR provided estimates of area and vehicular emissions from all land uses within Elk Grove calculated using the URBEMIS2002 program assuming buildout by 2025. Emissions were also calculated assuming buildout of Elk Grove and the adjacent Urban Study Area by 2040. Table 6.0-7 is provided below showing regional air quality impacts with Alternative 3. Total emissions anticipated with implementation of the project is less than one percent greater than those identified in the General Plan EIR.

Regional impacts under Alternative 3 are anticipated to be similar to that of the proposed project.

### **Public Services and Utilities**

As noted in Section 4.6 [Public Services and Utilities], the proposed General Plan Amendment would not result in any significant impacts associated with public services and utilities, specifically wastewater services. Impacts under Alternative 3 would also be less than significant.



TABLE 6.0-5  
 GENERAL PLAN AMENDMENT – REDUCED DENSITY SITES 21 AND 29 AND ADOPTED GENERAL PLAN A.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL  
 COMPARISON

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 3 2025 Model	Alt 3 2025 Model Modified	Alt 3 V/C	Alt 3 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
17 n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	312 /448	394			1,599		0.54	A	0.54	A
18 s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	212 /305	372			2,596		0.87	D	0.87	D
123 e	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		730			1,440		0.73	C	0.72	C
124 w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		714			1,903		0.96	E	0.95	E
125 e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	349	628	-300	328	952	652	0.33	A	0.32	A
126 w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	363	596			1,270		0.64	B	0.63	B
143 n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		222			688		0.35	A	0.34	A
144 s	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		340			1,286		0.65	B	0.64	B

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

6.0 PROJECT ALTERNATIVES

TABLE 6.0-6  
 GENERAL PLAN AMENDMENT – REDUCED DENSITY SITES 21 AND 29 AND ADOPTED GENERAL PLAN P.M. PEAK HOUR VOLUME/CAPACITY ANALYSIS MODEL  
 COMPARISON

	Roadway	From	To	Lanes	24-Hour Capacity	Peak Hour 1-Way Capacity	Counts	Existing Model	Modify	Existing Modified	Alt 3 2025 Model	Alt 3 2025 Model Modified	Alt 3 V/C	Alt 3 LOS	Adopted GP (No Project) V/C	Adopted GP (No Project) LOS
17 n	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	209 / 285	451			2,590		0.87	D	0.88	D
18 s	Bradshaw Rd.	Calvine Rd.	Bond Rd.	6	54,000	2,970	336/ 561	478			1,930		0.65	B	0.65	B
123 e	Sheldon Rd.	Elk Grove-Florin Rd.	Elk Grove-Florin Rd.	4	36,000	1,980	224	351			1,486		0.75	C	0.74	C
124 w	Sheldon Rd.	East Stockton Blvd	Elk Grove-Florin Rd.	4	36,000	1,980		759			1,871		0.95	E	0.94	E
125 e	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980	393	363			1,247		0.63	B	0.62	B
126 w	Sheldon Rd.	Elk Grove-Florin Rd.	Bradshaw Rd.	4	36,000	1,980		274			1,410		0.71	C	0.70	B
143 n	Waterman	Calvine Rd.	Bond Rd.	4	36,000	1,980		307			1,292		0.65	B	0.64	B

Source: kdAnderson Transportation Engineers and Pacific Municipal Consultants, 2004

**TABLE 6.0-7  
AREA SOURCE AND VEHICULAR EMISSIONS FROM STUDY AREA LAND USES WITH ALTERNATIVE 3, TONS PER DAY**

		ROG	NOx	PM
<b>2025</b>				
Adopted General Plan Buildout	Area Sources	11.10	0.85	3.53
	Vehicles	0.89	0.84	2.89
	Total	11.99	1.69	6.42
General Plan Amendment – Reduced Density for Sites 21 and 29	Area Sources	11.13	0.85	3.54
	Vehicles	0.89	0.84	2.92
	Total	12.02	1.69	6.48
<b>2040</b>				
Adopted General Plan Buildout (All Sites) Plus Urban Study Area Buildout	Area Sources	14.85	0.76	4.53
	Vehicles	0.98	1.23	4.72
	Total	15.83	1.99	9.25
General Plan Amendment – Reduced Density for Sites 21 and 29	Area Sources	14.88	0.76	4.54
	Vehicles	0.99	1.23	4.75
	Total	15.87	1.99	9.29

*Source, Donald Ballanti, Consulting Meteorologist, 2004*

## Visual Resources

### Degradation of Existing Visual Character (Impact 4.7.1 and 4.7.4)

Implementation of the proposed General Plan Amendment could result in the degradation of the visual character and quality of the rural portion of the City under project and cumulative conditions. Alternative 3 proposes Rural Residential and Estate Residential land uses at Sites 21 and 29 that would have an increased density to existing residences in the Sheldon area and would conflict with the current rural character. However, implementation of Alternative 3 would result in a lower residential density and improved visual character as compared to the proposed project.

## 6.6 CONCLUSIONS

**Table 6.0-8** provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed General Plan Amendment.

Based upon the evaluation described in this section, Alternative 2 would be the environmentally superior alternative.

## 6.0 PROJECT ALTERNATIVES

**TABLE 6.0-8  
COMPARISON OF ALTERNATIVES TO THE PROPOSED GENERAL PLAN**

Impact	ALTERNATIVE		
	1 (NO PROJECT/ADOPTED GENERAL PLAN)	2 (GPA EXCEPT SITES 21 AND 29)	3 (GPA WITH REDUCED DENSITY)
Land Use Impact 4.1.1 and 4.1.3 - Consistency with plans	B	B	B
Population/Housing/Employment	W	B	B
Transportation and Circulation Impact 4.1.3 - Impact to local roads Impact 4.3.4 - Cumulative condition	B B	S S	S S
Noise	S	S	S
Air Quality Impact 4.5.4 - Regional Impacts	B	S	S
Public Services and Utilities	S	S	S
Visual Resources/Light and Glare Impact 4.7.1 and 4.7.4 - Impacts to visual character	B	B	B

*S: Environmental effect is similar to the proposed project.*

*B: Environmental effect is better as compared to the proposed project.*

*W: Environmental effect is worse as compared to the proposed project.*

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## 7.0 Long-Term Implications

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## 7.0 LONG-TERM IMPLICATIONS

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This section discusses the additional topics statutorily required by CEQA. The topics discussed include significant irreversible environmental changes/irretrievable commitment of resources, significant and unavoidable environmental impacts, and growth-inducing impacts.

### 7.1 GROWTH-INDUCING IMPACTS

#### INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires 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:

*The way in which a 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...It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The state CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

#### COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory

## 7.0 LONG-TERM IMPLICATIONS

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policies or conditions. Since the general plan of a community defines the location, type and intensity of growth, it is the primary means of regulating development and growth in California.

### GROWTH EFFECTS OF THE PROJECT

Based on Government Code Section 65300, the General Plan is intended to serve as the overall plan for the physical development of the City of Elk Grove. While the General Plan does not specifically propose any development projects, it does regulate future population and economic growth of the City that would result in indirect growth-inducing effects.

Implementation of the proposed General Plan Amendment would refine existing land use designations in the City on eight different sites. Development of these sites would result in roadway facility improvements, public service improvements and the extension and expansion of utilities. The specific environmental effects resulting from the proposed land use patterns and associated extension of public services are discussed in the environmental issue areas in Section 4.0. The proposed General Plan Amendment would increase the residential buildout (assumed to be at year 2025) by 884 residential units and 2,714 persons, resulting in a total of 64,612 residential units and a population of 198,359 persons.

### Population Growth

As described in Section 4.2 (Population/Housing/Employment), the Sacramento Council of Governments (SACOG) future housing projections for Elk Grove for year 2025 is 61,759 units. Implementation of the General Plan Amendment would allow approximately 884 additional residential units for 64,612 dwelling units from buildout under the General Plan, which would accommodate a population of approximately 198,359. In addition, SACOG projects the City's job/housing ratio in year 2025 to be 0.65, while implementation of the proposed General Plan Amendment has the capacity to generate approximately 60,792 jobs with a resulting job/housing ratio of 0.94. Thus, the General Plan would accommodate growth projected by SACOG and is anticipated to provide improved jobs/housing balance conditions in the City than currently estimated by SACOG.

However, buildout of the City under the adopted General Plan Land Use Map would have accommodated 63,728 residential dwelling units and a population of approximately 195,645. This General Plan Amendment would accommodate more growth than provided for in the adopted General Plan and it would also generate more jobs and housing units to serve the anticipated population. This increased growth would allow the city to accommodate a greater amount of the regional demand for housing and could slightly reduce pressure on surrounding areas (e.g., Urban Study Areas) to develop.

### Growth Effects Associated with Infrastructure Improvements

The proposed General Plan Amendment could potentially indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. The City's infrastructure and public services are largely provided by other public and private service providers (e.g., Sacramento County Water Agency for water supply, Sacramento Regional County Sanitation District and County Sanitation District 1 for wastewater service, Sacramento Municipal Utility District for electrical service) that utilize master plans for guiding planned facility and service expansions that are subject to environmental review under CEQA.

The proposed land use changes to Sites 4, 5, 24, 40, 41, and A associated with the General Plan Amendment are not growth-inducing. These sites are located in areas that are all or mostly

developed. With the exception of Site A, none of these sites are currently designated with a land use that precludes extension of public utilities and services, such as sewer, to serve the site. While Site A is designated Open Space, this designation is a mapping error as it is zoned RD-20, expected to develop with multifamily uses, and is surrounded by development.

The proposed General Plan Amendment would place low density residential uses in an area currently planned for rural residential development (Sites 21 and 29) and the extension of sewer infrastructure onto those sites would be necessary to serve the anticipated residences. The County Sanitation District-1 Master Plan for this area did plan to extend infrastructure into this area. However, the General Plan does contain Policy PF-10 which strongly discourages extending sewer service into Rural Residential areas. Any future proposals to convert Rural Residential land uses to higher density uses would be evaluated for consistency with Policy PF-10.

The General Plan designates the areas to the east and west of Sites 21 and 29 as Rural Residential. Extension of public utilities onto these Sites 21 and 29 to serve low density residential development could pressure surrounding areas to develop with higher intensities. Development of these higher intensities may require extension of sewer services into Rural Residential areas in conflict with Policy PF-10 and would also result in the following environmental impacts associated with development:

- **Land Use:** Conversion of Rural Residential areas in the vicinity of Sites 21 and 29 would conflict with General Plan Policies LU-18 and PF-10 and result in increased development in an area designated for rural use.
- **Population/Housing:** Increased development in the area would provide additional housing opportunities within the City of Elk Grove and would help accommodate long-term regional demand projected by SACOG.
- **Hazards/Human Health, Hydrology/Water Quality, Geology and Soils, Biological Resources, Cultural Resources:** These issue areas were evaluated in the Elk Grove General Plan EIR. Comparable impacts in these environmental areas are anticipated with changed land uses on these sites, with application of General Plan policies and mitigation measures identified in the Elk Grove General Plan EIR to reduce the severity of impacts.
- **Transportation and Circulation:** Increased levels of development in this area would increase trip generation and potentially worsen levels of service on area roadways.
- **Noise:** Increased noise levels would result from the increased traffic that would be generated from higher density development in this area.
- **Air Quality:** Increased air emissions would result from the increased traffic that would be generated from higher density development in this area.
- **Public Services and Utilities:** Development of higher density uses in this area would result in increased demand for public services and utilities, including water, wastewater, solid waste, recreation, schools, and gas, electric and telephone services. Extension of sewer service into this area would be inconsistent with Policy PF-10.



## 7.0 LONG-TERM IMPLICATIONS

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- **Visual Resources:** Visual impacts would result from changing the character of this area from rural to urbanized uses.

### ENVIRONMENTAL EFFECTS OF GROWTH

As described above, the proposed General Plan Amendment would induce further population and job growth in the City. Future roadway and infrastructure improvements would support such growth within the City. As a result, the proposed General Plan Amendment is considered to be growth-inducing. The environmental effects of this growth within the City is addressed in Sections 4.1 through 4.7 of this DSEIR.

### 7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

CEQA Sections 21100(b)(2) and 21100.1(a) require that EIRs prepared for the adoption of plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. In addition, CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

*Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

The Elk Grove General Plan EIR (SCH Number 2002062082) evaluated significant irreversible environmental effects associated with implementation of the adopted General Plan. That EIR identified that the conversion of undeveloped open space land areas to residential, commercial, industrial, office, public and recreational uses would occur with implementation of the General Plan.

Development of the City of Elk Grove Land Use Policy Plan Map would constitute a long-term commitment to residential, commercial, and office land uses. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of the City would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure proposed. Renewable, nonrenewable, and limited resources that would likely be consumed as part of the development of the proposed project would include, but are not limited to: oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. In addition, development of the project would result in the increase demand on public services and utilities (see Section 4.8 Hydrology/Water Quality and 4.12 Public Facilities and Finance of the Elk Grove General Plan Draft EIR).

The General Plan Amendment would result in significant irreversible impacts comparable to those discussed in the Elk Grove General Plan EIR.

### 7.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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 the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City 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 judgment.

On November 19, 2003, the City Council approved Resolution 2003-216 certifying the Elk Grove General Plan Final EIR and adopting the associated Findings of Fact regarding environmental effects. A Statement of Overriding Considerations was adopted for the following impacts that were identified as significant and unavoidable:

- Loss of important farmland
- Agriculture/urban interface conflicts
- Cumulative conversion of important farmland and agriculture/urban interface conflicts
- Cumulative conflicts with land use plans or study areas outside the City limits
- Unacceptable levels of service on area roadways during the A.M. and P.M. peak hours
- Unacceptable level of service on State Route 99 northbound and southbound between Eschinger Road and Grant Line Road during the A.M. and P.M. peak hours
- Unacceptable levels of service on area roadways during the A.M. And P.M. peak hours under cumulative conditions
- Temporary noise increases that would exceed the City's noise standards
- Increased traffic noise levels in excess of the City's noise standards
- Cumulative impacts to regional noise attenuation levels
- Increased air quality emissions related to construction activities
- Increased air pollution emissions from operational activities of land uses within the City
- Contribution to cumulative regional air quality impacts
- Increased demand for water supply to the City
- Cumulative increased demand for water supply services
- Direct and indirect impacts on special-status wildlife species and their associated habitats
- Cumulative impacts related to the loss of special-status plant and wildlife species and their associated habitat
- Cumulative wastewater impacts related serving the Urban Study Areas

## 7.0 LONG-TERM IMPLICATIONS

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- Alteration of scenic resources
- Cumulative contribution to the conversion of the region's rural landscape to residential, commercial, and other land uses resulting in alteration of visual conditions

The following significant and unavoidable impacts associated with the General Plan Amendment are specifically identified in Section 4.0 of this EIR. The reader is referred to the various environmental issue areas of Section 4.0 for further details and analysis of the significant and unavoidable impacts identified below.

### SECTION 4.1 LAND USE

#### Consistency with Relevant Land Use Planning Documents

**Impact 4.1.1** Implementation of the proposed General Plan Amendment Sites A, 4, 5, 24, 40, and 41 would be consistent with relevant land use planning documents within the City of Elk Grove. However, implementation of Sites 21 and 29 would be inconsistent with relevant land use planning documents. This is considered a **significant** impact for Sites 21 and 29.

#### Increased Development

**Impact 4.1.3** Development of the General Plan Alternative sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and result in conversion to residential and commercial/office and would result in land use development in excess of that allowed under the General Plan. This impact would be **cumulative significant and unavoidable**.

### SECTION 4.3 TRANSPORTATION AND CIRCULATION

#### Local Roadway System

**Impact 4.3.1** Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours. This is considered a **significant and unavoidable** impact.

#### Cumulative Traffic Impacts on Local Roadways and State Highways

**Impact 4.3.4** Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions. This is considered a **cumulative significant** impact.

SECTION 4.5 AIR QUALITY

Operation Related Emissions

**Impact 4.5.2** Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City. This is considered a **potentially significant** impact.

Regional Air Plan Impacts

**Impact 4.5.4** Implementation of the proposed General Plan Amendment along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. This is considered a **cumulative significant and unavoidable** impact.

SECTION 4.7 VISUAL RESOURCES/LIGHT AND GLARE

Alteration of Scenic Resources

**Impact 4.7.1** Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City. This is considered a **significant** impact.

Cumulative Impacts to Visual Character

**Impact 4.7.3** Implementation of the proposed GPA along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City. This is considered a **cumulative significant** impact

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## 8.0 Report Preparers

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**8.0 REPORT PREPARERS**

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**City of Elk Grove**

Planning Director ..... Christine Crawford, AICP  
General Plan Amendment Manager.....Eric Norris, AICP  
Environmental Coordinator ..... Taro Echiburu  
EIR Project Director ..... Pat Angell  
EIR Project Manager ..... Beth Thompson  
Environmental Planner..... Catherine Lee  
Environmental Planner..... Kristin Maravilla  
Environmental Planner.....Mike Martin

**KDAnderson Transportation Engineers – Traffic Consultant**

Lead Engineer ..... Wayne Shijo

**Bollard & Brennan, Inc. – Noise Consultant**

Principal..... Paul Bollard, INCE

**Don Ballanti – Air Quality Consultant**

Principal..... Don Ballanti

**Appendix 1 Notice of  
Preparation/Initial Study and Notice of  
Preparation Comments**

## **Appendix 2 – Traffic Analysis Methodology**



# ELK GROVE GENERAL PLAN AMENDMENT

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

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SCH#: 2002062082



Prepared by

CITY OF ELK GROVE  
DEVELOPMENT SERVICES, PLANNING  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

DECEMBER 2004

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FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

FOR

ELK GROVE GENERAL PLAN AMENDMENT

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State Clearinghouse NO.: 2002062082

*Prepared by:*

THE CITY OF ELK GROVE  
Development Services, Planning  
8400 Laguna Palms Way  
Elk Grove, CA 95758

DECEMBER 2004

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## 1.0 Introduction

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This Supplemental Environmental Impact Report (SEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The City of Elk Grove is the lead agency for the environmental review of the proposed General Plan Amendment (proposed project) evaluated herein and has the principal responsibility for approving the project. This Final SEIR assesses the expected environmental impacts resulting from adoption of the proposed project and associated impacts from subsequent development under the project. The City of Elk Grove will consider the Draft SEIR, this Response to Comments on the Draft SEIR, and all components of the Final SEIR in its capacity as Lead Agency before it approves, denies, or recommends changes to the proposed project.

### 1.1 BACKGROUND AND PURPOSE OF THE EIR

#### OVERVIEW OF CEQA REQUIREMENTS FOR PREPARATION OF AN EIR

The City of Elk Grove (City), acting as the Lead Agency, has prepared this SEIR to provide the public and responsible and trustee agencies with information about the potential environmental effects of the proposed project. As set forth in the provisions of CEQA and implementing regulations, public agencies are charged with the duty to consider the environmental impacts of proposed development and to minimize these impacts where feasible while carrying out an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA Guidelines Section 15121(a) states that an EIR is an informational document for decision-makers and the general public that analyzes the significant environmental effects of a project, identifies possible ways to minimize significant effects, and describes reasonable alternatives to the project that could reduce or avoid its adverse environmental impacts. Public agencies with discretionary authority are required to consider the information in the EIR, along with any other relevant information, in making decisions on the project.

CEQA requires the preparation of an environmental impact report prior to approving any project, which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the City-initiated General Plan Amendment, the City has determined that the proposed plan is a "project" within the definition of CEQA.

#### CEQA REQUIREMENTS FOR A FINAL EIR

CEQA required findings, and any statement of overriding considerations, would be made after the City has considered the Final SEIR and would be included in the public record. Likewise, the Mitigation Monitoring and Reporting Program (MMRP) would be adopted at the same time as the findings and also included in the public record.

Section 15132 of the State CEQA Guidelines states:

*"The final EIR shall consist of:*

*(a) The Draft EIR or a revision of the draft.*

*(b) Comments and recommendations received on the Draft SEIR either verbatim or in summary.*

## 1.0 INTRODUCTION

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- (c) *A list of persons, organizations, and public agencies commenting on the Draft SEIR.*
- (d) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) *Any other information added by the Lead Agency."*

### BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the General Plan Amendment that has led to the preparation of this SEIR:

#### **Notice of Preparation and Initial Study**

In accordance with Section 15082 of the CEQA Guidelines, the City of Elk Grove prepared a Notice of Preparation (NOP) of an SEIR in March 2004. The City of Elk Grove was identified as the lead agency for the proposed project. This notice was circulated to the public, local, state, and other-initiated agencies, and other interested parties to solicit comments on the proposed project. The March 2004 NOP is presented in Appendix 1.0 of the Draft SEIR. Concerns raised in response to the NOP were considered during preparation of the Draft SEIR and are also presented in Appendix 1.0 of the Draft SEIR.

#### **Notice of Availability and Draft SEIR**

The Notice of Availability for the Draft SEIR (DSEIR) was published on October 13, 2004. The Draft SEIR (DSEIR) was released for public and agency review on October 13, 2004 with the review period ending on November 26, 2004. Public comments on the DSEIR were received at the November 18, 2004 Planning Commission meeting. The DSEIR contains a description of the project, description of the environmental setting, and identification of project impacts, as well as an analysis of project alternatives.

#### **Final SEIR**

Following the close of the public review period, the City received 11 individual comment letters from agencies, interest groups and the public and also received verbal comments at the November 18, 2004 Planning Commission meeting regarding the Draft SEIR. This document responds to the written comments received as required by CEQA. This document also contains minor edits to the Draft SEIR, which are included in Section 4.0 (Revisions to the Draft SEIR). This document constitutes the FSEIR.

#### **Certification of the Final SEIR/Project Consideration**

The City of Elk Grove (City) will review and consider the FSEIR. If the City finds that the FSEIR is "adequate and complete", the City may certify the FSEIR, at a public hearing. The rule of adequacy generally holds that the SEIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information; and 2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final SEIR, the City may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093.

## 1.2 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Supplemental EIR pursuant to CEQA Guidelines Section 15162 and 15163. This type of analysis focuses primarily on the subsequent changes in the environment that would occur as a result of a General Plan Amendment. The Draft SEIR and this Final SEIR will be used to evaluate the potentially significant impacts resulting from the proposed General Plan Amendment in light of the environmental analysis provided in the Elk Grove General Plan EIR (State Clearinghouse Number 2002062082).

## 1.3 INTENDED USES OF THE EIR

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA). The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible and to be used to modify, approve, or deny approval of the proposed project based on the analysis in the EIR. This EIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions that may be associated with the project are identified in Section 3.0 (Project Description) of the Draft SEIR.

## 1.4 ORGANIZATION AND SCOPE OF THE FINAL SEIR

This document is organized in the following manner:

### SECTION 1.0—INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the Final SEIR is required to contain.

### SECTION 2.0—EXECUTIVE SUMMARY

Section 2.0 contains the executive summary of the Final SEIR.

### SECTION 3.0—COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Section 3.0 provides a list of commentors, copies of written comments (coded for reference) and the responses to those written comments made on the Draft SEIR.

### SECTION 4.0—REVISIONS TO THE DRAFT SEIR

Section 4.0 consists of the revisions to the Draft SEIR that are a result of responses to comments, as well as minor staff edits that do not change the intent or content of the analysis or mitigation measures.



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## 2.0 Executive Summary

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## 2.0 EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Sections 4.1 through 4.7 (Environmental Setting, Impacts, and Mitigation Measures) of the Draft Supplemental Environmental Impact Report (Draft SEIR or DSEIR).

### 2.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This Supplemental Environmental Impact Report (SEIR) will provide a reasonably thorough analysis of the potential environmental effects associated with the implementation of the Elk Grove General Plan Amendment, pursuant to the California Environmental Quality Act (CEQA).

This SEIR analysis focuses upon potential environmental impacts arising from the project. The SEIR adopts this approach in order to provide a credible worst-case scenario of the impacts resulting from project implementation.

### 2.2 PROJECT CHARACTERISTICS

The proposed project is a General Plan Amendment that would result in changes to the designations on the General Plan Land Use Map as described in **Table 2.0-1**. Refer to Section 3.0 (Project Description) for a detailed explanation of the proposed project.

**TABLE 2.0-1  
PROPOSED LAND USE CHANGES**

Site #	Size (In acres)	Existing GP Designation	Proposed GP Designation
24	3.3	Estate Residential	Commercial
40	6.4	Low Density Residential	Commercial
4	1.6	Low Density Residential	Commercial
5	6.4	Low Density Residential	Commercial/Office/Multi-family
41	7.5	Office/Multi-family	Commercial/Office/Multi-family
21	160.4	Rural Residential	Low Density Residential
29	113	Rural Residential	Low Density Residential
A	7.4	Public Open Space/Recreation	High Density Residential

### 2.3 AREAS OF CONTROVERSY

The City of Elk Grove was identified as the Lead Agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City of Elk Grove prepared and distributed a Notice of Preparation (NOP) for the Elk Grove General Plan that was circulated for public review on March 23, 2004. The NOP included a summary of probable effects on the environment from the implementation of the project. Written comments received on the NOP were considered in the preparation of the DSEIR. A summary of NOP comments is included in Section 1.0 (Introduction) and the actual NOP comments are included as Appendix 1.0 of the DSEIR.

## 2.0 EXECUTIVE SUMMARY

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The NOP identified that the proposed project may result in the following environmental impacts to be addressed in the DSEIR:

- Land Use and Planning;
- Population and Housing;
- Air Quality;
- Transportation/Traffic;
- Noise;
- Public Services and Utilities-Wastewater; and
- Aesthetics.

Section 1.0 (Introduction) of the Draft SIER provides a summary of issues and areas of concerns presented to the City by agencies and the public regarding the proposed project and its associated DSEIR during the NOP review period.

The City issued the Notice of Availability for the Draft SEIR on October 13, 2004. The City received public comments on the Draft SEIR from October 13, 2004 through November 26, 2004 and at a Planning Commission meeting on November 18, 2004. Public comments received on the Draft SEIR were primarily regarding land use, traffic, air quality, noise, and public sewer impacts associated with Sites 21 and 29, as well as quality of life issues and impacts to the rural area associated with these sites. Comments were also received from County Sanitation District-1, California Department of Transportation, the Sacramento Municipal Utility District, and State Clearinghouse; no new issues or significant information regarding the project was provided or raised in these comments.

### 2.4 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. The alternatives analysis provides a comparative analysis between the project and selected alternatives. Section 6.0 (Project Alternatives) of the DSEIR evaluates the following alternatives at qualitative detail:

- Alternative 1 - No Project Alternative
- Alternative 2 – General Plan Amendment Project Without Sites 21 and 29
- Alternative 3 – General Plan Amendment With Reduced Density on Sites 21 and 29

### 2.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

**Table 2.0-2** displays a summary of impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure.

For detailed discussions of all project-level mitigation measures, refer to Sections 4.1 through 4.7 of the DSEIR.

TABLE 2.0-2  
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>Land Use</b>			
Impact 4.1.1	S	None available.	SU
Impact 4.1.2	LS	None required.	LS
Impact 4.1.3	CS	None available.	SU
Impact 4.1.4	LS	None required.	LS
<b>Population/Housing/Employment</b>			
Impact 4.2.1	LS	None required	LS

S - Significant

LS - Less Than Significant

SU - Significant and Unavoidable

PS - Potentially Significant

CS - Cumulative Significant

B - Beneficial

City of Elk Grove  
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## 2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.2.2 The increase in the number of employed persons versus the increase in housing units may result in a jobs-housing imbalance.	LS	None required.	LS
Impact 4.2.3 The population and housing unit increases due to implementation of the General Plan Amendment may exceed the Elk Grove General Plan population and housing projections for the Planning Area.	LS	None required.	LS
<b>Transportation and Circulation</b>			
Impact 4.3.1 Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on area roadways during the A.M. and P.M. peak hours.	S	None available.	SU
Impact 4.3.2 Implementation of the proposed General Plan Amendment would result in increased traffic volumes, V/C ratios, and a decrease in LOS on state highways during the A.M. and P.M. peak hours.	LS	None required.	LS
Impact 4.3.3 Implementation of the proposed General Plan Amendment would result in an increase in traffic volumes on some roadways, which would increase the potential opportunities for safety conflicts.	LS	None required.	LS
Impact 4.3.4 Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative conditions.	CS	None available.	SU
<b>Noise</b>			
Impact 4.4.1 Implementation of the proposed General Plan Amendment would increase in traffic noise levels that would be in excess of City of Elk Grove noise	LS	None required.	LS

**S - Significant**

**LS – Less Than Significant**

**SU – Significant and Unavoidable**

**PS=Potentially Significant**

**CS – Cumulative Significant**

**B - Beneficial**

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2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
standards.			
Impact 4.4.2 Implementation of the proposed General Plan Amendment could result in the future development of land uses that generate noise levels in excess of applicable noise standards for non-transportation noise sources.	LS	None required.	LS
Impact 4.4.3 Implementation of the proposed General Plan Amendment along with potential development of the Urban Study Areas would result in impacts to regional noise attenuation levels.	LS	None required.	LS
<b>Air Quality</b>			
Impact 4.5.1 Implementation of the proposed General Plan Amendment would allow for actions that may result in the construction of residential, commercial or office development. This, in turn, would result in period exhaust emissions and fugitive dust from construction activities that would affect local air quality.	LS	None required.	LS
Impact 4.5.2 Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City.	PS	None available.	SU
Impact 4.5.3 Implementation of the proposed General Plan Amendment would include sources of criteria pollutants, toxic air contaminants or odors that may affect surrounding land uses. Sensitive land uses may also be located near existing sources of criteria pollutants, toxic air contaminants or odors.	LS	None required.	LS
Impact 4.5.4 Implementation of the proposed General Plan Amendment along with potential development within the region would exacerbate existing regional problems with ozone and particulate matter.	CS	None available.	SU

**S - Significant**

**LS - Less Than Significant**

**SU - Significant and Unavoidable**

**PS - Potentially Significant**

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**B - Beneficial**

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>Public Services</b>			
Impact 4.6.1 Implementation of the proposed General Plan Amendment would increase wastewater flows and the demand for additional sanitary sewer infrastructure and would result in conflicts with General Plan policies regarding extension of infrastructure into rural areas.	LS	None required	LS
Impact 4.6.2 Implementation of the proposed General Plan Amendment along with potential development of the sites and growth in the SRCSD service area would result in cumulative wastewater impacts.	LS	None required.	LS
<b>Visual Resources/Light and Glare</b>			
Impact 4.7.1 Implementation of the proposed General Plan Amendment could result in the alteration of scenic resources and degradation of the visual character and quality in the City.	PS	None available.	SU
Impact 4.7.2 Implementation of the proposed General Plan Amendment could result in the introduction of additional daytime glare and nighttime lighting sources to the area.	PS	Policies LU-35 and LU-38 and their associated action items would reduce potential impacts to daytime glare and nighttime lighting to less than significant.	LS
Impact 4.7.3 Implementation of the proposed GPA along with potential development of the sites would result in the further conversion of the City's rural landscape to residential, commercial, and other land uses. This would contribute to the alteration of the visual character for certain areas in the City.	CS	None available.	SU

**S - Significant**

**LS – Less Than Significant**

**SU – Significant and Unavoidable**

**PS=Potentially Significant**

**CS – Cumulative Significant**

**B - Beneficial**

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## **3.0 Comments and Responses to Comments on the Draft SEIR**

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## 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

### 3.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft SEIR for the Elk Grove General Plan Amendment project, were raised during the comment period, and the City of Elk Grove, acting as lead agency, directed that responses to the Draft SEIR comments be prepared. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft SEIR pursuant to CEQA Guidelines Section 15088.5.

### 3.2 LIST OF COMMENTORS

**Table 3.0-1** identifies individuals and representatives of organizations and agencies that submitted comments on the Draft SEIR and persons who made verbal comments at the November 18, 2004 Planning Commission hearing on the Draft SEIR:

**TABLE 3.0-1  
COMMENTS RECEIVED ON THE DRAFT SEIR**

Letter	Individual or Signatory	Affiliation	Date
A	Matt Morgan	County Sanitation District (CSD) – 1	11/12/2004
B	Katherine Knourek	SMUD	11/18/2004
C	Katherine Eastham	California Department of Transportation	11/23/2004
D	Terry Roberts	State Clearinghouse	11/30/2004
1	Debbie Barnaby	Resident	11/04/2004
2	Mark Nelson	Resident	11/5/2004
3		Sheldon Community Association	11/18/2004
4	Leo Fassler	Resident	11/5/2004
5	P. Yeretjian	Resident	11/6/2004
6	Kevin Kemper	Law Offices of George E. Phillips	11/24/2004
7		Public Comments Received by the Planning Commission on November 18, 2004	11/18/2004
8	Shirley Peters	Greater Sheldon Road Estates Homeowners Association (GSREHA)	11/12/2004

### 3.3 COMMENTS AND RESPONSES

#### 3.3.1 REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT SEIR

CEQA Guidelines 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by commentors, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines 15204).

### **3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR**

---

CEQA Guidelines 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. CEQA Guidelines 15204 also notes that commentors should provide an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines 15088 also recommends that where response to comments results in revisions to the Draft EIR, that those revisions be noted as a revision to the Draft EIR or in a separate section of the Final EIR.

#### **3.3.2 RESPONSES TO COMMENT LETTERS**

Written comments on the Draft SEIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

Public agency comment letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).

Individual and interest group comment letters are coded by numbers and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1: 1-1).

Where changes to the Draft SEIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strike-out~~ for deleted text).

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

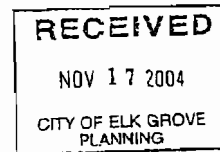


Letter A

November 12, 2004  
E225.000

10545 Armstrong Avenue  
Mather  
California  
95655  
Tel: (916) 676-6000  
Fax: (916) 676-6160  
www.csd-1.com

Taro Echiburu  
City of Elk Grove  
Development Services, Planning  
8400 Laguna Palms Way  
Elk Grove, CA 95758



Dear Mr Echiburu

Subject: Notice of Availability (NOA) of a Draft Supplemental Environmental Impact Report (DSEIR) for an Elk Grove City General Plan Amendment

Board of Directors  
County of Sacramento  
Roger Dickson  
Illa Collin  
Muriel P. Johnson  
Roger Niello  
Don Nottoli

City of Citrus Heights  
Jennette Brusas

City of Elk Grove  
Sophia Schermen

City of Folsom  
Kern Howell

City of Rancho Cordova  
Dan Skoglund

City of Sacramento  
Heather Fargo

Cheryl Creson  
Agency Administrator

Robert F Shanks  
District Engineer

Marcia Maurer  
Chief Financial Officer

Wendell H Kido  
District Manager

Mary K Snyder  
Collection Systems Manager

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) reviewed the NOA of the DSEIR for the City's General Plan Amendment. We found that the DSEIR adequately addressed the sewage aspects of the proposed amendments.

CSD-1 and SRCSD did notice there were a few comments and maps in Section 4.6 Public Services, which are inaccurate, and may be misleading. The following list addresses these findings for your consideration. It would be best to note or correct the information in the Final EIR. However, the corrections do not change the content and conclusions of environmental impacts noted in the DSEIR.

- In the first sentence of the fourth paragraph on Page 4.6-1, the word "laterals" should be changed to "collectors". Laterals are typically considered individual sewer service laterals for a structure.
- In the fourth paragraph on Page 4.6-1, the second to the last sentence should read, "The existing Elk Grove trunk line extends southeast from the Sacramento Regional Water Treatment Plant (SRWTP) influent diversion structure to Laguna Boulevard, then parallel to Laguna Boulevard, to State Route 99 along East Stockton Boulevard, where the trunk then parallels State Route 99."
- The last paragraph on Page 4.6-1 incorrectly states that the SRCSD and CSD-1 Board of Directors are in the process of approving the current Sacramento Sewerage Expansion Master Plan. The Board of Directors approved the Master Plan several months ago.
- On Page 4.6-2 under Planned Projects, the report discusses Figure 4.6-2 as illustrating the future trunk sheds and trunk sewers proposed to meet the projected needs of CSD-1. This statement is incorrect and not correlated with the map in Figure 4.6-2, which depicts Relief projects for existing facilities. Additionally, Figure 4.6-2 does not illustrate either existing or future trunk sheds, which are defined as areas. We have enclosed a few maps for your use. These maps illustrate the existing and expansion trunk sheds, relief projects, expansion projects and the April 2004 update to the SRCSD Interceptor System Master Plan 2000.

A-1

A-2

A-3

A-4

A-5

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter A continued

Taro Echiburu'  
November 12, 2004  
Page 2

In conclusion, we expect that if the projects are subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities

A-6

If you have any questions regarding these comments, please call Joyce Ferguson at (916) 876-6098 or myself at (916) 876-6094.

Sincerely,



Matt Morgan, P.E.  
Development Services

Enclosures

MM/JF: cc

cc: Maria Cabiao  
Steve Hong

echiburu'111204.ltr.doc

**3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR**

Letter A continued



8400 Laguna Palms Way • Elk Grove, California 95758  
 Tel: 916.683.7111 • Fax: 916.691.6411 • www.elkgrovecity.org  
 Development Services  
 Building Safety & Inspection (916) 478-2235  
 Community Enhancement (916) 478-2266  
 Economic Development (916) 478-2261  
 Planning (916) 478-2235  
 Public Works (916) 478-2263

**NOTICE OF AVAILABILITY**  
 ELK GROVE GENERAL PLAN AMENDMENT  
 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
 OCTOBER 13, 2004

**LEAD AGENCY:** City of Elk Grove  
 Development Services, Planning  
 Attn: Taro Echiburu  
 8400 Laguna Palms Way  
 Elk Grove, CA 95758  
 Email: [techiburu@elkgrovecity.org](mailto:techiburu@elkgrovecity.org)  
 Fax: (916) 691-6411

**CSD-1**

**OCT 18 2004**

**RECEIVED**

**PROJECT TITLE:** Elk Grove General Plan Amendment

**PROJECT LOCATION:** City of Elk Grove, the project consists of eight sites as detailed in the table below

**PROJECT DESCRIPTION:** In November 2003, the City of Elk Grove certified the Elk Grove General Plan EIR (SCH#2002062092) and adopted its first General Plan (City of Elk Grove City Council Resolution 2003-216). Following adoption of the General Plan, the Elk Grove City Council directed the staff to initiate a General Plan Amendment process and subsequent environmental review to include sites 4, 5, 24, 40, and 41 in the General Plan Land Use Policy Map. Sites 21, 29, and A are also included in this project in addition to the sites the City Council directed staff to analyze. The existing and proposed General Plan designations for the project sites is given in the table below. The Project is not listed on the Hazardous Waste and Substances Sites List as set forth in Government Code Section 65962.5.

Site	Location	Size (In acres)	Existing GP Designation	Proposed GP Designation
24	NW corner of Elk Grove Boulevard/Bradshaw Road intersection	3.5	Estate Residential	Commercial
40	North of Bond Road between SR 99 and Elk Grove-Florn Road	6.4	Low Density Residential	Commercial
4	Along Bruceville Road between Big Horn Boulevard and Laguna Boulevard	1.6	Low Density Residential	Commercial
5		6.4	Low Density Residential	Commercial/Office/Multi-family
41	Along Sheldon Road between Waterman Road and Bradshaw Road	7.5	Office/Multi-family	Commercial/Office/Multi-family
21		160.4	Rural Residential	Low Density Residential
29	Waterman Road and Bradshaw Road	113	Rural Residential	Low Density Residential
A	South of Big Horn Boulevard between Franklin Road and Bruceville Road	7.4	Public Open Space/Recreation	High Density Residential

**SIGNIFICANT ENVIRONMENTAL EFFECTS:** The General Plan Amendment Draft Supplemental EIR has identified the following environmental issue areas as having potentially significant environmental impacts from implementation of the project

- Due 11/26/04*
- Air Quality
  - Land Use
  - Transportation and Circulation
  - Public Services and Utilities - Wastewater

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter A continued



8400 LAGUNA PALMS WAY • ELK GROVE, CALIFORNIA 95758  
 TEL: 916.683.7111 • FAX: 916.691.6411 • www.elkgrovecity.org

**DEVELOPMENT SERVICES**

BUILDING SAFETY & INSPECTION (916) 478-2235  
 COMMUNITY ENHANCEMENT (916) 478-2266  
 ECONOMIC DEVELOPMENT (916) 478-2261  
 PLANNING (916) 478-2265  
 PUBLIC WORKS (916) 478-2263

**NOTICE OF AVAILABILITY**  
**ELK GROVE GENERAL PLAN AMENDMENT**  
**DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
 OCTOBER 13, 2004

**LEAD AGENCY:** City of Elk Grove  
 Development Services, Planning  
 Attn: Taro Echiburú  
 8400 Laguna Palms Way  
 Elk Grove, CA 95758  
 Email: [techi@elkgrovecity.org](mailto:techi@elkgrovecity.org)  
 Fax: (916) 691-6411

*CSD-1  
 Revision  
 10-18-2004*

**PROJECT TITLE:** Elk Grove General Plan Amendment

**PROJECT LOCATION:** City of Elk Grove, the project consists of eight sites as detailed in the table below

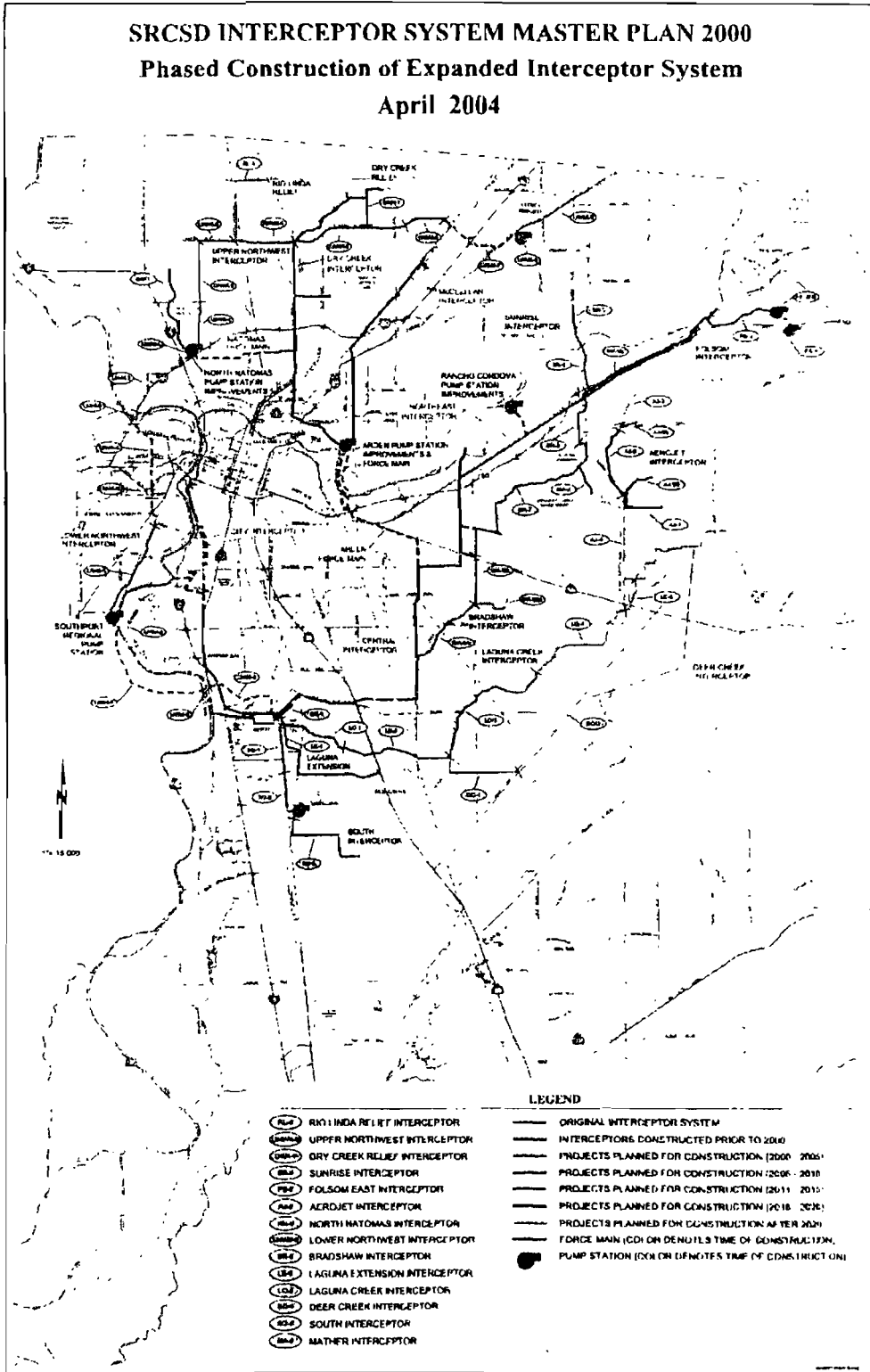
**PROJECT DESCRIPTION:** In November 2003, the City of Elk Grove certified the Elk Grove General Plan EIR (SCH#2002062082) and adopted its first General Plan (City of Elk Grove City Council Resolution 2003-216). Following adoption of the General Plan, the Elk Grove City Council directed the staff to initiate a General Plan Amendment process and subsequent environmental review to include sites 4, 5, 24, 40, and 41 in the General Plan Land Use Policy Map. Sites 21, 29, and A are also included in this project in addition to the sites the City Council directed staff to analyze. The existing and proposed General Plan designations for the project sites is given in the table below. The Project is not listed on the Hazardous Waste and Substances Sites List as set forth in Government Code Section 65962.5.

24	NW corner of Elk Grove Boulevard/Bradshaw Road intersection	3.5	Estate Residential	Commercial
40	North of Bond Road between SR 99 and Elk Grove-Florin Road	6.4	Low Density Residential	Commercial
4	Along Bruceville Road between Big Horn Boulevard and Laguna Boulevard	1.6	Low Density Residential	Commercial
5		6.4	Low Density Residential	Commercial/Office/Multi-family
41		7.5	Office/Multi-family	Commercial/Office/Multi-family
21	Along Sheldon Road between Waterman Road and Bradshaw Road	160.4	Rural Residential	Low Density Residential
29		113	Rural Residential	Low Density Residential
A	South of Big Horn Boulevard between Franklin Road and Bruceville Road	7.4	Public Open Space/Recreation	High Density Residential

**SIGNIFICANT ENVIRONMENTAL EFFECTS:** The General Plan Amendment Draft Supplemental EIR has identified the following environmental issue areas as having potentially significant environmental impacts from implementation of the project:

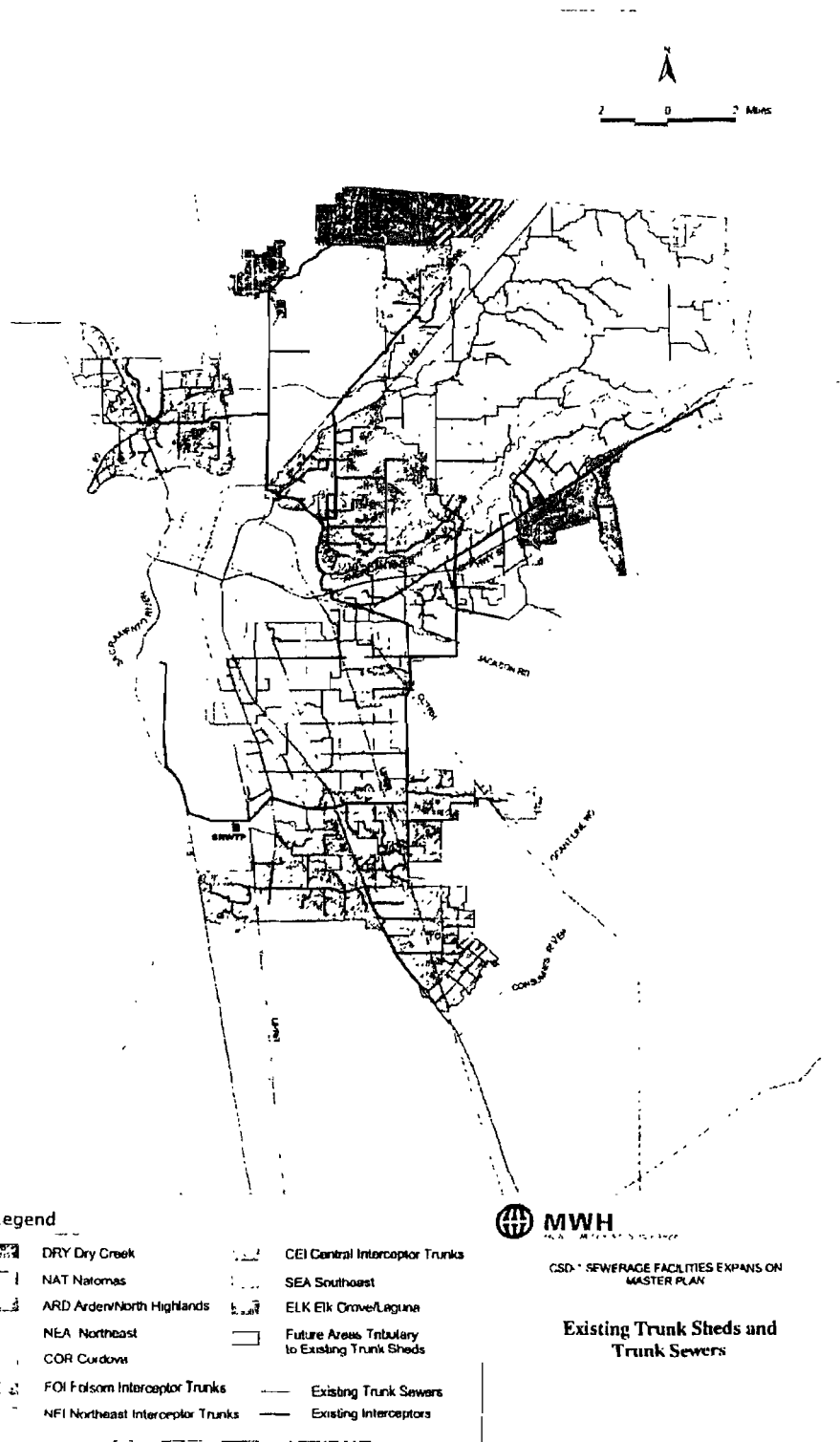
- Air Quality
- Land Use
- Visual Quality
- Transportation and Circulation
- Public Services and Utilities - Wastewater

**SRCSD INTERCEPTOR SYSTEM MASTER PLAN 2000**  
**Phased Construction of Expanded Interceptor System**  
**April 2004**

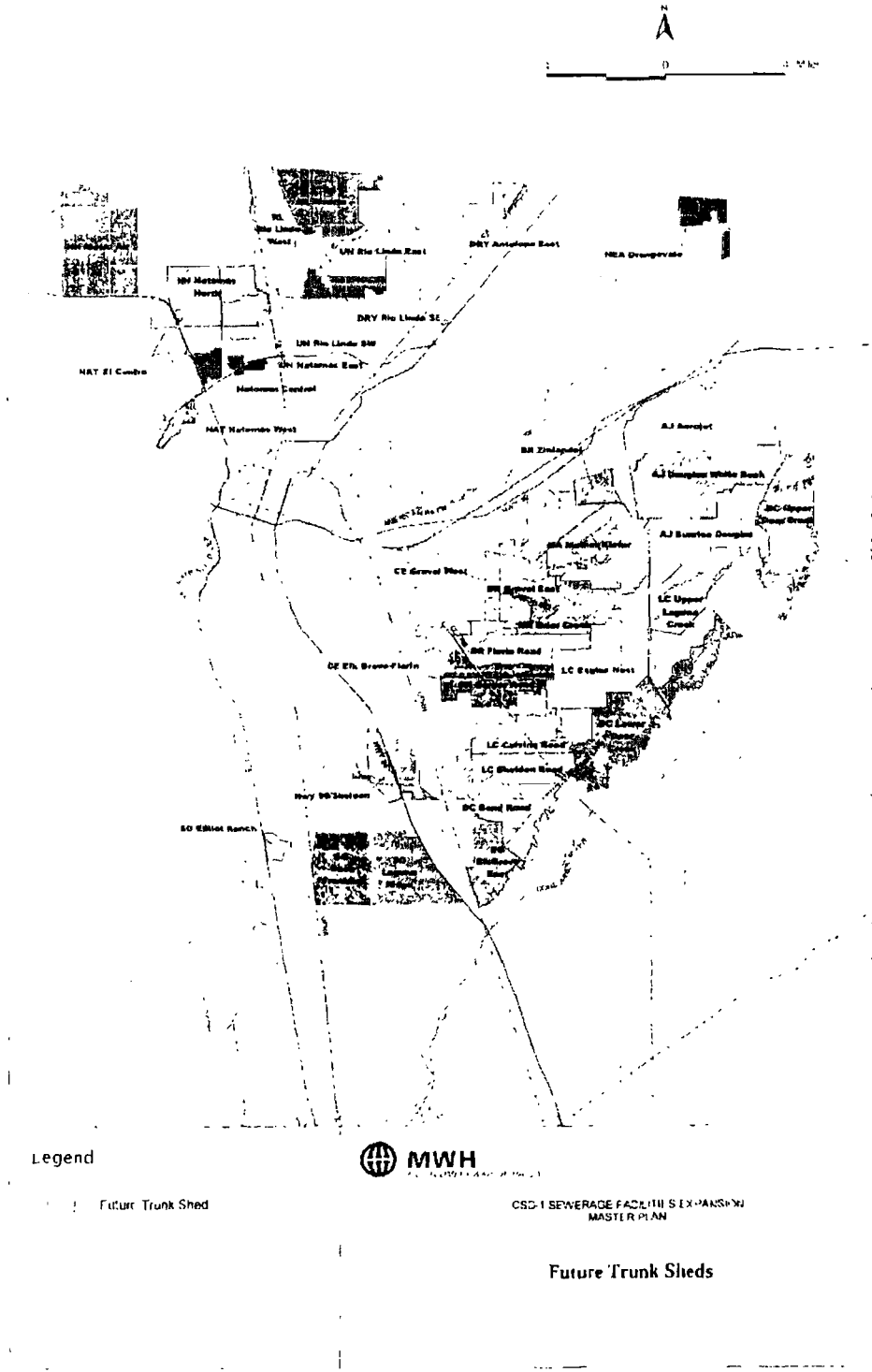




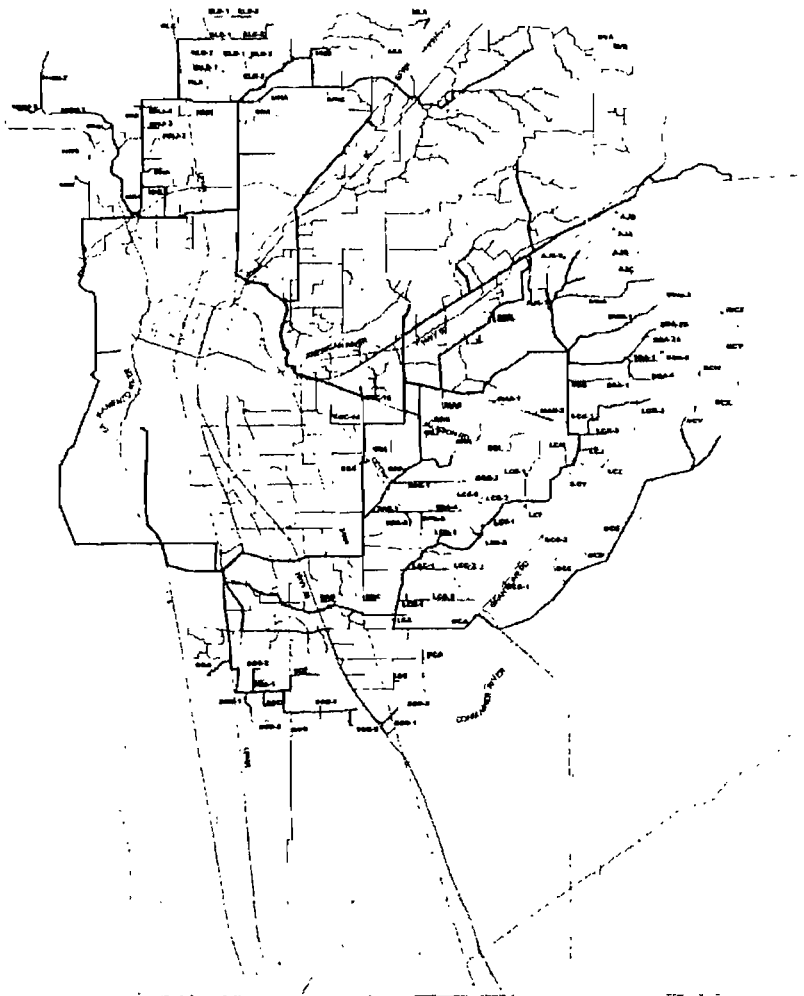
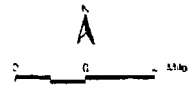












**Legend**

*Trunk Relief Projects*

- Phase 1 (2000 - 2005)
- Phase 2 (2006 - 2010)
- Phase 3 (2011 - 2020)
- Phase 4 (after 2020)
- Future Interceptors
- Existing Interceptors
- Existing Trunk Sewers



CSD-1 SEWERAGE FACILITIES EXPANSION  
MASTER PLAN

**Trunk Expansion Projects**



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

**LETTER A: MATT MORGAN, COUNTY SANITATION DISTRICT (CSD) – 1**

Response A-1: The commentor indicates that they have reviewed the Notice of Availability and found that the Draft SEIR adequately addressed the sewage aspects of the proposed amendments. Comment noted.

Response A-2: Comment noted.

- Draft SEIR page 4.6-1, paragraph 4, sentence 1 will be revised to read as follows:

"The collection system within the General Plan Planning Area includes trunks (designed to carry flows from 1 – 10 mgd) and ~~laterals~~ collectors, which are wastewater conveyance facilities that carry wastewater flows of less than 1 mgd."

Response A-3: Comment noted.

- Draft SEIR page 4.6-1, paragraph 4, second to the last sentence will be revised to read:

"The existing Elk Grove trunk line extends southeast from the SRWTP influent diversion structure to Laguna Boulevard, then parallel to Laguna Boulevard, to State Route 99 along East Stockton Boulevard, where the trunk line then parallels State Route 99."

Response A-4: Comment noted.

- Draft SEIR page 4.6-1, last paragraph, sentence 1 will be revised to read:

"The SRCSD and CSD-1 Board of Directors ~~are in the process of approving~~ approved the current Sacramento Sewerage Expansion Master Plan (Master Plan) in January 2004."

Response A-5: Comment noted. Maps provided by CSD – 1 will be incorporated into the document, see Section 4.0 (Errata) and Figure 4.6-2 will be revised with the correct figure.

Response A-6: The commentor indicates if the project is subject to currently established policies, ordinance, fees, and conditions of approval, that mitigation measures will adequately address the sewage aspects of the project and that a less than significant impact to sewage facilities is anticipated. Comment noted.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

Letter B



P.O. Box 15830, Sacramento, CA 95852-1830; 1-888-742-SMUD (7683)

NOVEMBER 18, 2004

CITY OF ELK GROVE  
PLANNING DEPT.  
ATTN: ERIC NORRIS  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA, 95758

The Sacramento Municipal Utility District (SMUD) has reviewed the City of Elk Grove General Plan Amendment Draft Supplemental Environmental Impact Report and has the following comments.


All of the proposed designations for the Site Locations listed yield higher load densities. At this time, SMUD does not foresee any additional substation sites being needed; however, these changes may drive the necessity for the 2nd units at Laguna Springs Sirocco, Calvine Waterman, and Bradshaw Grantline substations sooner than originally forecasted.

B-1

**Disclosures:**

Site 24 - A 69kV Overhead Power Line is proposed along west side of Bradshaw Road at this location.

B-2

  
Katherine E. Knourek, Land Specialist  
SMUD, Real Estate Services  
6201 S Street, M.S. B304  
Sacramento, CA. 95852  
916.732.6499  
916.732.6008 Fax

e-mail: [kknourek@smud.org](mailto:kknourek@smud.org) <<mailto:kknourek@smud.org>>

---

DISTRICT HEADQUARTERS • 6201 S Street, Sacramento, CA 95817-1899



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### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

**LETTER B: KATHERINE KNOUREK, SACRAMENTO MUNICIPAL UTILITY DISTRICT**

Response B-1: The commentor indicates that the proposed designations for the sites identified in the Draft SEIR would yield higher load densities, but that SMUD does not foresee any additional substation sites being needed. However, second units at three substations may be needed sooner than originally planned. These details are informational and do not address the adequacy of the EIR. Comment noted.

Response B-2: Commentor indicates that a 69kV overhead power line is proposed along the west site of Bradshaw Road at Site 24. Comment noted. The information does not change the adequacy of the Draft EIR.

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

DEPARTMENT OF TRANSPORTATION  
DISTRICT 3 – SACRAMENTO AREA OFFICE  
VENTURE OAKS, MS 15  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0614  
FAX (916) 274-0648  
TTY (530) 741-4509

#### Letter C



Flex your power!  
Be energy efficient!

November 23, 2004

04SAC0164  
03SAC-5/99 PM Various  
Elk Grove General Plan Amendment  
DEIR  
SCH#2002062082

Ms. Beth Thompson  
City of Elk Grove  
Community Development Department  
8400 Laguna Palms Way  
Elk Grove, CA 95758

Dear Ms. Thompson:

Thank you for the opportunity to review and comment on the Elk Grove General Plan Amendment. Our comments are as follows:

- Caltrans did not comment in writing at the Notice of Preparation stage of this project review because this "project" was undefined, lacked specificity, and was mis-titled. We concur with the City of Sacramento's comments in their letter of April 14, 2004, signed by Ms. Dana Allen, found in Appendix 1 of this draft EIR. C-1
- With reference to Section 4.3 "Transportation and Circulation", Page 4.3-43 of the DEIR, the City of Elk Grove should have the authority to acquire additional right-of-way as required to enable ultimate build-out of the collector and arterial roads. This is especially important to Caltrans, particularly when local roads in the vicinity of interchanges operate at deficient levels of service and cause operational problems at interchange offramps. C-2
- Impact 4.3.2: "State highways that would experience LOS D or F during the A.M. and P.M. peak hours---": This should state "LOS D, E, and F". C-3
- With reference to Page 4.3-46, "Mitigation Measures": Regarding the statement "Necessary right-of-way is not available as a result of extensive residential and commercial development immediately adjacent to the roads---". This is not necessarily true. The City ought to implement policy and procedures for acquiring right-of-way as a condition of project approval. C-4
- With reference to Page 4.3-45, Impact 4.3.4: "Implementation of the proposed General Plan Amendment as well as potential development within the City and adjacent areas would contribute to significant impacts on local roadways and state highways under cumulative C-5

*"Caltrans improves mobility across California"*

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter C continued

Ms. Beth Thompson  
November 23, 2004  
Page 2

conditions This is considered a cumulative significant impact." It also states "Development under the proposed General Plan Amendment and regional growth expected by the year 2025 is expected to result in significant roadway impacts within the City and less than significant impacts to SR99". This is questionable. Where is the proof that "less than significant impacts" will result to SR99? C-5 cont.

- Concurrent Caltrans project level traffic impact study requests are pending on various development "sites" covered by this EIR. One example is site #21, identified as Sheldon Lakes (EG-01-191). Our Sheldon Lakes letter of August 1, 2003 (copy enclosed) has yet to be acknowledged and addressed regarding potential traffic issues. Please refer to the various letters regarding Sheldon Lakes in Appendix 1 of this DEIR. C-6

- The City should set up a city-wide funding mechanism to provide matching funds for adding and extending HOV lanes on Interstate 5 and State Route 99, since continuing development will exacerbate congestion problems on these highways. The HOV lanes also serve as transit routes, providing shortened commute time for transit users. C-7

- The City should encourage Rideshare to its residents and businesses through promotion of carpools and vanpools and transit usage for commute trips. The Sacramento Area Council of Governments may provide start up funding for a Rideshare program. For information, please contact Nancy Kays at (916) 340-6223. C-8

If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



KATHERINE EASTHAM, Chief  
Office of Transportation Planning – Southwest

c: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter C continued

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 - Sacramento Area Office  
Venture Oaks - MS 15  
P.O. Box 942874  
Sacramento, CA 94274-0001  
PHONE (916) 274-0638  
FAX (916) 274-0648  
TTY (530) 741-4509



*Flex your power!  
Be energy efficient!*

August 1, 2003

03SAC0100  
03-SAC-99 PM 14.869  
Sheldon Lakes (EG-01-191)  
Notice of Preparation  
SCH#2003072033

Mr. Bill Pable  
City of Elk Grove  
Planning Division  
8400 Laguna Palms Way  
Elk Grove, CA 95758

Dear Mr. Pable:

Thank you for the opportunity to review and comment on the Sheldon Lakes project. Our comments are as follows:

- This project could generate approximately 182 AM and 242 PM new peak hour trips. A focused Traffic Impact Study (TIS) should be prepared if generated traffic from this project rezone and tentative map was not fully considered, including the timing of needed transportation improvements, within prior environmental assessments. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. The TIS should incorporate the following scenarios:

Existing conditions without the project  
Existing conditions plus the project  
Cumulative conditions (without the project)  
Cumulative conditions (with project build-out)

- The focused TIS should provide a Level of Service (LOS) project analysis for the State Route 99/Sheldon Road and Laguna-Bond Interchanges.
- A merge/diverge analysis should be performed for the freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS

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### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

Mr. Bill Pable  
August 1, 2003  
Page 2

#### Letter C continued

and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts":
  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
  - Vehicle queues at intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
  - Project impacts that cause the freeway or intersection LOS to deteriorate below LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

Possible mitigation measures to consider include the following, with consideration of proportionate fair share funding, if the project contributes to cumulative significant impacts.

- Revising interchange ramps to increase capacity.
  - Modifying ramp terminal intersections.
  - Auxiliary lanes between interchanges.
  - Increasing ramp acceleration or deceleration lane length to improve merge/diverge operations.
  - Adding signalization and ramp intersection geometric improvements at impacted interchanges and nearby intersections.
  - The addition of TOS elements at interchanges.
- The analysis of future traffic impacts should be based on a 20 year planning horizon.
  - Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' 2002 Metropolitan Transportation Plan.
  - The residential project should be designed to encourage basic livability concepts, including but not limited to:
    - Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking/biking distance of each other.
    - The design and circulation network for the project should be planned to encourage and facilitate the use of alternative transportation modes, including bicycles, transit, and pedestrian travel.

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### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

Mr. Bill Pable  
August 1, 2003  
Page 3

Letter C continued

Please provide our office with a copy of the TIS and any further action regarding this project. Please contact Ken Champion at (916) 274-0615 if you have any questions regarding these comments.

Sincerely,

**ORIGINAL SIGNED BY:**

**JEFF PULVERMAN, CHIEF  
OFFICE OF REGIONAL PLANNING**

c: Katie Shulte Joung, State Clearinghouse

*"Caltrans improves mobility across California"*

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

**LETTER C: KATHERINE EASTHAM, CALIFORNIA DEPARTMENT OF TRANSPORTATION**

*Response C-1:* The commenter indicates why they did not comment in writing at the Notice of Preparation stage. The commenter is directed to the 'Project Description' section of the Notice of Preparation in the Draft SEIR. The level of project description detail in the Notice of Preparation meets the requirements of CEQA and the State CEQA Guidelines. Notice of Preparation comments received from the City of Sacramento were considered in the preparation of the Supplemental Draft EIR.

*Response C-2:* The commenter states that the City should have authority to acquire additional right-of-way to enable ultimate buildout of the collector and arterial roads. The commenter is directed to the fourth and fifth paragraphs on p 4.3-43 of the Draft SEIR where issues regarding further improvements to impacted roadways are described. Existing residential and commercial development, creek crossings, historic resources, and other constraints have effectively restricted the potential widening of these local roadways as described and make such widenings economically or environmentally infeasible. The commenter is referred to pages 4.3-1 and 4.3-2 of the Draft SEIR where planned improvements to the roadways referenced in the fourth and fifth paragraphs of p. 4.3-43 of the Draft SEIR are described.

*Response C-3:* The commenter indicates that the discussion under Impact 4.3.2 should reference LOS E. However, as noted in the seventh paragraph on p. 4.3-43 and depicted on Figures 4.3-3 and 4.3-4, none of the state highway segments would operate at LOS E under either the adopted General Plan or the proposed Amendment. Therefore, the discussion under impact 4.3.2 (State Highways) does reads correctly and the sentence will not be revised to include LOS E.

*Response C-4:* The commenter states that the City should implement policy and procedures for acquiring right-of-way as a condition of project approval, referencing p. 4.3-46 and the discussion under the "Mitigation Measures" heading. The sentence referenced refers to the roadways described under Impact 4.3.1. See Response to Comment C-2 regarding potential for improvements to these roadways. Please note that the City does condition new development projects to reserve right-of-way for planned improvements where the right-of-way is part of a project site (e.g., Laguna Ridge Specific Plan) and is consistent with the City of Elk Grove General Plan.

*Response C-5:* The commenter questions the determination on p. 4.3-45 under Impact 4.3.4 that the project would result in less than significant impacts to SR 99. The commenter is referred to Appendix 2 of the Draft SEIR where the traffic analysis methodology is discussed. Specifically, the commenter is referred to Tables 4 and 7 of Draft SEIR Appendix 2 where roadway segments anticipated to be affected by the City-initiated General Plan Amendment Project are detailed and the assignment of trips for each City-initiated General Plan Amendment Project site is described. The commenter is also referred to Tables 5 and 6 of Draft SEIR Appendix 2 that describe the average daily trips for each proposed site under the existing General Plan and the proposed General Plan Amendment. As is shown in Tables 4 and 7, traffic generated on

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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the General Plan Amendment sites is anticipated to impact local roadways and not significantly impact the state highways.

- Response C-6:** The commentor indicates that Caltrans has requested project level traffic studies for various development sites covered by the Draft SEIR, specifying the Sheldon Lakes site and attaching a letter dated August 1, 2003. While this comment does not specifically address the adequacy of the Draft SEIR, the approach to the environmental review of traffic impacts on the General Plan level of land use versus project-specific level is described. The Draft SEIR looks at the traffic impacts associated with changing the General Plan land use designation of the City-initiated General Plan Amendment Project sites as described in Section 3.0 [Project Description] of the Draft SEIR. The Draft SEIR is not intended to provide a detailed project-level review for the City-initiated General Plan Amendment Project sites, as the General Plan land use designations would accommodate a range of project proposals and site designs for each of the City-initiated General Plan Amendment Project sites. Environmental impacts, including traffic, associated with project-level applications would be analyzed as part of the City's application review process, as required by the CEQA Guidelines.
- Response C-7:** Comment noted. General Plan Policy CI-22 obligates the City to coordinate and participate with the City of Sacramento, Sacramento County and Caltrans on roadway improvements that are shared by the jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction and funding (Elk Grove General Plan EIR, State Clearinghouse #2002062082).
- Response C-8:** The commentor indicates that the City should encourage Rideshare. The comment is noted. Alternative transportation modes are encouraged by General Plan Policies CI-3 through CI-7 and associated implementing Actions.



3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter D



Arnold  
Schwarzenegger  
Governor

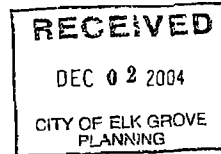
STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Jan Boel  
Acting Director

November 30, 2004

Beth Thompson  
City of Elk Grove  
8400 Laguna Palms Way  
Elk Grove, CA 95758



Subject: Elk Grove General Plan Amendment  
SCH#: 2002062082

Dear Beth Thompson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 29, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

D-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**Document Details Report  
State Clearinghouse Data Base**

Letter D continued

<b>SCH#</b>	2002062082		
<b>Project Title</b>	Elk Grove General Plan Amendment		
<b>Lead Agency</b>	Elk Grove, City of		
<hr/>			
<b>Type</b>	EIR Draft EIR		
<b>Description</b>	The project would result in new General Plan designations for the eight project sites. Sites 5 & 41 would be designated Commercial/Office/Multi-family; sites 4, 24, & 40 Commercial; sites 21 & 29 Low Density Residential; site A High Density Residential.		
<hr/>			
<b>Lead Agency Contact</b>			
<b>Name</b>	Beth Thompson		
<b>Agency</b>	City of Elk Grove		
<b>Phone</b>	916-361-8384	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	8400 Laguna Palms Way		
<b>City</b>	Elk Grove	<b>State</b>	CA <b>Zip</b> 95758
<hr/>			
<b>Project Location</b>			
<b>County</b>	Sacramento		
<b>City</b>	Elk Grove		
<b>Region</b>			
<b>Cross Streets</b>			
<b>Parcel No.</b>		<b>Section</b>	
<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
<hr/>			
<b>Proximity to:</b>			
<b>Highways</b>	99		
<b>Airports</b>	Elk Grove Airport/Sunset Skyway		
<b>Railways</b>	UPRR, CA Traction Company		
<b>Waterways</b>	Consumnes River, Laguna Creek, Elk Grove Creek		
<b>Schools</b>			
<b>Land Use</b>	Sites 4, 5, & 40-Low Density Res, site 24-Estate Res, sites 21 & 29-Rural Res, site A-Open Space, site 41-Office/Multi-family.		
<hr/>			
<b>Project Issues</b>	Aesthetic/Visual, Air Quality; Noise; Population/Housing Balance; Public Services; Septic System; Sewer Capacity; Traffic/Circulation; Landuse; Growth Inducing; Cumulative Effects		
<hr/>			
<b>Reviewing Agencies</b>	Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission		
<hr/>			
<b>Date Received</b>	10/13/2004	<b>Start of Review</b>	10/13/2004 <b>End of Review</b> 11/29/2004

Note: Blanks in data fields result from insufficient information provided by lead agency

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**LETTER D: TERRY ROBERTS, STATE CLEARINGHOUSE AND PLANNING UNIT**

Response D-1: The commentor indicates that the State Clearinghouse provided the Draft SEIR to selected state agencies for review and that the State Clearinghouse did not receive any comments by the close of the review period. The commentor indicates that the City has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 1

Elk General Plan Amendment.txt

DEBBIE BARNABY  
11/04/2004 02:09 PM

To: techiburu@elkgovcity.org  
cc: beefier@earthlink.net

Subject: Elk General Plan Amendment

I am writing specifically regarding the rezoning request for the property located along Sheldon Road between Waterman and Bradshaw Roads known as site 21 and 29. The request to rezone these parcels to low density residential is not consistent with the area around these parcels. From Elk Grove-Florin Road to Grantline on Sheldon Road the parcels are no smaller than 2.5 acres. It does not make sense as a community to approve a development that is larger in scope than the community that surrounds the area.

1-1

As I am sure you are aware, Sheldon Road cannot hold the amount of traffic a rezoning would require. As it stands currently, in the morning, to pull out of my driveway onto Sheldon Road is dangerous. The traffic flows at 50 or more MPH and it has increased substantially in the last couple of years. If you approve this development structure as proposed, residents of Sheldon Road between Waterman and Bradshaw will not be able to exit their homes safely.

1-2

I am not opposed to growth, as long as it makes sense for the surrounding area. The green belt between sacramento and Elk Grove is Sheldon Road. we have a creek that runs through the area, wildlife, horse/cattle property and some agriculture. This is what Elk Grove is known for and we as citizens and government should work to preserve some of this.

1-3

I would like to hear from you to further discuss this rezoning as I am a concerned citizen of Elk Grove, more specifically Sheldon Road, as these changes are at my back door (or should I say 10 acres away).

1-4

Sincerely,

Debbie Barnaby  
9560 Sheldon Road  
Elk Grove, CA 95624  
916-479-5360  
916-787-9357

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**LETTER 1: DEBBIE BARNABY, RESIDENT**

- Response 1-1: The commentor indicates that their comments regard sites 21 and 29. They indicate that the request is not consistent with the surrounding area and that it does not make sense to approve a development that is larger in scope than the surrounding community. The comment is noted. The Draft SEIR evaluates the consistency of sites 21 and 29 with the current General Plan land use designations in Section 4.1 (Land Use). The current land use designation is rural residential and allows residential uses with a minimum 2-acre lot size. Impacts resulting from the proposed action for sites 21 and 29 are discussed throughout the Draft SEIR Sections 4.1 through 4.7, 5.0 (Cumulative Impacts Summary), and 7.0 (Long-term Implications).
- Response 1-2: The commentor indicates that Sheldon Road cannot hold the traffic that a rezone [of Sites 21 and 29] would require. The comment is noted. Traffic flow and associated impacts are analyzed in Section 4.3 (Transportation and Circulation) of the Draft SEIR. Table 4.3-6 of the Draft SEIR indicates that in the A.M. peak hour Sheldon Road between Elk Grove-Florin Road and Bradshaw Road would operate at LOS A eastbound and LOS B westbound, both under the adopted General Plan and under the proposed project. Table 4.3-7 shows that in the P.M. peak hour Sheldon Road between Elk Grove-Florin Road and Bradshaw Road would operate at LOS B westbound under both the adopted General Plan and proposed project but that eastbound, the roadway segment would operate at LOS D under the proposed project versus LOS C under the adopted General Plan. However, the segment of Sheldon Road between Elk Grove-Florin and East Stockton Roads would operate unacceptably westbound during the A.M. and P.M. peak hours and eastbound during the P.M. peak hour.
- Response 1-3: The commentor indicates that they are not opposed to growth as long as it makes sense for the surrounding area and describes the attributes of the area. The comment is noted.
- Response 1-4: The commentor indicates their concern and expresses a desire to be contacted by City staff. The comment is noted. Notices associated with public meetings on the project will be provided.

## 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### Letter 2

**Beth Thompson**

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**From:** Taro Echiburu-EG  
**Sent:** Friday, November 05, 2004 1:21 PM  
**To:** Beth Thompson  
**Subject:** FW: EIR--GPA

-----Original Message-----

**From:** Stuart Wagner  
**Sent:** Friday, November 05, 2004 12:24 PM  
**To:** Taro Echiburu  
**Subject:** FW: EIR--GPA

Hi Taro,

I got this email from Mark Nelson today. He has a couple minor comments on the General Plan Amendment EIR

Stu

-----Original Message-----

**From:** Mark Nelson [mailto:marknelson@surewest.net]  
**Sent:** Friday, November 05, 2004 11:28 AM  
**To:** Stuart Wagner  
**Subject:** EIR--GPA

November 5, 2004

Stuart,

I have read the EIR for our GP Amendment and I haven't come up with any substantial comments. However I did find a few things to report to you.

#### **3.0 PROJECT DESCRIPTION**

Page 3.0-1 = In paragraph 3.1 it refers to our site as the "...corner of Elk Grove Blvd. and Waterman Road..." which should be changed to Bradshaw Road.

Page 3.0-15 = The matrix lists our site as 3.5 acres and in fact it is 3.3 acres--no big deal but it is the fact.

Other than the two minor notes above I think it is a good EIR.

What is our next step? When do we go to the hearing process?

Mark Nelson

2-1

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

**LETTER 2: MARK NELSON, PROJECT REPRESENTATIVE**

Response 2-1: The commentor provides several minor edits to the Draft SEIR.

- Draft SEIR page 3.0-1, paragraph 2 will be revised to read:  
"Site 24 is located at the corner of Elk Grove Boulevard and ~~Waterman Road~~Bradshaw Road in the East Elk Grove Specific Plan area..."
- Draft SEIR page 3.0-15, Table 3.0-2 (Proposed Land Use Changes) will be revised to read:

Site	Size (in acres)	Existing GP Designation	Proposed GP Designation
24	<del>3.3</del> <u>3.3</u>	Estate Residential	Commercial
40	6.4	Low Density Residential	Commercial
4	1.6	Low Density Residential	Commercial
5	6.4	Low Density Residential	Commercial/Office/Multi-family
41	7.5	Office/Multi-family	Commercial/Office/Multi-family
21	160.4	Rural Residential	Low Density Residential
29	113	Rural Residential	Low Density Residential
A	7.4	Public Open Space/Recreation	High Density Residential

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Letter 3

November 18, 2004  
Re: General Plan Amendment  
Draft Supplemental EIR, 2004

Members of the Planning Commission,

After reviewing the Draft Supplemental EIR of October, 2004 we are in agreement with and fully support the Greater Sheldon Road Estates Homeowner Assn.'s request that you find the DSEIR does not support the rezone of 270 acres from A/R-2 to low density housing, resulting in 4-7 dwelling units per acre. These rezone sites are identified as parcels #21 and #29 in the DSEIR.

3-1

Throughout the document, staff indicates that such a rezone would be in conflict with both the current General Plan and stated City policies. Granting this rezone would create a conflict of land use, be growth inducing, inconsistent with the character of the Sheldon area and result in **significant environmental impacts** as outlined in the DSEIR. Staff's conclusions are supported by letters from the various agencies providing input.

3-2

In general , granting the rezone would have future significant impacts on schools, roads, air quality, noise/light levels and wet lands and wildlife. Not only are these mandated areas addressed by the DSEIR but they are also quality of life issues that affect area residents, the city and region as a whole. Therefore, we ask you find the DSEIR does not support the rezoning of these two parcels and endorse Alternative # 2 as your recommendation to the City Council.

3-3

Respectfully submitted,  
Sheldon Community Association  
Board of Directors



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### LETTER 3: SHELDON COMMUNITY ASSOCIATION

Response 3-1: The commentor indicates their agreement with the request by the Greater Sheldon Road Estates Homeowner's Association that the Planning Commission find that the Draft SEIR does not support the rezone [General Plan Amendment] of Sites 21 and 29. The comment is noted.

Response 3-2: The commentor indicates that the land use change to Sites 21 and 29 would have significant environmental impacts as outlined in the Draft SEIR. The comment is noted.

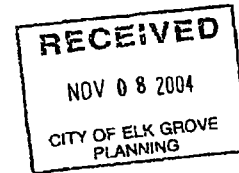
Response 3-3: The commentor indicates general environmental effects they believe to be associated with the change in land use designation to Sites 21 and 29. The comment is noted. As the comment does not address the adequacy of the Draft SEIR, no further response is required.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 4

Date: 11-05-2004

City of Elk Grove  
Development Services, Planning  
Attn: Mr. Taro Echiburú  
8400 Laguna Palms Way  
Elk Grove, CA 95758



Re: Proposed Elk Grove General Plan Amendment

Dear Mr. Echiburú,

As a member of the Greater Sheldon Road Estates Homeowner Association, I strongly oppose the urbanization of Sites 21 and 29, which is being presented in the proposed amendment to the existing General Plan.

4-1

The environmental aspect of Rural Elk Grove would be very adversely affected for the following reasons:

1. **Land Use:** The current General Plan calls for AR-2 lots minimum, which GSRHA members totally support because it is a zoning that is compatible with the surrounding neighborhood. Amending the GP to allow high-density housing in the middle of an existing rural area would be totally incompatible with any concept of keeping the area rural. It would be a direct conflict with what the citizens wanted and the needs of current property owners who have farm animals that need space adjacent to their animal grazing areas.

4-2

2. **Transportation and Circulation:** Traffic within the city of Elk Grove already is atrocious. The addition of as many as 800 –1,200 homes on combined sites 21 & 29 would totally cause gridlock in the area, which in turn, causes more pollution.

4-3

3. **Air Quality:** The increased number of automobiles (as many as 1,500-2,500 or more) would definitely further pollute our area that the government has already proclaimed as not meeting Federal Standards.

4-4

4. **Visual Quality:** The overall natural area that is currently occupied by many different types of wildlife would be annihilated. The rural area would merely become another urban area with houses, sound walls, noise and cars. Again, this is not compatible with the adopted General Plan.

4-5

5. **Wildlife:** There are many types of wildlife inhabiting sites 21 & 29. Laguna Creek, passing through the center of both sites, has many species of birds, frogs and other wildlife. That habitat must be preserved if we want to retain a piece of our original Elk Grove Community and preserve its nature.

4-6

1.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 4 continued

6. **Public Services:** Currently, the General Plan does not support public water or sewer sanitary services within the Rural Area. The installation of these facilities would merely open the entire remaining land in the Rural Area to be covered with houses. In addition, it would increase the City's maintenance budget for maintaining those facilities. More importantly, it would destroy the wildlife habitat that currently occupies the area and violate environmental issues that the City Planning Commission and the City Council wisely considered when the General Plan was adopted.

4-7

7. **Neighborhood Impact:** Allowing Sites 21 & 29 (273 acres) to be developed would have a huge negative impact on all of the people that live along Sandage Road. Many of the current homes are constructed close to the existing road and linking that street into the proposed subdivision would devastate their living areas. That is totally not environmentally acceptable, nor responsible, especially with the increased projected pollution affecting operations such as a meat-processing plant, walnut orchards, etc. A similar impact would occur along Sheldon Road affecting people that have ranch animals.

4-8

8. **Noise Pollution:** Many farm animals in the area are sensitive to noise, as is the wildlife. Increased cars cause traffic, which causes noise, which causes pollution. The natural habitat along Laguna Creek would be severely impacted, be they Garder Snakes, frogs, various hawk species, egrets, rabbits, cranes, coyotes and more.

4-9

In closing, a large negative environmental impact would be created in Rural Elk Grove if either of these sites were allowed to be incorporated into the General Plan as proposed. They are not appropriate, acceptable, nor compatible because the environmental issues. More importantly, the citizens of our community must have priority over a speculator's goal of making money. They spent countless hours over a two-year period assisting in the development of the General Plan. Accordingly, our current General Plan must be retained for the Rural Elk Grove area.

4-10

Thank you.

Sincerely,  
Leo A. Fassler  
9529 Sheldon Road  
Elk Grove, CA 95624

cc: Planning Commissioners

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### LETTER 4: LEO FASSLER, RESIDENT

- Response 4-1: The commentor indicates their opposition to the urbanization of Sites 21 and 29 as proposed by the General Plan Amendment. The comment is noted. As the comment does not address the adequacy of the Draft SEIR, no further response is required.
- Response 4-2: The commentor indicates that amending the General Plan to allow high density housing in the middle of the existing rural area would be incompatible with the concept of keeping the area rural. The comment is noted. The project proposes a change in land use designation from rural residential to low density residential land uses, not high-density as suggested by the commentor. It is noted that Sites 21 and 29 are surrounded by rural and estate residential land use designations, except for the southeast corner of Site 21 that is adjacent a public schools land use designation. Impacts such as increased traffic, noise, air pollution, and changes to the views that would be associated with the low density residential land use designation are described in the germane sections of the Draft SEIR.
- Response 4-3: The commentor indicates that the traffic from Sites 21 and 29 would cause gridlock in the area and, in turn, more pollution. The commentor is directed to Tables 4.3-6 and 4.3-7 of the Draft SEIR that compare adopted General Plan Levels of Service with those anticipated with implementation of the City-initiated General Plan Amendment Project for the A.M. and P.M. peak hours. Section 4.3 (Transportation and Circulation) evaluates the impacts associated with increased trip generation as a result of the proposed amendment in accordance with CEQA Guidelines. As stated on Draft SEIR page 4.3-43, paragraph 2, the Elk Grove General Plan EIR analyzed future potential impacts to the local roadway system and found them to be significant and unavoidable. Furthermore, Policy CI-14 of the adopted Elk Grove General Plan states that the City recognizes that LOS D may not be achieved on some roadway segments.
- Response 4-4: The commentor indicates that the increased number of automobiles would further pollute the area. The comment is noted. Potential air quality impacts associated with the proposed amendment are evaluated in Draft SEIR section 4.5 (Air Quality). Impact 4.5.2 concludes that the operation related emissions that would occur with the change in land use designations associated with the City-initiated General Plan Amendment Project would result in significant and unavoidable impacts related to the increase in emissions of reactive organic gases, particulate matter, and nitrogen oxides. Impact 4.5.4 indicated that the cumulative effect of the project on regional impacts would be significant and unavoidable. Please also note that future development plans for Sites 21 and 29 would be evaluated at the project-level for safety issues based on proposed access points and roadway improvements associated with the specific project plans.
- Response 4-5: The commentor indicates that the visual quality associated with the change to urbanized uses is not compatible with the adopted General Plan. Impacts to visual resources are discussed and evaluated in Draft SEIR pages 4.7-5 through 4.7-7. The proposed change to the land use designation of Sites 21

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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and 29 would contribute to significant and unavoidable impacts as discussed under Impacts 4.7.1 and 4.7.3.

*Response 4-6:* The commentor indicates that there are many types of wildlife inhabiting Sites 21 and 29 and Laguna Creek. The comment is noted. Regarding impacts to wildlife, the commentor is referred to the last bullet on page 1.0-7 and the first paragraph on page 1.0-8 of the Draft SEIR.

*Response 4-7:* The commentor indicates that the General Plan does not support public water or sewer services within the rural area and that the installation of these facilities would increase residential development and destroy wildlife habitat. The comment is noted. Impacts associated with the provision of wastewater services are addressed in Draft SEIR section 4.6 (Public Services). The commentor is referred to the discussion under Project Impacts and Mitigation Measures on Draft SEIR pages 4.6-9 through 4.6-11. Regarding impacts to water service and groundwater, the commentor is referred to the last bullet on page 1.0-8 and first paragraph on page 1.0-9 of the Draft SEIR. Regarding impacts to wildlife, the commentor is referred to the last bullet on page 1.0-7 and the first paragraph on page 1.0-8 of the Draft SEIR.

*Response 4-8:* The commentor indicates that development on Sites 21 and 29 would have impacts to the people living along Sandage and Sheldon Roads. The comment is noted. Draft SEIR Sections 4.1 through 4.7 provide an extensive analysis of the anticipated environmental impacts associated with the proposed change in land use designation on Sites 21 and 29.

*Response 4-9:* The commentor indicates that farm animals and natural habitat along Laguna Creek would be affected by noise and traffic. Impacts associated with traffic are analyzed in Draft SEIR Section 4.3 (Transportation/Circulation) and impacts associated with noise are analyzed in Draft SEIR Section 4.4 (Noise). The commentor is referred to Draft SEIR pages 4.4-11 through 4.4-13.

*Response 4-10:* The commentor indicates that a large negative environmental impact would be created in Elk Grove associated with Sites 21 and 29 as proposed and that the citizens of the community should have priority, indicating the time spent assisting in the development of the General Plan. The comment is noted. As it does not address the adequacy of the Draft SEIR, no further response is required.

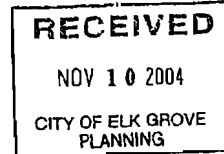
3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 5

Page 1 of 2

November 06, 2004

City of Elk Grove  
Development Services, Planning  
Attn: Mr. Taro Echiburu  
8400 Laguna Palms Way  
Elk Grove, Ca., 95758



Re: Proposed Elk Grove General Plan Amendment  
Sites 21 & 29

Dear Mr. Echiburu:

As a neighbor on Sheldon Rd., I strongly oppose the urbanization of Site 21 & 29 which is being presented in the proposed amendment to the existing General Plan.

The current General Plan is for AR-2 lots minimum which is compatible with the surrounding neighborhood from Elk Grove-Florin Rd on the West to Grant Line Rd to the East.

5-1

This area is composed of 2 acre parcels to larger acreage's. This is an area where the owners own and raise farm animals and use their land for feed for their animals and the recreation associated with them.

Traffic within the City of Elk Grove already is terrible. The addition of as many as 800 - 1200 homes on combined sites 21 & 29 would created a terrible safety issue for all the schools in the area where the children are riding bicycles to school and walking.

5-2

The area is currently the habitat for many of the endangered species of wildlife and birds. (such as Garter Snakes, frogs, various hawk species, egrets and other wildlife that is fast disappearing with subdivision density) When that area is developed into residential density all of that will be lost forever. This area is the only buffer left between subdivision and open space of rural living. Again, this is not compatible with the adopted General Plan.

5-3

Since this area does not have public water or sewer sanitary services the installation of these facilities would merely open the entire remaining land in the Rural Area to be covered with houses.

5-4

The many people in the area that now have wells may have a water problem when this many homes start to tap our ground water. If surface water was

5-5

Letter 5 continued

Page 2 of 2


available in Elk Grove , maybe it would save our wells in the future, but surface water is many years away and may never reach Elk Grove. 5-5 cont.

A large negative environmental impact would be created in Rural Elk Grove if either of these sites were allowed to be incorporated into the General Plan as proposed. 5-6

The citizens that were born and lived in this area for many years and want to enjoy their quality of life in later years should have a priority over the speculators goal of making money and leaving behind the results of their insensitivity to the residences of that area. 5-7

Thank you for any consideration that you can give us.

Sincerely,

  
P. Yeretziar  
9019 Sheldon Rd.  
Elk Grove., Calif. 95624

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**LETTER 5: P. YERETZIAN, RESIDENT**

- Response 5-1:* The commentor indicates their opposition to the urbanization of Sites 21 and 29 and describes the surrounding area. The comment is noted. As it does not address the adequacy of the Draft SEIR, no further response is required.
- Response 5-2:* The commentor is referred to Response to Comment 4-4.
- Response 5-3:* The commentor is referred to Response to Comment 4-6.
- Response 5-4:* The commentor is referred to Response to Comment 4-7.
- Response 5-5:* The commentor is referred to Response to Comment 4-7.
- Response 5-6:* The commentor indicates that a large negative environmental impact would be created in Elk Grove associated with Sites 21 and 29 as proposed. The comment is noted. As it does not address the adequacy of the Draft SEIR, no further response is required.
- Response 5-7:* The comment is noted.



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Letter 6

Law Offices of  
**GEORGE E. PHILLIPS**

2306 Garfield Avenue  
Carmichael, California 95608  
Telephone (916) 979-4800  
Telefax (916) 979-4801

November 24, 2004

Via Fax and US Mail

Mr. Taro Echiburú  
City of Elk Grove  
Development Services  
8400 Laguna Palms Way  
Elk Grove, CA 95758

Re: Elk Grove General Plan Amendment Draft Supplemental  
Environmental Impact Report

Dear Mr. Echiburú:

This office represents the Gidaro Group, LLC, which is under contract to purchase the Sheldon Lakes property (Site 21) and the Newland property (Site 29). On our client's behalf, we are pleased to submit the following comments on the Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed General Plan Amendment for the City's consideration.

6-1

As described in the Draft SEIR, the General Plan Amendment consists of eight separate proposals for re-designation under the General Plan, as follows:

Site	Location	Size (ac)	Existing GP Designation	Proposed GP Designation
24	NW corner of Elk Grove Blvd/Bradshaw Rd.	3.5	Estate Residential	Commercial
40	N. of Bond Rd. between SR 99 and Elk Grove-Florin Rd.	6.4	Low Density Residential	Commercial
4	Along Bruceville Rd. between	1.8	Low Density Residential	Commercial
5	Big Horn Blvd and Laguna Blvd.	6.4	Low Density Residential	Commercial/Office/Multi-family
41		7.5	Office/Multi-Family	Commercial/Office/Multi-family
21	Along Sheldon Road between	160.4	Rural Residential	Low Density Residential
29	Waterman Road and Bradshaw Road.	113	Rural Residential	Low Density Residential
A	S. of Big Horn Blvd. between Franklin Rd. and Bruceville Rd.	7.4	Public Open Space/Recreation	High Density Residential

6-2

We remain dismayed by the fact that the Project Description as applied to Sites 21 and 29 continues to identify a change in land use designation to Low

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 6 continued

Mr. Taro Echiburū  
November 24, 2004  
Page 2

Density Residential (up to 7 units/acre) from the existing Rural Residential, when development of these sites at that density level has not been proposed. This perpetuates the misconception first introduced during the General Plan adoption process that a relatively dense pattern of residential development is proposed for these Sites, contrary to both the intention of our client and the desire of the community.

By letter dated November 19, 2003, we requested the City to consider a designation of Estate Residential (0.51 to 4.0 units per gross acre) and Rural Residential (0.1 to 0.5 units per gross acre) for Sites 21 and 29, rather than the Low Density Residential designation applied by staff for analysis purposes, in order to reflect the unit yield of approximately 290 units that has actually been proposed for these sites. This request was not accommodated, leading staff to reject any consideration of any modification from Rural Residential under the General Plan due to the environmental impacts associated with Low Density Residential development on these sites. On April 22, 2004, in response to the Notice of Preparation for the DSEIR, we repeated this request, indicating that the Project Description and analysis in the DSEIR should describe and evaluate the impacts of changing designation of a portion of Sites 21 and 29 to Estate Residential, rather than changing the entirety of both sites from Rural Residential to Low Density Residential. Copies of both the November 19, 2003 and April 22, 2004 letters are attached.

6-2  
cont.

At a maximum density of 7 units to the acre, a designation of Low Density Residential would yield a total of 1,072 units on Sites 21 and 29, compared to the approximately 290 units proposed. By continuing to describe the proposed General Plan Amendment on Sites 21 and 29 as a change to Low Density Residential, the DSEIR drastically overstates the environmental and policy impacts and as a result is misleading to the public as well as to City decision makers. For this reason, it remains critical that the Project Description and the analysis of the DSEIR be revised to reflect the proposed levels of development on Sites 21 and 29, rather than the artificial scenario that is currently identified.

Our detailed comments follow, organized by topic in the same order as presented in the DSEIR.

#### *Section 4.1 – Land Use.*

Page 4.1-10. The DSEIR states that Sites 21 and 29 are "proposed" for designation as Low Density Residential. As stated above, this is incorrect as the proposal for development of these sites envisions a change of a portion of each site to Estate Residential, with the existing Rural Residential designation continuing to apply to the remainder. Accordingly, the analysis and conclusion that approval of a General Plan Amendment would be inconsistent with the rural character of the Sheldon area is also incorrect and misleading. A General Plan

6-3

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 6 continued

Mr. Taro Echiburú  
November 24, 2004  
Page 3

Amendment to Estate Residential as proposed would be compatible with the existing rural residential community.

The DSEIR further states that implementation of a General Plan Amendment on Sites 21 and 29 would be inconsistent with General Plan Policy PF-10 by the construction of sewer lines to serve these parcels. The DSEIR should recognize that in the event a level of residential density requiring sewer service is approved for Sites 21 and 29, General Plan Policy PF-10 would no longer apply to this location and therefore no inconsistency would be present. The land use analysis in the DSEIR must also disclose that the Sheldon area has long been planned for sewer service, as reflected by the previous County General Plan, which provided for Low Density Residential density. Sites 21 and 29 are transected by the alignment of the Laguna Creek Interceptor, as approved by the Sacramento Regional County Sanitation District (CSD) on May 28, 2003. Because construction of a sewer interceptor line through Sites 21 and 29 has already been approved, it is erroneous for the DSEIR to conclude that approval of a General Plan Amendment would be responsible for introducing or extending sewer facilities to this location, or that redesignation of Sites 21 and 29 would be growth-inducing in this regard.

6-3

Section 4.2 – Population/Employment/Housing

As exemplified on Table 4.2-8, the DSEIR overstates the unit yield that would result from a General Plan Amendment. The DSEIR states that the existing Rural Residential designation applicable to Sites 21 and 29 would yield a combined total of 137 units, versus a total of 1,072 under a Low Density Residential designation – an increase of 935 units. In contrast, the proposed designation of a portion of both sites to Estate Residential would result in a yield of approximately 290 units, or an increase of 153 units over what is allowed under the current General Plan. As a result, the DSEIR drastically overstates the impact of the project on the jobs/housing balance in the City of Elk Grove, as well as impacts related to current housing projections.

6-4

Section 4.6 – Public Services.

The discussion under Impact 4.6.1 repeats the erroneous conclusion that a redesignation of Sites 21 and 29 from the existing Rural Residential would result in the extension of sewer service. As indicated above with respect to the analysis of land use, a sewer interceptor alignment already has been approved across Sites 21 and 29. The DSEIR correctly indicates that sewer service to Sites 21 and 29 is already anticipated by the CSD-1 Master Plan, and that development of existing Estate Residential areas to the north and south of Sites 21 and 29 would require sewer connections regardless of whether a General Plan Amendment is approved for Sites 21 and 29.

6-5

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 6 continued

Mr. Taro Echiburú  
November 24, 2004  
Page 4

Section 4.7 – Visual Resources

Page 4.7-5– the analysis of General Plan Policy LU-18 as it pertains to visual resources assumes a plan-level inconsistency where none will exist following approval of a General Plan Amendment. In addition, the Estate Residential development on a portion of Sites 21 and 29 would not be typified by urban streetscape and roadway infrastructure characteristic of higher-density residential communities of 7 units per acre.

6-6

Page 4.7-6. The text of the discussion of Impact 4.7.2 should be corrected, as it mistakenly asserts that commercial and/or office uses could be developed on Sites 21 and 29. It should further be recognized that impacts on nighttime lighting associated with Estate Residential uses on a portion of each site will be significantly less than would be the case under Low Density Residential development

6-7

Section 6.0 – Alternatives

The requirement to identify and analyze project alternatives within a Draft EIR is crucial to CEQA's substantive mandate that significant environmental damage be substantially lessened or avoided where feasible. See *Public Resources Code* §21002. To effectuate this requirement, a Draft EIR must consider a reasonable range of alternatives to the project, or to the location of the project, which offer substantial environmental benefits over the project proposal. See *CEQA Guidelines* §15126.6. The DSEIR fails in this regard.

Despite the requirement of CEQA to evaluate a reasonable range of alternatives, the discussion of alternatives in the DSEIR is limited to a discussion of the No Project Alternative, as well as a discussion of two alternatives that echo a common theme - to reduce or eliminate impacts associated with Sites 21 and 29 while ignoring the greater level of impacts associated with the remaining six components of the proposed project, which would convert Estate Residential and Low Density Residential sites to a Commercial designation. It is apparent that by erroneously inflating the impacts associated with Sites 21 and 29 by assessing a Low Density Residential scenario, the DSEIR is attempting to deflect attention from the impacts associated with the Commercial component of the project. It is further evident from the DSEIR that the majority of impacts, particularly related to traffic and circulation, are associated with the increase in commercial development associated with the proposed General Plan Amendment, as the alternatives analysis indicates. As CEQA requires project alternatives to offer substantial environmental benefits when compared to the proposed project, it is clear that the DSEIR should identify alternatives that reduce the level of commercial development.

6-8

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Letter 6 continued

Mr. Taro Echiburú  
November 24, 2004  
Page 5

The analysis of both the No Project Alternative and Alternative 2 (project without re-designation of Sites 21 and 29) improperly concludes that this alternative would avoid impacts associated with land use conflicts under the proposed project. Approval of a General Plan Amendment would rectify any inconsistencies with the current General Plan, and as further described above, the re-designation of a portion of both sites to Estate Residential would not significantly alter the rural character of the area.

6-9

Alternative 3 is intended to represent a scenario where residential development on Sites 21 and 29 would yield a total of 350 units through a mix of Estate Residential and Rural Residential designations, versus the 1,079 units associated with the Low Density Residential designation identified for the proposed project. For the reasons indicated above, this scenario should not be treated as an "alternative" to the proposed project in the DSEIR, but instead should be treated as the "project" as it relates to Sites 21 and 29.

We are further concerned that Alternative 3 differs in significant respects from the development proposal identified in our November 19, 2003 and April 22, 2004 submittals. These submittals make it clear that current proposals for development of Site 21 and 29 provide for a total of approximately 290 units, rather than 350, even though we provided a traffic analysis by KAnderson Traffic Engineers (dated November 18, 2003) that demonstrates that up to 350 units could be developed on both sites while maintaining acceptable Levels of Service on surrounding roadways.

6-10

As indicated by our previous submittals, the present development proposal places the Estate Residential uses on the eastern side of the Laguna Creek drainage, while maintaining areas on the western side of the channel for Rural Residential uses. This pattern of development was intended to maintain Laguna Creek as a buffer between the Rural Residential and Estate Residential areas on the project. The land use configuration under Alternative 3 instead places the Estate Residential area to the center of the site, surrounded by Rural Residential uses. To the extent that it is perceived that placing Estate Residential and Rural Residential uses directly adjacent to one another creates a land use conflict, the configuration of Alternative 3 increases this effect as compared to our submitted land use plan. That stated, it should be noted that the DSEIR indicates that the placement of Low Density Residential development adjacent to Rural Residential uses does not create a land use conflict, due to the requirement for residential development to adhere to the City's Residential Design Guidelines – a conclusion that would apply with greater force to Estate Residential development.

6-11

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 6 continued

Mr. Taro Echiburū  
November 24, 2004  
Page 6

The DSEIR indicates that Alternative 3 would have a significant impact under PM peak conditions on Bruceville Road between Sheldon and Laguna. This is not supported by the Table 6.0-5 of the DSEIR, which displays the traffic analysis prepared for Alternative 3 and does not indicate that this intersection is significantly affected under this Alternative. This conclusion is also contrary to the traffic analysis prepared by KDAnderson, which indicates that 350 units can be developed in Sites 21 and 29 without causing a significant impact on traffic. The DSEIR should evaluate Alternative 3 in light of the findings of the KDAnderson analysis, which was submitted to the City prior to the Notice of Preparation. If the DSEIR's conclusion of a significant impact is found to be correct, the EIR should nonetheless indicate whether reducing development to 290 units as proposed would eliminate this impact.

6-12

#### *Section 7.0 – Long Term Implications*

The DSEIR improperly concludes that a General Plan Amendment to allow greater residential density on Sites 21 and 29 would be growth-inducing, while the remaining aspects of the project (to convert residential areas to commercial uses, would not be growth-inducing. This analysis has it exactly backward. It is clear that a redesignation of residential areas to commercial use is growth-inducing, as commercial development is significantly more intense from an impact perspective on a per-acre basis than residential development. Growth-inducement is not simply a function of the extension of infrastructure, as the DSEIR suggests. Nevertheless, as indicated above, the proposed increase in residential density on Sites 21 and 29 would not cause sewer infrastructure to be extended to serve the area. The Sheldon area has long been planned for sewer service by the CSD based upon the previous County General Plan, and as part of the CSD's master planning responsibilities, major regional sewer infrastructure (the Laguna Creek Interceptor) has previously been approved on an alignment that transects Sites 21 and 29. As part of an honest assessment of the growth inducing influences that affect Sites 21 and 29, the DSEIR should recognize that the planning for sewer service in the area is complete, and that a General Plan amendment to allow increased residential density and sewer connections on Site 21 and 29 would not be precedent-setting from that standpoint. Further, this discussion should discuss the fact that efficient land use planning warrants the utilization of available infrastructure, placing higher development densities where sewer service is readily available in the near term – a core principle of SACOG's *Blueprint* efforts for effective regional planning. Because sewer service is already planned for the area, and readily available to Sites 21 and 29, the DSEIR should indicate that increased residential density on these sites would be growth-accommodating, not growth-inducing.

6-13

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Letter 6 continued

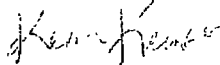
Mr. Taro Echiburú  
November 24, 2004  
Page 7

*Conclusion*

We request that the DSEIR be revised to identify the mixture of Estate Residential and Rural Residential uses currently proposed for Sites 21 and 29 as the "project" for analysis purposes. Only when this is done will the DSEIR provide the public with a full and unbiased analysis of the environmental impacts associated with the development of these sites as proposed. We look forward to working with the City to address our concerns.

6-14

Very truly yours,



Kevin Kemper *SKK*

cc: Mr. Steve Gidaro

Enclosures: Letter dated 11/19/03  
Letter dated 4/22/04

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Letter 6 continued

FILE COPY

Law Offices of  
GEORGE E. PHILLIPS

2306 Garfield Avenue  
Carmichael, California 95608  
Telephone (916) 979-4800  
Telefax (916) 979-4801

November 19, 2003

Eric Norris  
General Plan Manager  
City of Elk Grove  
8400 Laguna Palms Way  
Elk Grove, CA 95758

Re: General Plan Land Use Designation – Sheldon Lakes and Newland Properties

Dear Mr. Norris:

On behalf of Mr. Steve Gidaro, we are writing to request that an alternative General Plan land use designation be assigned to the Sheldon Lakes and Newland properties prior to City Council final action on the City's proposed General Plan. These two properties are listed in the General Plan draft EIR as land use modification requests #21 and #29, respectively. Specifically, we request that the properties be designated as Estate Residential and Rural Residential as shown on the attached map.

Our request is based on the following:

1. Staff presented information in their staff report to the Council on November 5, 2003, that set forth potential traffic impacts that would result from a designation of the subject properties as Low Density Residential. As stated in the staff report, the density ranges upon which the traffic impacts were estimated yielded 1,500 to 1,800 units. The traffic volumes generated from this number of units caused the level of service on area roadways to degrade below General Plan Policy acceptable levels.
2. Several weeks ago, we proposed to staff an amendment to the pending Sheldon Lakes application that added the Newland property and requested review of 290 total residential units.
3. In order to receive General Plan land use designations more closely reflecting the desired unit yield sought by the pending application, and in the interest of not delaying City adoption of the General Plan, we now request the designations of Estate Residential and Rural Residential for the two properties.



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 6 continued

Eric Norns  
November 19, 2003  
Page 2

4. With these land use designations, combined with existing physical constraints on the property, a maximum yield of 350 or fewer units can safely be assumed.

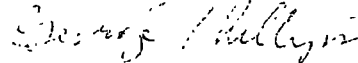
5. We have asked KDA Traffic Engineers to assess the traffic impacts, as calculated in the General Plan draft EIR, for a maximum of 350 units. The attached letter and traffic assessment by KDA demonstrates that such a number of units could be developed on the subject properties while still remaining well within General Plan Policy acceptable levels of service and the traffic analysis contained in the General Plan EIR.

6. With the requested General Plan land use designations, the Council, if it desired, could designate the two properties for Estate Residential and Rural Residential uses and not delay the Council's adoption of the General Plan.

Because of the late release of the staff report for the Council hearing of November 5, 2003, the time needed to review and respond to its contents, and the format of the hearing that did not allow public testimony, we request that this information be brought to the attention of the City Council to determine whether or not the Council would support revising the General Plan Land Use Map to reflect Estate Residential and Rural Residential designations for Sheldon Lakes and Newland properties.

Thank you in advance for your assistance in this matter.

Very truly yours,

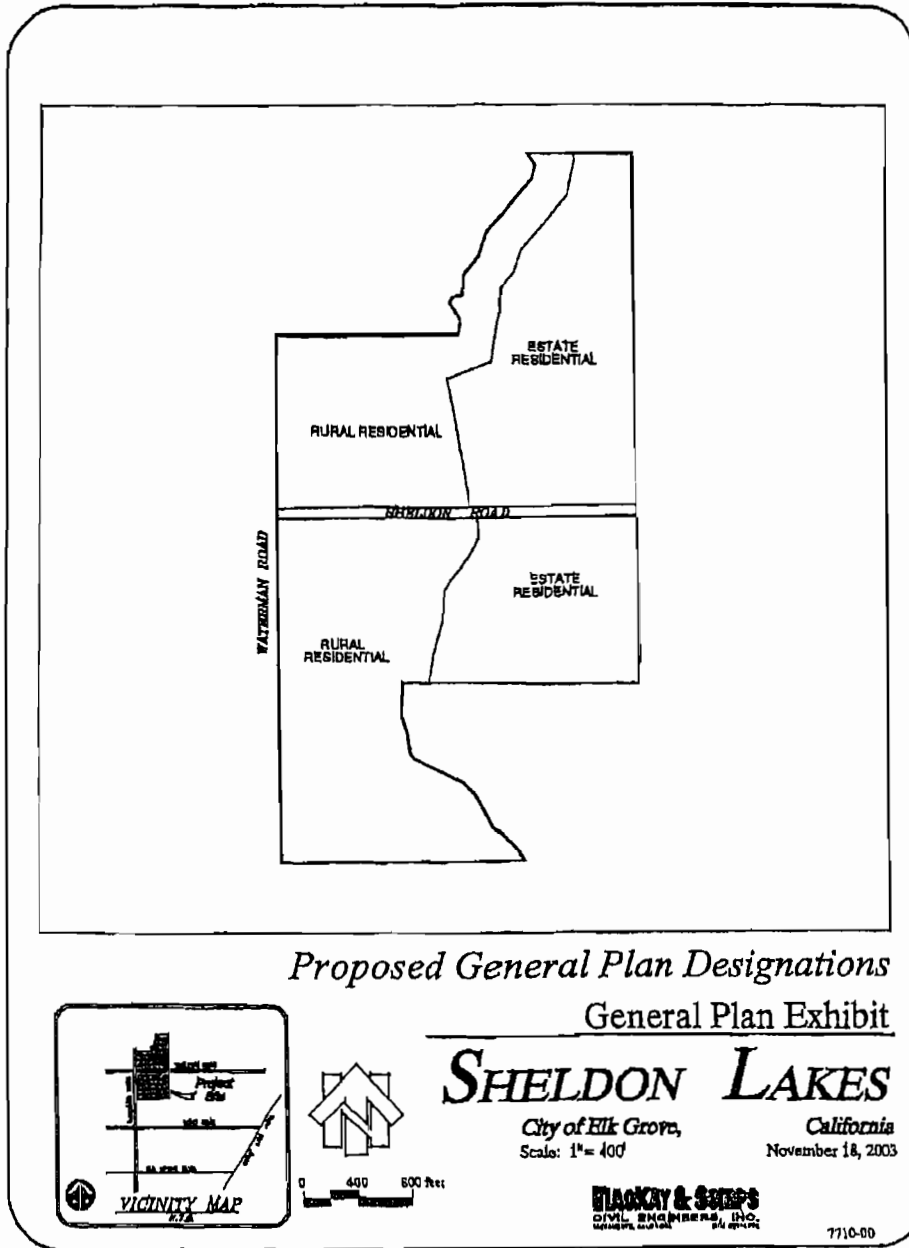


George E. Phillips

#### Enclosures

Cc. City Council  
Tony Manzanetti  
Phil Carter  
Christine Crawford  
Patrick Angell  
Steve Gidaro

Letter 6 continued



Letter 6 continued

*KD Anderson*  
Transportation Engineers

November 18, 2003

Mr. George Phillips  
THE LAW OFFICES OF GEORGE E. PHILLIPS  
2306 Garfield Avenue  
Carmichael, CA 95608  
Fax (979-4801)

Dear George:

As requested, we have roughly considered the impact of adding a 350 du Sheldon Lakes project to the Base future traffic conditions envisioned under the new Elk Grove GP. As shown in Table 1, we estimated peak hour traffic and superimposed these trips onto the forecasts made in the GP EIR using the distribution assumptions made originally for our Sheldon Lakes Traffic Study.

This rough projection reveals that the roads in the vicinity of the project will not carry traffic volumes in excess of the LOS C standard.

Please feel free to contact me if you have any questions or need additional information.

Sincerely yours,

KdANDERSON Transportation Engineers



Kenneth D. Anderson, P.E.  
Principal

Enc: Table 1

*Sheldon Lakes 11 18 03*

3853 Taylor Road, Suite G • Loomis, CA 95650 • (916) 660-1555 • FAX (916) 660-1535

Letter 6 continued

**TABLE 1  
SHELDON LAKES TRAFFIC IMPACTS**

Road	Location	Dir	LOS D Threshold	Base GP		Plus Sheldon Lakes (350 do's - 354 trips)				
				Volume	LOS	Project Alone		GP plus Project		
						Percentage	Trips	Volume	V/C	LOS
Sheldon Road	Elk Grove Flats Road to Waterman Road	E	1,980	1,464	C	33%	76	1,540	0.78	C
		W	1,980	1,228	B	33%	41	1,269	0.64	B
	Waterman Road to Bradshaw Road	E	1,980	1,464	C	33%	43	1,507	0.76	C
		W	1,980	1,228	B	33%	81	1,309	0.66	B
	Bradshaw Road to Grant Line Road	E	990	748	C	10%	12	760	0.77	C
W		990	751	C	10%	23	774	0.78	C	
Waterman Rd	Calvine Road to Sheldon Road	N	1,980	1,390	C	22%	27	1,417	0.72	C
		S	1,980	1,261	B	22%	51	1,319	0.67	B
	Sheldon Road to Bond Road	N	1,980	1,380	C	10%	23	1,403	0.71	C
		S	1,980	1,268	B	10%	12	1,280	0.65	B

KDA

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 6 continued

Law Offices of  
GEORGE E. PHILLIPS

2306 Garfield Avenue  
Carmichael, California 95608  
Telephone (916) 979-4800  
Telefax (916) 979-4801

April 22, 2004

#### By Facsimile

Taro Echiburu  
City of Elk Grove  
8400 Laguna Palms Way  
Elk Grove, California 95758

Re: General Plan Amendment Environmental Impact Report  
Notice of Preparation

Dear Mr. Echiburu,

We are in receipt of the City of Elk Grove's Notice of Preparation (NOP) for the General Plan Amendment Environmental Impact Report (GPEIR). We are writing on behalf of Mr. Steve Gidaro of the Gidaro Group, who is in contract to purchase the Sheldon Lakes property (Alternative Site #21) and the Newland property (Alternative Site #29).

In a letter to Eric Norris dated November 19, 2003 (enclosed), we requested that sites #21 and #29 be designated Estate Residential (0.51 to 4.0 units per gross acre) and Rural Residential (0.1 to 0.5 units per gross acre) as shown on the attached map. Our request was based on a proposal discussed previously with staff to amend the Sheldon Lakes Rezone/Map application to add the Newland property (site #29) and to include 290 total residential units over the combined area of sites #21 and #29. Our request for Estate Residential and Rural Residential designations was made to more closely reflect the desired unit yield sought by the pending application.

The NOP states that for Alternative Sites #21 and #29, the existing General Plan designation is Rural Residential (0.1 to 0.5 dwelling units per gross acre). The NOP states that the proposed designation is Low Density Residential (4.1 to 7.0 dwelling units per gross acre), a designation which significantly overstates the density proposed for sites #21 and #29 and is incorrect. The proposed land use designations for the sites are Estate Residential and Rural Residential as shown on the attached map.

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 6 continued

April 22, 2004  
Page 2

When preparing the draft GPEIR, the project description should describe and the environmental analysis should evaluate the impacts of changing the designation of a portion of the sites from Rural Residential to Estate Residential.

Attached to the November 19, 2003 letter was a brief letter report from KAnderson Transportation Engineers that assessed the traffic impacts, as calculated in the General Plan EIR for a maximum of 350 units. The traffic analysis demonstrates that such a number of units could be developed on the subject properties while still remaining well within General Plan Policy acceptable levels of service and the traffic analysis contained in the General Plan EIR. A copy of that traffic analysis is enclosed for your convenience.

Thank you for the opportunity to review the NOP. Please contact us if we can provide clarification of our request.

Sincerely,

  
George Phillips

Enclosures:

- November 19, 2003 letter from George Phillips to Eric Norris w/attachments:
  - Proposed General Plan Designations Exhibit (Sheldon and Newland)
  - Traffic analysis letter from Kenneth Anderson (November 18, 2003)

cc: Steve Gidaro, The Gidaro Group

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**LETTER 6: KEVIN KEMPER, LAW OFFICES OF GEORGE E. PHILLIPS**

*Response 6-1:* The commentor indicates whom they are representing. The comment is noted.

*Response 6-2:* The commentor indicates their concern that the City-initiated General Plan Amendment Project Draft SEIR identifies an amendment from Rural Residential to Low Density Residential designation for Sites 21 and 29, indicating that development of these sites at the Low Density Residential level has not been proposed and further referencing requests made from November 19, 2003 through April 22, 2004 to consider a designation of Estate Residential. The City-initiated General Plan Amendment Project Draft SEIR analyzes a Low Density Residential land use designation as directed by the City Attorney's office.

The City-initiated General Plan Amendment Project Draft SEIR appropriately analyzes development that could potentially occur on the project site under a Low Density Residential land use designation to reflect a reasonable worst case potential buildout scenario. This analysis is appropriate since the proposed General Plan Amendment would place land use designations on sites that would allow development up to the maximum allowed by the General Plan land use designation. Impacts specific to any particular development proposal for Sites 21 and 29 would be analyzed as part of processing a development application request for specific land use entitlements (e.g., rezoning and tentative subdivision maps), which is **not** part of the City-initiated General Plan Amendment project that is evaluated in the Draft Supplemental EIR. As such, the City-initiated General Plan Amendment Project Draft SEIR appropriately analyzes potential development on each of the City-initiated General Plan Amendment Project sites.

In addition, in response to the letters received on behalf of the Gidaro Group, Alternative 3 was included in the Draft SEIR. Alternative 3 analyzes a mixture of Estate Residential and Rural Residential on the subject parcels, with a maximum development potential of 350 units, which is consistent with the maximum yield of land use designations identified for Sites 21 and 29 in the comment letter submitted on November 19, 2003 on behalf of the Gidaro Group.

*Response 6-3:* The commentor indicates that the statement that Sites 21 and 29 are proposed for designation as Low Density Residential is incorrect and that the analysis and conclusion that approval of a General Plan Amendment would be inconsistent with the rural character of the Sheldon area is incorrect and misleading. The commentor is directed to Response to Comment 6-2.

The commentor states that the Draft SEIR should recognize that in the event a level of residential density requiring sewer service is approved for Sites 21 and 29, that General Plan Policy PF-10 would no longer apply to that location and no inconsistency would be present. The commentor further states that the Draft SEIR must disclose that the Sheldon area has been planned for sewer service as reflected by the County General Plan and that Sites 21 and 29 are transected by the alignment of the Laguna Creek interceptor. The adoption of the Elk Grove General Plan made the former County General

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Plan obsolete over portions of the City of Elk Grove. Therefore, the current Elk Grove General Plan, containing land use designations, policies and visions for the City of Elk Grove is the appropriate planning document to use when evaluating proposed actions. As identified in Section 4.6 (Public Services) of the Draft SEIR, the CSD-1 Master Plan anticipated providing service to Sites 21 and 29. However, extending sewer service to Sites 21 and 29 would be inconsistent with General Plan Policy PF-10. The policy does not state that sewer service cannot be extended to sites 21 and 29, it states, "...The City shall strongly discourage the extension of sewer service into any area designated for Rural Residential land uses...This policy shall not be construed to limit the ability to any sewer agency to construct "interceptor" lines through or adjacent to Rural Residential area, provided that no "trunk" or service lines are provided within the Rural Residential area." Sites 21 and 29 are designated Rural Residential in the City's General Plan and, with such a designation, Policy PF-10 is applicable to those sites. Policy PF-10 recognizes that the interceptor lines may go through the area, but identifies that no service lines be provided within the Rural Residential area. Thus, the potential for the extension of service lines to serve individual homes within a development on Sites 21 and 29 conflicts with Policy PF-10, but the placement of interceptor lines through the site would not. Thus, allowing several sites within the Rural Residential area to be zoned for Low Density Residential uses and extend sewer service onto the sites may set a precedent for extension of sewer services throughout the area currently designated Rural Residential. This may result in pressure to amend other existing Rural Residential land uses on surrounding sites to higher density uses and also allow sewer service to be extended. Thus, the purpose of Policy PF-10 is to provide further protections against development patterns that are inconsistent of the General Plan's vision of land uses in eastern portion of the City.

**Response 6-4:** The commentor indicates that that Draft SEIR overstates the unit yield that would result from the proposed General Plan Amendment. However, the commentor is referencing land use designations for Sites 21 and 29 that are not consistent with the City-initiated General Plan Amendment Project. As described in Response to Comment 6-2, Sections 4.1 through 5.0 of the Draft SEIR evaluates the impacts associated with Low Density Residential land uses on Sites 21 and 29. These land uses are correctly analyzed in Section 4.2 [Population/Employment/Housing]. Alternative 3, in Section 6.0 [Project Alternatives] of the Draft SEIR, evaluates a mixture of Estate Residential and Rural Residential for Sites 21 and 29.

**Response 6-5:** The commentor states that the conclusion that redesignating Sites 21 and 29 would result in the extension of sewer service is erroneous and further states that a sewer interceptor alignment has been approved across Sites 21 and 29. The commentor is referred to Response to Comment 6-3.

The commentor goes on to state that development of existing Estate Residential areas to the north and south of Sites 21 and 29 would require sewer connections. While the Estate Residential land uses in the vicinity of the project may be developed at intensities that require the extension of sewer service, Sites 21 and 29 and surrounding land uses designated Rural Residential are currently anticipated to be served by individual septic systems in accordance with General Plan Policy PF-10.



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Response 6-6: The commentor indicates that the analysis of General Plan Policy LU-18 assumes a plan level inconsistency where none will exist following approval of the City-initiated General Plan Amendment Project. Policy LU-18 states "Land uses within the "Sheldon" area (generally encompassing the area designated for Rural Residential uses in the eastern portion of Elk Grove) shall be consistent with the community's rural character, emphasizing lot sizes of at least two gross acres, roadway which preserve the area's mature trees, and limited commercial services." The City-initiated General Plan Amendment Project for Sites 21 and 29 would allow Low Density Residential uses on those sites, with densities up to seven units per acre. The resultant lot sizes would be inconsistent with the intent of Policy LU-18, as it applies to the Sheldon area. It is also noted that the City-initiated General Plan Amendment Project proposes Low Density Residential on Sites 21 and 29 and not Estate Residential as referenced by the commentor.

Response 6-7: The commentor indicates that the discussion under Impact 4.7.2 states commercial and/or office uses could be developed on Sites 21 and 29. This mistake will be corrected; however, the conclusion of Impact 4.7.2 remains the same.

- The following edit is made to the fourth paragraph, third sentence, on page 4.7-6 of the Draft SEIR:

"The change from residential to potential commercial and/or office uses on Sites 4, 5, ~~21, and 24, and 29~~, the increased level of residential development on Sites 21 and 29, and the designation of Site A for development could introduce new sources of daytime glare into the City that were not considered in the General Plan EIR."

The commentor also indicates that the Draft SEIR should recognize that impacts associated with Estate Residential on a portion of each site will be significantly less than under Low Density Residential. Please note that the City-initiated General Plan Amendment Project proposes Low Density Residential on Sites 21 and 29 and not Estate Residential as referenced by the commentor.

Response 6-8: The commentor asserts that the Draft SEIR attempts to deflect impacts associated with the commercial component of the project by erroneously inflating impacts associated with Sites 21 and 29. The commentor proceeds to state that it is evident from the Draft SEIR that the majority of impacts, particularly related to traffic and circulation, are associated with the increase in commercial development. The commentor concludes that the Draft SEIR should identify alternative that reduce the level of commercial development.

Each significant and unavoidable impact associated with the City-initiated General Plan Amendment is presented below along with a discussion of which sites contribute to the significant and unavoidable conclusion.

*Land Use Impact 4.1.1:* As discussed on pages 4.1-9 through 4.1-11 of the Draft SEIR, Impact 4.1.1 is considered significant and unavoidable due to Sites 21 and 29 inconsistency with the General Plan, particularly Policies LU-18 and PF-10 and the General Plan Vision Statement for the Sheldon area.

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*Land Use Impact 4.1.3:* As discussed on page 4.1-13 of the Draft SEIR, all sites except Sites 21 and 29 would occur adjacent to existing development and would not result in new isolated development inconsistent with current land use patterns. As a result, the finding of significant and unavoidable is attributed to Sites 21 and 29.

*Transportation/Circulation Impacts 4.3.1 and 4.3.4:* The commentor is directed to Section 4.3 (Transportation/Circulation) and Appendix 2 of the Draft SEIR. The traffic methodology used in the Draft SEIR, including trip distribution, is outlined in Appendix 2. The City-initiated General Plan Amendment Project would result in an additional 15,743.9 average daily trips (ADT) when compared to the trip generation of the sites in the current General Plan. Sites 21 and 29 would generate 11,482.8 ADT, or 73 percent of the trips generated by the entire project. When the significant traffic impacts associated with the City-initiated General Plan Amendment Project are compared with the trip distribution described in Tables 7 and 8 of Appendix 2, it is clear that four of the five roadway impacts that would occur with the City-initiated General Plan Amendment Project are impacted solely by Sites 21 and 29 (see Table 3.0-2).

**TABLE 3.0-2  
SIGNIFICANT TRAFFIC IMPACTS TO ROADWAY SEGMENTS AND CITY-INITIATED  
GENERAL PLAN AMENDMENT PROJECT SITES ASSOCIATED WITH THE SIGNIFICANT TRAFFIC IMPACTS**

<b>Roadway Segments with Significant LOS or V/C Change with Implementation of City-initiated General Plan Amendment Project</b>	<b>City-initiated General Plan Amendment Project Sites Impacting Roadway Segment</b>
Northbound Bradshaw Road between Calvine and Bond Road (P.M. Peak Hour)	Sites 21 and 29
Southbound Bruceville Road between Sheldon Road and Laguna Boulevard (P.M. Peak Hour)	Sites 4, 5, and 41
Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road (P.M. Peak Hour)	Sites 21 and 29
Westbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road (A.M. Peak Hour)	Sites 21 and 29
Eastbound Sheldon Road between East Stockton Boulevard and Elk Grove-Florin Road (P.M. Peak Hour)	Sites 21 and 29

*Air Quality Impacts 4.5.2 and 4.5.4:* The commentor is referred to the discussion presented on pages 4.5-12 and 4.5-13 and 4.5-15 and 4.5-16 of the Draft SEIR regarding Impacts 4.5.2 and 4.5.4, respectively. Increased development potential and the associated increase in vehicle trips contribute to these significant and unavoidable impacts. As discussed under Transportation/Circulation Impacts 4.3.1 and 4.3.4 above, Sites 21 and 29 are responsible for 73 percent of the increase in ADT that would occur with the City-initiated General Plan Amendment project. While all sites contribute to these air quality impacts, Sites 21 and 29 are responsible for the majority of the impact.

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*Visual Resources/Light and Glare Impact 4.7.1:* Sites 21, 24, and 29 contribute to the significant and unavoidable finding from Impact 4.7.1, as discussed on pages 4.7-5 and 4.7-6 of the Draft SEIR.

*Visual Resources/Light and Glare Impacts 4.7.1 and 4.7.3:* The commentor is referred to the discussion presented on page 4.7-7 of the Draft SEIR, where it indicates that Sites 21, 24, 29, and A would result in cumulative changes to the visual character of the sites and surrounding area.

Please note that Alternative 1 (No Project Alternative) avoids the impacts associated with each of the City-initiated General Plan Amendment Project sites.

As described above in this response, Sites 21 and 29 contribute to each of the significant and unavoidable impacts (land use, transportation/circulation, air quality, and visual resources) identified in the Draft SEIR and are the sole reason for the significant and unavoidable conclusion for Impacts 4.1.1 and 4.1.3. There are no other sites that contribute as predominantly to the significant and unavoidable impacts associated with the City-initiated General Plan Amendment Project. These sites are associated with the most significant environmental effects and, as a result, these sites are the focus of Alternative 2 and 3 which would reduce or remove impacts associated with Sites 21 and 29. For this reason, Alternative 2 was presented in the Draft SEIR to avoid impacts associated with these sites and Alternative 3 was presented in the Draft SEIR to reduce the impacts associated with these sites. CEQA Guidelines Section 15126(a) states "...An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation." CEQA Guidelines Section 15126(c) states "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish the most basic objectives of the project and could avoid or substantially lessen one or more of the significant effects."

*Response 6-9:* The commentor indicates that the analyses of both the No Project Alternative and Alternative 2 improperly conclude that the alternatives would avoid impacts associated with land use conflicts under the proposed project. As described under Impact 4.1.1 of the Draft SEIR, the designation of Sites 21 and 29 for Low Density Residential uses would conflict with Policy LU-18 and PF-10. This is a fundamental conflict with the vision in the General Plan for the Sheldon area and related General Plan policies. The referenced alternatives would avoid this land use conflict as they would retain the rural character of the Sheldon area and would require individual septic to serve the sites rather than public sewer. Please also refer to Response to Comment 6-3 and 6-6. It is also noted that the City-initiated General Plan Amendment Project proposes Low Density Residential on Sites 21 and 29, not Estate Residential uses as referenced by commentor.

*Response 6-10:* The commentor indicates that Alternative 3 is intended to represent a scenario where residential development would yield a total of 350 units through a mix of Estate Residential and Rural Residential designations, but

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that this scenario should be treated as the project rather than an alternative. The commentor is referred to Response to Comment 6-2.

The commentor also indicates their concern that Alternative 3 differs in significant respects from the development proposal identified in their November 19, 2003 and April 22, 2004 submittals. The commentor states that the referenced submittals make it clear that the proposals for the sites provide for a total of 290 units, rather than 350. The commentor is referred to number 4 in their attached letter from George E. Phillips dated November 19, 2003 which states "With these land use designations, combined with existing physical constraints on the property, a maximum yield of 350 or fewer units can be safely assumed." Alternative 3 looked the maximum number of units that could be developed on the site with the identified land uses. This approach provides a conservative analysis of the effects of developing the site with the land uses identified for Alternative 3 and correctly addresses the level of development that may occur on the site.

**Response 6-11:** The commentor indicates that their previous submittals would place Estate Residential uses on the eastern side of Laguna Creek while maintaining areas on the western side for Rural Residential and concludes that Alternative 3 would increase land use impacts related to placing Estate Residential and Rural Residential uses adjacent one another. The commentor is referred to Figure 3.0-5 of the Draft SEIR. The City-initiated General Plan Amendment Project would place Low Density Residential uses adjacent Rural Residential uses to the north, east, and west, and Estate Residential uses to the north and south. Alternative 3 would cluster all Estate Residential uses in the interior of Sites 21 and 29. While there would be Rural Residential uses abutting the Estate Residential, these Rural Residential uses would also be within Sites 21 and 29. Thus, this would not affect adjacent land owners.

The commentor notes the Draft SEIR conclusion regarding the placement of Low Density Residential adjacent Rural Residential. The comment is noted.

**Response 6-12:** The commentor indicates that the conclusion that Alternative 3 would have a significant impact under PM peak conditions on Bruceville Road between Sheldon and Laguna is not supported by Table 6.0-5 of the Draft SEIR. Tables 6.0-5 and 6.0-6 identify changes to projected traffic impacts compared with the traffic impacts identified in Tables 4.3-3 and 4.3-7. Impacts to Bruceville Road would occur with implementation of either the City-initiated General Plan Amendment Project or Alternative 3. However, the other four roadway segments that would be impacted under the City-initiated General Plan Amendment Project would be avoided under Alternative 3. Impacts to Bruceville Road are associated with Sites 4, 5, and 41 and would not be affected by revisions to the analysis for Sites 21 and 29.

- The following edit is made to the first paragraph on p. 6.0-14 of the Draft SEIR:

**"Tables 6.0-5 and 6.0-6 identify potential traffic impacts associated with Alternative 3 for segments with projected impacts that differ from the impacts identified in Tables 4.3-6 and 4.3-7. Implementation of this alternative instead of the proposed project would avoid impacts to**

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Bradshaw Road and Sheldon Road but would continue to impact Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour by increasing the v/c ratio from 0.89 (LOS D) to 0.91 (LOS E). However, with the exception of this segment, no other roadway segments would experience a significant impact. Implementation of Alternative 3 would result in fewer impacts to the local roadway network than the proposed project."

Response 6-13: The commenter indicates that redesignation to commercial uses is growth inducing but that the discussion for Sites 21 and 29 should indicate that increased residential density is growth-accommodating, not growth inducing, due to the commenter's assessment of sewer service. The commenter's assertion that the commercial uses proposed under the City-initiated General Plan Amendment Project would be growth-inducing is incorrect. CEQA Guidelines Section 15126.2(d) provide the following guidance for the consideration of growth-inducing impacts "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." The commenter is referred to the discussion in the Draft SEIR starting with the last paragraph on p. 7.0-2 continuing through the first paragraphs on p. 7.0-4. As discussed therein, Sites 4, 5, 24, 40, and 41, are located within or adjacent to areas that are all or mostly developed. The change in land use associated with these sites would not introduce public water and sewer services into areas planned for rural levels of development or result in a substantial increase in residential development intensities. While Site A is designated for Open Space, it is adjacent Low Density Residential areas and located in a mostly built-out section of the City. Extension of public services onto the site is not anticipated to induce growth in the surrounding area. Furthermore, the population and employment opportunities presented for Sites 4, 5, 24, 40, 41, and A complement the residential, commercial/office, and other land uses identified in the General Plan. These sites are not anticipated to introduce development that would require housing, commercial, or office development that is not planned in the General Plan. However, the increased density on Sites 21 and 29 and extension of public services to the site could induce growth in the surrounding area. Sites 21 and 29 are not located within or directly adjacent to urbanized areas of the City. The commenter is referred to Response to Comment 6-3 regarding sewer service impacts. Therefore, the redesignation of the land use on those sites as proposed with the City-initiated General Plan Amendment Project would accommodate growth, but also has the potential to induce growth particularly in the surrounding rural area. It is noted that the discussion presented in Section 7.0 (Long-Term Implications) of the Draft SEIR (page 7.0-2, fifth paragraph) that the increased growth allowed by the City-initiated General Plan Amendment Project would allow the City to accommodate a greater amount of the regional demand for housing and could slightly reduce pressure on surrounding areas, including the Urban Study Areas, to develop.

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Response 6-14: The commentor requests that the Draft SEIR be revised to identify the mixture of Estate Residential and Rural Residential uses currently 'proposed' for Sites 21 and 29 for analysis purposes. The Draft SEIR analyzes a similar mixture of Estate Residential and Rural Residential under Alternative 3. The City does not have a project application for Sites 21 and 29 that includes the land use mixture identified by the commentor. The commentor is also referred to Response to Comment 6-2. The comment is noted.

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#### Comment 7 CITY OF ELK GROVE PLANNING COMMISSION

##### Transcribed Minutes of the Special Meeting of November 18, 2004 Public Comment – City Initiated GPA (EIR) Item 5A

Pat Angell "Good evening Commissioners, Pat Angell Planning Department. As Christine already mentioned this item is to receive comments on the adequacy of the EIR for the General Plan Amendments. Let me step back and refresh everyone memory of what an EIR does and does not do. Basically the environmental document, the EIR, is a public disclosure document that tells you the environmental effects associated with the actions. It is a disclosure document it is not intended to be a recommendation or denial something you consider as part of project consideration. Again tonight we are here to receive oral comments and will be soliciting November 26<sup>th</sup> which will be the end of the public comment period which started on October 13<sup>th</sup>. Again it is to receive comments on the adequacy of the environmental analysis; we are not taking any actions on the project or doing any consideration. That will happen at your December 9<sup>th</sup> Planning Commission meeting. As mentioned in the staff report, the project consists of a City initiated general plan amendment proposed consideration changes to 8 parcels general plan land use designations as well as some text changes to the general plan itself. This table is a summary of those changes and I've got a series of maps that I will walk through and talk about the proposed designator changes. This is an overview map showing where they are located and we have some focused pictures of those images. This first site is site 24, which is at the corner of Elk Grove Blvd. and Bradshaw, currently this property is designated as Estate Residential, the proposed designation change would make it commercial. Site 40 is off of Bond Rd. close to East Stockton Blvd. current land use designation for this property is low density residential; the proposal is to make it commercial. There are three sites shown on this feature, sites 4, 5, and 41. Site 4 and 5 are designated low density residential. Site 4 is proposed to be changed to Commercial and site 5 is proposed to be changed to commercial/office/multi-family. Site 41 is currently designated office/multi-family its proposal is to become commercial/office/multi-family. Sites 21 and 29 are currently designated rural residential there proposed designation change would be low density residential and they are located at the corners of Waterman and Sheldon Rd. And the final site is off of Big Horn Blvd., this site is currently designated public open space/recreation this site would be designated multi-family/residential, or excuse me high-density residential. This is a summary of the significant environmental effects that the EIR had identified. This environmental document utilizes the General Plan EIR and that analysis and focuses specifically on the changes that are proposed. This is a summary of the significant, unavoidable effects the draft EIR has identified associated with air quality, land use, visual resources and transportation and circulation. With that I will sit down and let the public speak, unless you have any questions for me."

Chairmen Hume: "Any questions for Mr. Angell? Starting with Commissioner Lindsay."

Commissioner Lindsay: "No"

Chairmen Hume: "Commissioner Murphy"

Commissioner Murphy: "No questions."

Chairmen Hume: "Commissioner Winuk"

Chairmen Hume: "Commissioner Kramer"

Chairmen Hume: "My only question, is it customary that we don't actually receive the draft document until its had comments and finalized?"

Pat Angell: "The commission did not receive a copy of the draft EIR?"

Chairmen Hume: "No"

Pat Angell: "You should have received one when it first came out, we will get you copies right away"

Chairmen Hume: "Ok makes it easier to discuss these things."

Pat Angell: "Absolutely"

Commissioner Wink: "Mr. Chairmen, I understand this is question time, but we are going to have time to comment on things that may or may not be the EIR."

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Comment 7 continued

Chairmen Hume: "Yes, absolutely. At this time we will open up public comment on this item, and they are coming in still, starting with June Coats, followed by Kevin Kemper."

June Coats: "Good evening, my name is June Coats and I am representing the Sheldon Community Association this evening. I would like to address particularly the parcels 21 and 29 along Sheldon Rd, between Waterman and Bradshaw. The last time I spoke on this matter, I made the comment about the fact that Laguna Creek is a protected area and it runs through that particular property. Then I was told later that Laguna Creek is not a protected waterway and it was my understanding that all of the creeks, such as Laguna, were all protected and consequently that would be destroyed if that were continued to be changed land use change to a denser residential area as opposed to the current 2 acres. My personal feeling is that this is totally inappropriate. It is right in the middle of the area that is all designated for 2 acre parcels, if you look at the land use map, changing just that one particular piece of it to me is totally inappropriate. So I would like to recommend that it not be approved."

7-1

Chairmen Hume: "Thank you Kevin Kemper, followed by George Murphy."

Kevin Kemper: "Good evening Chairmen Hume, members of the Commission, my name is Kevin Kemper and I am an attorney with the law offices of George Phillips, and we represent the Gadero Group, who is on contract on both properties identified as 21 and 29, we do not represent the property owners, however. We are in support of a general plan amendment, however my concern and that of my client is how it is treated in the EIR for analytical purposes. The EIR analyzes a general plan amendment on these two properties on the assumption that the density would be 7 units per acre, which we recognize is the maximum permitted under the general plan designation of LDR. Nevertheless, our concern is how the analysis and conclusions of it will affect the perception what the impacts of a General Plan Amendment on these properties would be. At 7 per acre the general plan amendment as indicated in the EIR would allow an additional 1,072 units on both these properties combined, and from that the EIR concludes, the amendment would have a land use impact, a significant impact on traffic, air quality and visual quality as well. At this level of analysis this overstates the proposals that have been submitted to the City as to what would actually be submitted on this property. In November 2003 in conjunction with the General Plan our office submitted a letter indicating that in these two properties combined we would be submitting plans for a maximum 290 units, which of course would have a much lesser range of impact than 1,072. We suggested the EIR analyze that, and that wasn't done. Now on the notice of preparation on this EIR 1 April of 2004, our office submitted a letter requesting that that be looked at as well rather than a 7 per acre density level. Now we recognize the EIR analyzes an alternative, which looks at reduced density, a mixture of a state residential and LDR uses on this site. Both properties combined under this alternative would be 350 units, which once again is in excess of what we propose to put on that property and so the impacts in that alternative are a bit greater than what would actually be forecast for that site. I mean the alternative itself we have a number of problems with it, with that alternative 3 is how it's identified in the EIR, one is the fact that it analyzes more units than we have identified for the site. Also that particular alternative configures the units so that LDR uses, the estate residential actually, are in the middle of the site which negates the value of Laguna Creek as a barrier between the rural residential and estate residential uses."

7-2

Chairmen Hume: "If I can ask you to just wrap it up and say what is your question regarding the adequacy of the EIR. Is it that you should be analyzed at a state residential and not low density residential?"

Kevin Kemper: "Yes, we would have preferred an alternative. I will suggest that now and in a comment letter to follow that the EIR analyze the alternative that's actually been proposed for the use of the site."

Chairmen Hume: "Ok, thank you. Mr. Angell will there be a response to not only this evening from Mr. Kemper, but also from the letter that will follow. Ok, great thank you. George Murphy, followed by Tom Shine."

George Murphy: "Thank you, I am here tonight representing the Sheldon community association. We have a letter that we would like to read for you folks. After reviewing the draft EIR, dated October 2004 we are in agreement and fully support the greater Sheldon road estates home owners association and request that you find the EIR does not support the rezone of 270 acres from AR-2 to LDR resulting in 4-7 dwelling units per acre these rezones are identified as parcels 21 and 29 in the EIR. Throughout the document staff indicates that such a rezone would be in conflict with both the current general plan and stated city policies. Granting this rezone would create a conflict of land use, be growth educing, inconsistent with the character of the Sheldon area and result with significant environmental impacts that are outlined in the EIR Staff's conclusions are supported by letters of various agencies providing input. In general granting the rezone would have future significant impact on schools, roads, air quality, noise, light levels, wetlands and wildlife. Not only are these mandated area addressed in the EIR, but there are also quality of life issues that affect the area residents, the city and the region as a whole. Therefore, since you haven't received your packages yet on the EIR there are three alternatives you can choose at this point in time. We would ask that as you move forward you choose alternative #2 as your recommendation to City Council. Thank you."

7-3

Chairmen Hume: "Thank you. Tom Shine followed by Mark White."



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Comment 7 continued

Tom Shine. "Chairmen, Commissioners, my name is Tom Shine and I am here with the GRESHA Group. I am talking about sites 21 & 29. I had an opportunity to poke around in that thing this afternoon and I want you to be very careful and fully realize what the significance of what is being presented in this amendment. There is information in there which I think if you look at it carefully you will find it is incomplete and in it's incompleteness it is misleading. I specifically point to section 3 project description; there is a table in there, table 30-1, that is land use surrounding the proposed general plan amendment sites. For site 21 it omits that on the west, north and east boundaries that it is bordered by rural residential, it doesn't say anything about that. Site 29, is also misleading in the fact that it says the north boundary is bordered by estate residential. And you can see on here that only 1/34 of the Northern boundary is bordered by estate residential. The other 2/3 is rural residential that is misleading in itself. Also to the south, no that's ok. When we look at proposed land use changes, I come up with a slightly different figure, by taking gross acreage, and that is what everything is based on here is gross acreage not net acreage as the general plan wants us to work with, but with gross acreage just dividing the number of potential dwellings at the maximum build out on whatever is allowed. I come up with over 1900 units, dwelling units. That is with the proposed land use change is authorized there is a potential of 1900 units being built out on those two sites. I looked at alternative 3, saying well what is going on, what can we do here, well site 21, the south site, alternative 3 says they have 62.3 acres and we want to do estate residential. That could come up with 249 units on those 62 acres. The remainder of site 2, the 91 acres they identified, they can end up with little over 45 dwelling units per acre for a total of 294 units in alternative 3 on site 21. A similar situation exists for site 29. You come up with a total of 203 units, that's a cumulative total of 497 units. These are gross units, it does not consider the power lines running through the property which is a significant piece of it, it doesn't consider the lake going through there or anything else. Maybe we ought to look at net; we will find a compacted construction going on. Thank you."

7-4

Chairmen Hume. "Thank you very much. Mark White, followed by Leo Fassler."

Mark White: "Good evening Chairmen and Commissioners, I'm Mark White from GRESHA and I want to talk about 21 & 29. Some of the things that I see is that it is really not compatible with the area currently, in its current zoning. With everything being rural around it just doesn't seem like it would work. Also with the power lines going over there when you designate it as RD-4 or RD-7, whatever the case is, they are going to pack them in there tight and then leave a lot of open space is what they are saying, so were are not going to have RD-4 these lots are going to be a lot smaller than that. We will have smaller parcels there. Third thing I have found is that I had a conversation with Steve Looer over at the facilities for the Elk Grove School District and they are having a real difficult time getting sites in the East part of town for elementary schools. I think after the high school at Bond and Bradshaw no one wants them around. The reality is that at some point, if you guys rezone if you have to assume that houses will go there and those kids have to go to school and right now I can tell you my kids school is going to be impacted by about 400 students from a new school next year because they are not getting built fast enough. When you have a school of 600 and you add 400 students on to that for a year so they can do some renovations that is a big impact and that is going to affect my kids education, eventually what is going to happen is Elk Grove as a whole is going to lose because our education systems is going to start to slip. And the last one is, until the Sheldon interchange is up and running I think it would be irresponsible to rezone anything new out there. Because if you ever have sat in the traffic there, I live off of Sheldon and I cannot even use Sheldon Rd. as my main thoroughfare because I can't get around. Thanks for your time."

7-5

Chairmen Hume: "Thank you. Leo Fassler followed by Shirley Peters, or Shirley as she put on the speaker card."

Leo Fassler: "Good evening Chairmen Hume and Commissioners, I am going to be real brief because I am assuming that all of you got a copy of the letter that I sent you. So I stated my thoughts in that letter, but basically I want to ask that you not go ahead and approve this. You did what the community wanted when putting the General Plan together, you listened; you listened to use residents in wanting to keep a portion of this city rural. The city council listened to your recommendations and also did that. We just humbly ask that you stick with this and I think from a planning point of view you did the right thing because all the way from Elk Grove-Rain clear to Granline, at least 1/4 mile on each side of Sheldon rd has been 2 acre parcels or more forever and now to plunk in subdivisions in the middle of that would be really bad planning and all of you know that. So I again please ask that you stick with the General Plan you adopted and respected the wishes of the citizens in the community. Thank you very much."

7-6

Chairmen Hume: "Thank you. Shirley followed by Sharon Lynes and after Sharon is Frank Roubost and that is the last speaker card I have."

Shirley Peters: "Shirley Peters of the Greater Sheldon Road Estates Home Owners Association, first of all Mr. Winuk we will miss you, I hear you are not going to be on the board, how can we get after you on the Commission."

7-7

Commissioner Winuk: "Well you have to fire Pat Hume first!"

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Comment 7 continued

Shirley Peters: "We don't want to do that either. You have received my letter in regard to the EIR. In addition to that we are looking at alternative 2 it says General Plan Amendment project without 21 & 29 and then in the NOP I also ask that be done because this is not fitting in with the purpose of what the amendments were. Also alternative 3 says, will have lower densities with blending, with clustering so that means we will group smaller houses together, this does not fit in with the rural area. Also if we have our trails, early in April I submitted to you that we had recommended as far as GRESHA is concerned. This plan is still on file with the planning commission. It shows AG-RES 2 and AG-RES5, it shows trails, it shows places open for the whole community so they can bring children in for nature trail studies. It shows equestrian trails that could connect to Calvine. We worked with the horse people there and this would work, this would be a vision that would be beautiful and working for the whole community, not just our community. This would be something that Elk Grove would show that is their culture. Other cities have all their ideas; we remember them because of certain things we should be remembered for the rural. Also our group is an environmental group and in my last paragraph it says supporting the policy of the Council to manage growth by retaining the rural region, is what they told us, this will protect the entire community of Elk Grove because the environment overall would be less impacted. Dirty air travels throughout the city. It just doesn't stop where all the cars are. Adding high numbers of people in one area will impact all the roads, people don't just stay in there neighborhood. With more students moving in having to be bused to other schools, all schools will be impacted throughout the area because these students have to be, when the school is overcrowded, taken to other schools which a longer commute sometimes than their own parents. So as a whole we ask you to stay with this good plan. It is smart, it shows community support and shows concern and responsible concern for the community. Thank you."

7-7  
cont.

Chairmen Hume: "Thank you. Sharon Lynes followed by Frank Roubost and again Frank's is the last speaker that I have. Could you start Ms. Lynes time?"

Commissioner Lindsay: "And start it two minutes ago."

Sharon Lynes: "Am I to understand that you have not had a chance to look at this project, is that what I am hearing tonight? Have you looked at this at all? How come I had this two weeks ago?"

Commissioner Lindsay: "Good question."

Commissioner Winuk: "Our staff likes you, they don't really like us."

Sharon Lynes: "But no, it just that I know how competent you guys are and that is sad, because I think it is kinda silly for you not to."

Chairmen Hume: "Well the important thing is that you have an opportunity to make your comments on how it is inadequate and then we will view your comments and response to comments, I mean we are not making any decisions tonight, but it would have been nice to know the difference between alternatives 1, 2 & 3."

Sharon Lynes: "You know that a lot of us have spent a lot of time going through this and I appreciate getting a copy of this from Taro for the Sheldon Community. Right off the top I do agree overall with the draft EIR, in that number 21 & 29 are found to have significant impacts on this portion of the Sheldon community. In many of the EIR elements it does support that they will make a definite impact, numbers 21 & 29, the only one I don't agree with, and the only one is on page 4.1.2. excuse me that is the impact it is on page 4.1-12. And I definitely disagree with this statement.... "The sites are bordered by rural residential uses on all sides implementation of the proposed GPA would increase the density of residential development allowed at the sites, however"...This is where I disagree. "Placement of one single family residential development adjacent to another single family residential development could not constitute a land use conflict." That is irresponsible. One home on 2 acres as it now stands, is what it is zoned for versus potentially 14 houses on 2 acres, and this is not a land use impact. That is incorrect, that is the only statement practically in the whole book I disagree with. What happens to the right to farm, as Mr. Lindsay put it out in your statement and what about the right to do AG. There is a difference, I disagree with this one paragraph, that is about the only thing I disagree with throughout the whole thing. please jot that down, 4.1-12. Also Gary Winuk and his original statements that are back here, requested that the wetlands, which is the Laguna Creek, and the drainage be included in the draft EIR, they are not included. Also Mr. Lindsay requested that "affect on character of life issues" AG versus LD, and those impacts have not really been looked at, and how it impacts the rural area this is on 4.1-2, which I already addressed. These need to be looked at more thoroughly and those were not addressed really in this document, maybe I missed them, maybe you will disagree with me, but anyway the draft EIR does suggest and prove that Alternative 2 is the environmentally superior alternative and that is the direct quote at the beginning of the draft EIR, 2.0-2 and at the end of the report on page 6.0-1. Once again alternative 2 is the environmentally superior alternative Please approve the GPA project without 21 & 29. That is my last comment. So alternative 2 would definitely support our Sheldon community. Thank you."

7-8

Chairmen Hume: "Thank you. Frank Roubost. I hope I am pronouncing that correctly "

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Comment 7 continued

**Frank Roubost:** "I'm Frank Roubost, good evening. I oppose this projects number 21 & 29 because it is not compatible with the rural area. I am hoping you will stay with the general plan, we have had a nice rural area and hope you will help keep it this way. We really don't want to fight all this extra traffic. Like I say it is really a nice neighborhood and I am not looking forward to having our road opening up, because he is planning on opening that Sandage avenue up and I would just like to put it on notice that I am definitely against this. Thank you."

7-9

**Chairmen Hume:** "Thank you Mr. Roubost's was the last speaker card I have is there anyone else that was tardy in getting a slip in? No, ok in that case I will close public comment and at this time before we move to comments from Commissioners, Mr. Angell would mind walking us through the three alternatives and what they proposed and perhaps what the differences in them are."

**Pat Angell:** "Certainly. And I would be more than happy to give up my copy tonight for any of the five of you that you would like it."

**Commissioner Lindsay:** "Since you made that offer, tell me when we can expect copies."

**Pat Angell:** "We will get them to you tonight "

**Commissioner Lindsay:** "I don't need to read it tonight."

**Chairmen Hume:** "I may still want your copy though."

**Pat Angell:** "You can have my copy. I am just trying to find, there is a brief summary of the alternatives and that is what I am trying to find. Ok, the three alternatives that were evaluated in the EIR was the no project alternative which is you don't approve any of these general plan amendments, the general plan stays as is currently is right now. Alternative two is the general plan amendment as proposed, however sites 21 & 29 would not be changes they would remain rural residential. Alternative three was what we call the reduced residential density alternative, which specifically changed the land use designations for 21 & 29 and did the mixture of rural residential and estate residential."

**Chairmen Hume:** "Thank you. Any further questions or comments, starting with Commissioner Kramer."

**Commissioner Kramer:** "None"

**Chairmen Hume:** "Commissioner Winuk."

**Commissioner Winuk:** " My comments were mostly covered this evening, although I want to thanks Ms. Lynes for not only remembering my words but bringing them back so many months later, but again not having the liberty of reading the EIR if the wetlands or drainage wasn't covered I would encourage that to be a part of it as well."

**Chairmen Hume:** "Thank you, Commissioner Murphy."

**Commissioner Murphy:** "Will there be information when we get our copies that go specifically into traffic impacts as to existing car counts and level of service on the roads in that area as they presently exist?"

**Pat Angell:** "The traffic analysis focuses on the traffic impacts under the adopted general plan versus these changes and what the difference is."

**Commissioner Murphy:** "Okay thank you."

**Chairmen Hume:** "Commissioner Lindsay"

**Commissioner Lindsay:** "Question for staff first, draft EIR's and final EIR's have to look at at least one alternative that is the maximum build out correct? Ok, that is all I got."

**Chairmen Hume:** "I have one that is just a general question first. In the past when we have had comments on the EIR's there has been a recorder here. Is there a reason why we didn't have one this evening?"

**Pat Angell:** "We actually are recording the meeting on tape and we will be transcribing that."

**Chairmen Hume:** "That is what I assumed. My question refers back to something that I believe it was something that Mr. Kemper mentioned as far as, and this follows up on the question that Commissioner Lindsay asked, in regards to LDR versus ER, excuse me low density residential versus estate residential, does the general plan alternative three, it assumes the density of the low density residential is that correct?"

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Comment 7 continued

**Pat Angell:** "Alternative 3, and I wish I had a graphic to throw up there, but what alternative 3 does since we have the image up there, it basically puts the orange which is the estate residential designation color basically in the middle of both 21 & 29 and the rest stay rural. There is no low density residential designation associated with alternative 3."

**Chairmen Hume:** "Ok, so Estate Residential assumes a maximum of 4 dwelling units per acre. So where did we get the idea of 7 per acre?"

**Pat Angell:** "That is under low density residential designation."

**Chairmen Hume:** "I understand that, but is that in this document, I am sorry but I have not had a chance to read it."

**Pat Angell:** "Yes".

**Chairmen Hume:** "And is that...let me get to my question, is there a difference in regards to impact going to Estate Residential only or going to a low density, I am trying to get at what the issue that Mr. Kemper brought up was, is there a difference in regards to impact? In other words, would it appear to be lesser impact, obviously considering a lower density and if so was that not considered?"

**Pat Angell:** "Well there is a difference in the number of units you will yield between those two designations. So in turn the lower designation the lower number of units, lower traffic you will have, the lower air quality affects, on and on and on."

**Chairmen Hume:** "Right, and so which designation was the one that was considered?"

**Pat Angell:** "For alternative 3 it was a mix of rural residential and estate residential. The proposed change that the EIR looks at is a change to low density residential."

**Chairmen Hume:** "Ok why is that, if that's not what we are changing it to why would the EIR look at that?"

**Pat Angell:** "That's what the EIR looks at was this proposed change which dates back to when the general plan was being processed and it was one of the many alternatives we looked at from property owner requests."

**Chairmen Hume:** "Would the overall, I don't know the right words to use on this, but would the overall affect or recommendation by staff change where it to be estate residential rather than low density residential?"

**Pat Angell:** "I am not sure what staff's recommendation is going to be, Eric Noms is the planner on that and he is not here tonight."

**Chairmen Hume:** "Ok thank you. Any other questions?"

**Commissioner Winuk:** "Can I ask you a question about that?"

**Chairmen Hume:** "Yes"

**Commissioner Winuk:** "I realize that some of the potential project plans may not use the entire site for low density, but if you give it that zone as an entitlement it would seem to me that you would have to do the EIR not based on what a plan might be, but on what the zoning or proposed general plan change may be."

**Chairmen Hume:** "Well and I guess that is my question. We wouldn't be giving that as an entitlement, correct?"

**Commissioner Lindsay:** "That was the thrust of my question, the EIR has to look at the greatest impact of the potential zoning and that is what they did. I think that Mr. Phillips office through Mr. Kemper's comments are spacious. We can't look at proposals that may or may not come in we have to look at to what the ultimate zoning would allow."

**Commissioner Winuk:** "I agree with that."

**Chairmen Hume:** "I don't disagree with that, I guess what I was asking is Estate Residential considered low density zoning."

INAUDIBLE

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Comment 7 continued

**Commissioner Lindsay:** "I think that is why if it is alternative 3 to have that in there but even with that alternative I assume having not read the arguments here I am assuming that the alternative would look at the greatest number of units within that combination of zoning within alternative 3 and that is why we have a number of 350 approximately as opposed to the 298 that Mr. Kemper said was proposed."

**Chairmen Hume:** "Okay, so we don't have a number of 1 thousand and something that was brought up earlier."

**Commissioner Lindsay:** "But we would under the low density residential "

**Chairmen Hume:** "We have had a rough week, but am I missing something here?"

**Commissioner Lindsay:** "We can look at it this way, right now it has a certain base zoning. The general plan proposes Low density residential which would equate to about 1100 units. We are looking at alternatives, one which says no change, one that says...umm..help me out here."

**Commissioner Winuk:** "General Plan Amendment project without sites 21 & 29."

**Commissioner Lindsay:** "And the final alternative is estate residential and rural residential which would come in if it were to be that way would max out at about 350. So we have those choices in front of us, we have 1100, no change or 350 and that is what we are looking at as alternatives here."

**Chairmen Hume:** "How do you get the 1100 though?"

**Commissioner Lindsay:** "The low density residential given the number of acres could produce that."

**Chairmen Hume:** "Right but the nothing would remain at AR-2 correct?"

**Commissioner Lindsay:** "Right"

**Chairmen Hume:** "So then the something would still remain at AR-2 and then everything would be the mixed at the 350. I am just trying to figure it out."

**Commissioner Lindsay:** "Ok, no change we have AR-2 right..."

**Chairmen Hume:** "OK"

**Commissioner Lindsay:** "Change to the Low Density Residential."

**Chairmen Hume:** "Now who is proposing that, where did that come in."

**Commissioner Lindsay:** "The applicant originally and that was considered an alternative in the general plan."

**Chairmen Hume:** "Is that one of the three alternatives in the General Plan Amendment draft EIR or draft supplemental EIR?"

**Commissioner Lindsay:** "No these are alternatives to that proposal."

**Christine Crawford:** "Think of alternatives in a different way than the general plan alternative."

**Commissioner Lindsay:** "Think of them alternatively."

**Christine Crawford:** "I mean when we were talking about the general plan in the first place, that we had 40 alternative sites, set that aside. Under CEQA you analyze the proposed project and then CEQA requires you to look at alternatives which are supposed to be intended to find more environmentally friendly less impacting alternatives to the project. So the proposed project is low density residential which results in the 1100 units and the reason why it is different than what the gentlemen in the audience indicated is because we netted out the creeks and he didn't. So as alternatives to that we are looking at less impacting alternatives and we created those different scenarios because we are required to for comparative sake. And that is where we came up with different land use designation alternatives which all generated different unit counts but all less than the low density residential proposed projects. Does that help at all?"

**Chairmen Hume:** "So what you are telling me then is that the 350 figure has been considered and the impact that would generate has been addressed in the report."

**Christine Crawford:** "I'm sorry I can't remember came from Pat or the attorney in the audience."

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Comment 7 continued

INAUDIBLE

Christine Crawford: "Ok, then yes "

Commissioner Murphy: "Just to clarify, when you are talking alternative 3 the maximum number of units that staff has calculated if we adopt alternative is 350 units on 21 and 29."

Commissioner Lindsay: "Combined"

Commissioner Murphy: "Pardon me?"

Commissioner Lindsay: "Combined"

Commissioner Murphy: "Combined"

Pat Angell: Correct

Chakmen Hume: "Anyway moving right along, anything else for staff on this item? Anything staff needs from us? Ok let's move on to the next regular public hearing, thank you everyone for coming out making comment."

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### COMMENTS 7 PUBLIC COMMENTS RECEIVED BY THE PLANNING COMMISSION ON NOVEMBER 18, 2004

Please note that discussion between Planning Commissioners and City Staff that was not comments regarding the adequacy has not been responded to herein. Responses are only provided to comments addressing the DSEIR.

#### COMMENT 7-1 JUNE COATS, SHELDON COMMUNITY ASSOCIATION

Response 7-1: The commentor indicates that a rezone of Sites 21 and 29 is inappropriate. The comment is noted. The commentor continues to suggest that Low Density Residential development of the two sites would result in destruction of the portion of Laguna Creek bisecting the site. The commentor is referred to page 1.0-8 first bullet, second paragraph (Drainage, flooding, and water quality impacts). Any modification of Laguna Creek would require permitting and approvals from the California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, City and the Regional Water Quality Control Board.

#### COMMENT 7-2 KEVIN KEMPER, LAW OFFICES OF GEORGE PHILLIPS

Response 7-2: The commentor indicates their office represents the Gidaro Group, the applicant for both properties (not the property owners) identified as Sites 21 and 29. The comment is noted. The commentor indicates that that Draft SEIR overstates the unit yield that would result from the City-initiated General Plan Amendment Project and that Alternative 3 analyzes Low Density Residential and Estate Residential land uses. The commentor is referred to the Responses to Comment Letter 6.

#### COMMENT 7-3 GEORGE MURPHY, SHELDON COMMUNITY ASSOCIATION

Response 7-3: The commentor indicates that approving the Draft SEIR for a rezone of Sites 21 and 29 would be in conflict with both the current General Plan and stated policies. The comment is noted. The commentor is referred to Response to Comments 3-2 and 3-3.

#### COMMENT 7-4 TOM SHINE, GREATER SHELDON ROAD ESTATES HOME OWNERS ASSOCIATION (GRESHA)

Response 7-4: The commentor indicates that Table 3.0-1 does not include the Rural Residential land uses bordering Site 21 on the west, north, and east boundaries or that two-thirds of the northern boundary of Site 29 is adjacent Rural Residential.

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

- The following edit is made to Table 3.0-1 of the Draft SEIR:

**TABLE 3.0-1  
LAND USES SURROUNDING THE PROPOSED GENERAL PLAN AMENDMENT SITES**

Site	Surrounding General Plan Land Use Designations
4	North & South: Commercial; East: Medium Density Residential; West: Open Space, Public-Quasi Public, and High Density Residential
5	North: High Density Residential; South: Site 41; West: Low Density Residential; East: Commercial
21	North: Site 29; East: Rural Residential; West: Rural Residential; South: Estate Residential, Public Schools, Quasi-Public;
24	North and South: Estate Residential; West: Low Density Residential; East: Elk Grove Triangle Planning Area
29	North: Estate Residential, Rural Residential; South: Site 21; East and West: Rural Residential
40	North and South: Low Density Residential; West: Commercial; East: Commercial, Public/Quasi-Public
41	North: Site 5; South: Low Density Residential; West: Low Density Residential; East: Commercial
A	North, South, East, and West: Low Density Residential; Northeast: Open Space

The commentor also accurately indicates that by using gross acres to calculate the maximum build out of sites [Sites 21 and 29] he comes up with over 1,900 dwelling units for the City-initiated General Plan Amendment Project and 497 units for Alternative 3. Potential buildout calculations for the City-initiated General Plan Amendment Project assume that approximately 30 percent of the total area would not be developed with homes (due to streets, powerline, and floodway areas), and that development intensity for Low Density Residential on these sites would average 5.6 dwelling units per acre. At a maximum of seven dwelling units per acre, total buildout would increase to 1,339 dwelling units; the lower figure of 1,017 is consistent with buildout projections prepared by the City for other sites as part of the General Plan process. For Alternative 3, Sites 21 and 29 were anticipated to build out at 70 percent of the maximum density allowed by the Rural Residential and Estate Residential uses, for a total of approximately 350 dwelling units. The 30 percent reduction accounts for approximately 30 percent of the total area that would not be developed with homes (due to streets, powerline, and floodway areas).

COMMENT 7-5 MARK WHITE, GREATER SHELDON ROAD ESTATES HOME OWNERS ASSOCIATION (GRESHA)

Response 7-5: The commentor indicates that a rezone of Sites 21 and 29 will result in lot sizes smaller than RD-4 and that the number of residences resulting from development will impact area schools significantly. The comment is noted. The commentor is referred to the third bullet on p. 1.0-9 of the Draft SEIR regarding public school impact. Traffic impacts associated with the City-



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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initiated General Plan Amendment Project are addressed in Section 4.3 of the Draft SEIR.

COMMENT 7-6 LEO FASSLER, RESIDENT

Response 7-6: The commentor refers to the letter submitted by him dated November 5, 2004. The commentor is referred to Response to Comments 4-1 through 4-10. The commentor goes on to suggest that the Elk Grove Planning Commission not approve a rezone for Sites 21 and 29. The comment is noted.

COMMENT 7-7 SHIRLEY PETERS, GRESHA

Response 7-7: The commentor refers to the letter submitted in regard to the EIR. The commentor states that Alternative 2 (City-initiated General Plan Amendment Project excluding Sites 21 and 29) is acceptable to lessen generally described environmental impacts. The comment is noted. The commentor also indicates that the environment would be impacted by air pollution, traffic, and more students. The commentor is referred to the third bullet on page 1.0-9 of the Draft SEIR regarding public school impacts, to Section 4.3 (Transportation/Circulation) of the Draft SEIR regarding traffic impacts and consideration of trail planning in the City. Air quality impacts of the City-initiated General Plan Amendment Project are addressed in Section 4.5 of the Draft SEIR.

COMMENT 7-8 SHARON LYNES, RESIDENT

Response 7-8: The commentor indicates agreement with the Draft SEIR in that Sites 21 and 29 would have significant impacts. The commentor goes on to indicate disagreement with Impact 4.1-12 of the Draft SEIR, citing "...Placement of single family residential development adjacent to another single family residential development could not constitute a land use conflict..." is irresponsible. The comment is noted. Placement of Low Density Residential adjacent to Rural Residential is not considered a land use conflict as described in the Draft SEIR, given the similarities in land uses. However, the increased density associated with the Low Density Residential uses would result in traffic, air quality, noise, visual, and public service impacts, which are noted in the relevant sections of the DSEIR. The commentor is referred to Section 4.3 (Transportation/Circulation), Section 4.4 (Noise), Section 4.5 (Air Quality), Section 4.6 (Public Services), and Section 4.7 (Visual Resources/Light and Glare) regarding those impacts.

The commentor also stated that requests were made to include wetlands, drainage, and the "affect on character of life issues", AG versus Low-Density Residential. The commentor is referred to p. 1.0-7 through 1.0-9 which discusses items raised through the NOP process and how they are addressed.

The commentor suggests approving Alternative 2 (City-initiated General Plan Amendment Project excluding Sites 21 and 29). The comment is noted.

### **3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR**

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COMMENT 7-10 FRANK ROUBOST, RESIDENT

Response 7-10: The commentor indicates opposition to development of Sites 21 and 29. The comment is noted.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

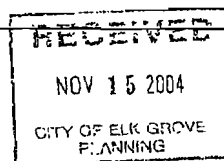
Letter 8



Shirley Peters, President  
Bob Ennis, Vice President  
Pai Koeng, Secretary  
Woodrow Smith, Treasurer

Board of Directors  
Carl Amundson  
David Armandantz  
Ken Bauer  
Kathleen Ennis  
Curtis Hoffman

neowners Association



To: Elk Grove Council  
Elk Grove Planning Commission  
Phil Carter, Development Director  
John Danielson, City Manager  
Tony Manzanetti, City Attorney

From: Shirley Peters, President (GSREHA) *Shirley Peters*  
Greater Sheldon Road Estates Homeowners Assn.

Date: November 12, 2004

Re: Amendment to the General Plan concerning Sites 21 and 29  
Request denial of amending Sites 21 and 29

Attn: Craig Hoffman, Planning

In response to the October, 2004 Draft Supplemental EIR, members of the Greater Sheldon Road Estates Homeowners Association do not support the proposal to allow incompatible urbanized densities in an area designated by the Elk Grove General Plan as Ag/Res 2 minimum in the area in question. The members, instead, fully support the rural/agricultural plan adopted in the Elk Grove General Plan by the Council Members and fully supported by the Planning Commissioners, as well as the residents who attended the visionary meetings, who also supported rural agricultural developments in the northeastern region of Elk Grove; namely, east of Elk Grove-Florin Road, north and south of Sheldon Road to Bradshaw and beyond.

8-1

Having reviewed the Draft EIR, I have found it to be a faulted document; in my opinion, there exists no impartial detachment nor objectivity but supports urbanizing Sites 21 and 29. Allowing the urbanization of these sites would forever change the look of this region, thus will severely impact the environment, infrastructure and schools. To allow the urbanization of Sites 21 and 29 would disregard and violate the policy established by the Council; i.e., to regulate and manage growth by creating a rural/agricultural (Ag/Res 2-5) region (this includes GSREHA), resulting in lower densities. Changing the zoning to urbanized lots would destroy the rural character and culture that has been Elk Grove since the inception of the community, long before cityhood.

8-2



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 8 continued

There are several examples supporting my conclusion: In the General Plan Scoping Session Transcript on page 2, the Elk Grove planner described the procedure "It triggered us (Planning Staff) to recalculate the EIR and the general plan. Upon providing that information the council provided options on how to proceed the council then found a series of alternatives that they really liked but they didn't want to stop the general plan process and directed to come back with a general plan amendment to included these and do the associated environmental to give them the coverage." From this statement, one would believe that the council already has their mind made up but are obligated to go through the process anyway.

8-3

Also, before the Final General Plan was adopted, these sites came before the council. Vice-Mayor Soares made a motion that these sites be considered the same as any other proposal would be considered. The council voted 5-0 in favor of bringing these proposals before the commission and council through due process. Later an administrative decision was made to include these sites with the other recommended sites. Sites 21 and 29 are totally incompatible with the other sites being considered, but are included with them. Sites 21 and 29 should never have been considered for amending.

Additional concerns:

*Page 1.0-9 Trails:* Trail Issues associated with Sites 21 and 29. There exist wetlands and considerable wildlife in this area. To allow high densities around these fragile conditions would eradicate the delicate wildlife. GSREHA members have submitted to the Planning Staff their plan for these areas. See GSREHA's plan filed with the Planning Staff, that describes nature and equestrian trails, joining trails coming from Calvine south. With the development of Ag/Res 2-5 parcels, these issues would not be severely impacted. Urbanizing the sites is a declaration of potential spoilage of the natural habitats.

8-4

*Schools* Developing 246 houses in this area would profoundly impact the already impacted nearby schools. Many students must be bused to schools other than their neighborhood schools because of overcrowding. Their commute to school is sometimes longer than their parents' commute to their jobs. Classes are overfilled, teaching and administrative positions have been eliminated; all in all, there would be a profound impact in schools. Therefore, the EIR is incorrect in stating that there would not be any impaction.

8-5

*Quality of Life Impacts:* "Quality of Life" concerns which include air quality, noise, and traffic significantly impacts the environment. Otherwise, why are these elements considered in an EIR? This is a prime example of selectively using the law to one's advantage.

8-6

*Section 4.1.* Land use conflicts associated with adjoining land uses and the proposed residential densities associated with Sites 21 and 29:

8-7

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

#### Letter 8 continued

*Inconsistency with General Plan: Page 4.1-4: Policy LU-18:* Land uses within the "Sheldon" area (generally encompassing the area designated for Rural Residential uses in the eastern portion of Elk Grove) shall be consistent with the community's rural character, emphasizing lot sizes of at least two gross acres, roadways which preserve the area's mature trees, and limited commercial services. Approval of Low Density Residential General Plan designation would allow a maximum density of 7 du/ac on sites 21 and 29, which would be **inconsistent with the community's rural character.** 8-7

*Page 4.1-1:* Sheldon Lakes is a subdivision project with 246 resident units that would profoundly impact the area's infrastructure, air quality, schools, roads and natural habitat. "Implementation of sites 21 and 29 would be inconsistent with relevant land use planning documents. **This is considered a significant impact to sites 21 and 29.**" 8-8  
 "The introduction of 'trunk' or service lines into rural Elk Grove could be considered growth inducing because it would introduce public sewer and infrastructure into an area currently without these services and not projected to become urban. This is considered a significant impact."

*4.2-10* Disagree with the DEIR, which states that there would be less than significant cumulative impact on housing increases. The DEIR report averaged out all of the Sites being considered for amending which gives a skewed picture. When considering only Sites 21 and 29 in the rural area, allowing urbanization of sites 21 and 29 would **significantly impact the rural area.** 8-9

*4.3 Transportation and Circulation:* "Thus, the project's contribution to cumulative impacts is **significant and unavoidable.**" 8-10

*Page 4.1-13* "Implementation of site 21 and 29 would be inconsistent with the General Plan Vision Plan, Vision Statement for the Sheldon Area, and General Plan Policies LU-18 and PF-10 because it would increase development in an area designated for rural residential uses. Therefore, this impact is considered **significant and unavoidable.**" 8-11

*4.2-10* Although the DEIR states that there would be less than significant cumulative impact on housing increases, allowing urbanization of sites 21 and 29 would **significantly impact the rural area.** Again, Sites 21 and 29 must be carefully scrutinized independent of the other Sites. 8-12

*4.3 Transportation and Circulation:* "Thus, the project's contribution to cumulative impacts is **significant and unavoidable.**" 8-13

*Page 4.5-12 Impact 4.5.2* "Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City. This is considered a **potentially significant impact.**" With the implementation of lower densities of Ag/Res 2-5, the impact would not be as significant. Studies show that pollutants are harmful, especially to children, the decision makers should be cognizant of this and should make responsible decisions to protect our community and make it livable and safe for ALL residents. 8-14

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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#### Letter 8 continued

4.4 Noise. Looking, specifically, at Sites 21 and 29, if urbanization were allowed, there would be an impact to the residents living on rural acreage. Each site must be considered project by project, not collectively. Adding higher densities to a rural region always impacts the rural area significantly. Impact 4.5.2 "Implementation of the proposed General Plan Amendment would increase air pollutant emissions from operational activities of land uses within the City. This is considered a potentially significant impact."

8-15

Page 7.0-6. Long-Term Implications indicate significant impacts (4.1.3). Significant and unavoidable impact (4.3.1). Cumulative traffic impacts on Local Roadways and State Highways (4.3.4) cumulative significant impact. Operation Related Emissions Impact (4.5.2) a potentially significant impact. Regional Air Plan Impacts Impact (4.5.4) cumulative significant and unavoidable impact. Alteration of Scenic Resources Impact (4.7.1) significant impact. Cumulative Impacts to Visual Character, impact (4.7.3) cumulative significant impact.

8-16

Supporting the policy of the Council to manage growth by retaining the rural region would also protect the entire community of Elk Grove, because the environment, overall, would be less impacted. Dirty air travels throughout the city, it doesn't just stay in one place. Adding high numbers of people in one area impacts all the overcrowded roads, not just the roads in the neighborhood. With more students moving in, and having to be bused to other schools, all schools will be impacted throughout the area. Additional buses needed to transport the students will add to the crowded roads and to the air pollution. Adding high densities to wetlands and nature habitats will drive out animals and birds, thus the idea of community trails and natural habitat system would become nonexistent.

8-17

Therefore, bearing in mind the unavoidable impacts that will significantly impact the rural area, members of GSRHEA recommend that you deny amending Sites 21 and 29 and, instead, support Elk Grove General Plan to protect the rural/agricultural (Ag/Res 2-5) area with Ag/Res 2 and higher, east of Elk Grove-Florin Road north and south of Sheldon Road.

8-18

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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**LETTER 8      SHIRLEY PETERS, GREATER SHELDON ROAD ESTATES HOMEOWNERS ASSOCIATION (GSREHA)**

- Response 8-1:      The commentor indicates that GSREHA does not support City-initiated General Plan Amendment Project for Sites 21 and 29. The comment is noted.
- Response 8-2:      The commentor suggests that the Draft SEIR lacks impartial objectivity and supports urbanizing Sites 21 and 29. Impacts resulting from the proposed action for Sites 21 and 29 are evaluated throughout the Draft SEIR Sections 4.1 through 4.7, 5.0 (Cumulative Impacts Summary), and 7.0 (Long-term Implications). The Draft SEIR evaluates the project as required under CEQA Section 15126 and neither endorses nor denounces approval of the project, or elements of the project.
- Response 8-3:      The commentor refers to the General Plan Scoping Session Transcript, page 2 and relates their understanding of how the City Council will take action and how Sites 21 and 29 should be considered. The commentor further asserts that Sites 21 and 29 are incompatible with the other sites being considered in the City-initiated General Plan Amendment Project and should not have been included. The comments are noted.
- Response 8-4:      The commentor indicates that there are trail issues associated with Sites 21 and 29 and suggests that higher densities on Sites 21 and 29 and allowing higher density residential uses would eradicate the delicate wildlife and wetlands that currently surround the proposed multi-use trails through Sites 21 and 29. The commentor is referred to page 1.0-7 last bullet and page 1.0-8 first paragraph (Biological resources impacts) and second bullet, second paragraph (Drainage, flooding and water quality impacts). As noted on these pages of the Draft SEIR, the previous General Plan EIR adequately addressed the biological resource impacts associated with the range of development considered in the General Plan and proposed in this General Plan Amendment. The City-initiated General Plan Amendment Project does not propose amendments to any trail plans for the City nor does it identify any locations for trails on Sites 21 and 29. The commentor is referred to Draft SEIR Section 4.3 regarding recently trail planning activities of the City.
- Response 8-5:      The commentor suggests that developing Sites 21 and 29 would significantly impact area schools and that the EIR is incorrect in stating that there would not be any impact. The commentor is referred to page 1.0-9 third bullet (Public school impacts). The discussion states that environmental effects of constructing additional public schools was previously discussed in the Elk Grove General Plan EIR in Sections 4.1 through 4.13. It further states that, "...that payment of Elk Grove Unified School District school impact fees provide full and complete school facilities mitigation, which future development on Sites 21 and 29 would be required to pay." This is consistent with the mitigation requirements under state law.
- Response 8-6:      The commentor indicates that "Quality of Life" concerns include air quality, noise, and traffic, which significantly impact the environment. The comment is noted. The commentor is referred to Section 4.3 (Transportation/Circulation), Section 4.4 (Noise), and Section 4.5 (Air Quality)

### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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for discussion of traffic, air quality, and noise impacts associated with the project.

*Response 8-7:* The commentor restates General Plan Policy LU-18 and the analysis provided for this policy in Table 4.1-1 of the Draft SEIR. As this comment restates information in the Draft SEIR, no response is necessary.

*Response 8-8:* The commentor states that Sheldon Lakes would profoundly impact the area's infrastructure, schools, roads, and natural habitat. The comment is noted. The Sheldon Lakes project is not being considered as part of the GPA; the GPA SEIR evaluates the environmental effects associated with changing General Plan land use designations on specific sites throughout the City. Impacts specific to any particular development proposal for Sites 21 and 29 would be analyzed as part of processing a development application request for specific land use entitlements (e.g., rezoning and tentative subdivision maps), which is not part of the City-initiated General Plan Amendment project that is evaluated in the Draft Supplemental EIR. As such, the GPA Draft SEIR appropriately analyzes potential development on each of the GPA sites.

The commentor also quotes statements from the Draft SEIR regarding consistency with land use planning documents and the introduction of sewer service lines into rural Elk Grove. These quotes restate information in the Draft SEIR, no response is required.

*Response 8-9:* The commentor disagrees with the cumulative analysis on page 4.2-10 and states that when considering only Sites 21 and 29 in the rural area, urbanization of those sites would be a cumulatively significant impact to the environment. The commentor is referring specifically to Impact 4.2.3 (Cumulative Population and Housing Increases). When analyzing the cumulative impact of the City-initiated General Plan Amendment Project in accordance with CEQA Guidelines, the project as a whole should be considered and considering only Sites 21 and 29 would not be correct or appropriate (Guidelines Section 15130(1)). The commentor is referred to Impact 4.2.1 which evaluates the contribution of each site to the project's population and housing increases. The significant environmental effects of this increase in development intensity are disclosed in the Draft SEIR.

*Response 8-10:* The commentor is referring to Section 4.3 and indicates that the City-initiated General Plan Amendment Project's contribution to cumulative impacts is significant and unavoidable. The comment restates the conclusion presented in the DSEIR; no response is required.

*Response 8-11:* The commentor restates information provided on page 4.1-13 of the Draft SEIR; no response is required.

*Response 8-12:* The commentor again suggests that the cumulative impact on housing increases is not accurate. The commentor is referred to Response to Comment 8-9.



### 3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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- Response 8-13: The commentor indicates transportation and circulation impacts are significant and unavoidable. The commentor is referred to Response to Comment 8-10.
- Response 8-14: The commentor refers to page 4.5-12, Impact 4.5.2 (Operation Related Emissions) and indicates that with implementation of lower densities (AG/Res 2-5), the impact to air quality would not be as significant. The comment is noted.
- Response 8-15: The commentor asserts that development of Sites 21 and 29 would have significant air quality and noise impacts on area residents and that each site must be evaluated project by project. The commentor is referred to the first bullet on page 1.0-7 of the DSEIR which explains why all of the sites are considered within one EIR. It is also noted that within the project level discussions for each impact in Draft SEIR Sections 4.1 Through 4.7, the effects associated with each site are provided individually where it is appropriate or feasible to do so. For details on the trips generated by each site and affected roadway segments, the commentor is referred to Appendix 2 of the Draft SEIR. As discussed in Section 4.4 (Noise), noise impacts associated with the City-initiated General Plan Amendment Project would be less than significant.
- Response 8-16: The commentor restates the significant and unavoidable impacts as stated on pages 7.0-6 and 7.0-7. As the comment quotes information from the Draft SEIR, no response is necessary.
- Response 8-17: The commentor describes various environmental impacts associated with urban growth. The comment is noted. Sections 1.0 (Introduction), 4.4 (Transportation/Circulation), and 4.6 (Air Quality) address the growth-related issues as they pertain to the City-initiated General Plan Amendment Project.
- Response 8-18: The commentor suggests that the City Council deny amending the land use designations for Sites 21 and 29 and instead support the current Elk Grove General Plan to protect the rural/agricultural area. The comment is noted.

## 4.1 INTRODUCTION

This section includes minor edits to the Draft SEIR. These modifications resulted from the response to comments received during the Draft SEIR public review period. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks [underline for new text and ~~strike-out~~ for deleted text].

## 4.2 CHANGES AND EDITS TO THE DRAFT EIR

### 1.0 INTRODUCTION

No changes to the Introduction were necessary.

### 2.0 EXECUTIVE SUMMARY

No changes to the Executive Summary were necessary.

### 3.0 PROJECT DESCRIPTION

The following edit is made to Table 3.0-1 of the Draft SEIR:

**TABLE 3.0-1  
LAND USES SURROUNDING THE PROPOSED GENERAL PLAN AMENDMENT SITES**

Site	Surrounding General Plan Land Use Designations
4	North & South: Commercial; East: Medium Density Residential; West: Open Space, Public-Quasi Public, and High Density Residential
5	North: High Density Residential; South: Site 41; West: Low Density Residential; East: Commercial
21	North: Site 29; East: Rural Residential; West: Rural Residential; South: Estate Residential, Public Schools, Quasi-Public;
24	North and South: Estate Residential; West: Low Density Residential; East: Elk Grove Triangle Planning Area
29	North: Estate Residential, Rural Residential; South: Site 21; East and West: Rural Residential
40	North and South: Low Density Residential; West: Commercial; East: Commercial, Public/Quasi-Public
41	North: Site 5; South: Low Density Residential; West: Low Density Residential; East: Commercial
A	North, South, East, and West: Low Density Residential; Northeast: Open Space

Draft SEIR page 3.0-1, paragraph 2 will be revised to read:

"Site 24 is located at the corner of Elk Grove Boulevard and ~~Waterman Road~~ Bradshaw Road in the East Elk Grove Specific Plan area..."

## 4.0 ERRATA

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Draft SEIR page 3.0-15, Table 3.0-2 (Proposed Land Use Changes) will be revised as follows:

**TABLE 3.0-2  
PROPOSED LAND USE CHANGES**

Site	Size (In acres)	Existing GP Designation	Proposed GP Designation
24	<del>3.5</del> 3.3	Estate Residential	Commercial
40	6.4	Low Density Residential	Commercial
4	1.6	Low Density Residential	Commercial
5	6.4	Low Density Residential	Commercial/Office/Multi-family
41	7.5	Office/Multi-family	Commercial/Office/Multi-family
21	160.4	Rural Residential	Low Density Residential
29	113	Rural Residential	Low Density Residential
A	7.4	Public Space/Recreation Open	High Density Residential

### 4.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

No changes to the Introduction to the Environmental Analysis and Assumptions Used were necessary.

#### 4.1 LAND USE

No changes to Land Use were necessary.

#### 4.2 POPULATION/HOUSING/EMPLOYMENT

No changes to Population/Housing/Employment were necessary.

#### 4.3 TRANSPORTATION/CIRCULATION

No changes to Transportation/Circulation were necessary.

#### 4.4 NOISE

No changes to Noise were necessary.

#### 4.5 AIR QUALITY

No changes to Population/Housing/Employment were necessary.

#### 4.6 PUBLIC SERVICES

Draft SEIR page 4.6-1, paragraph 3, sentence 1 will be revised to read as follows:

"Sites 4, 5, 24, 40, and 41 of the General Plan Amendment (GPA) project are serviced by the CSD-1 facilities. The main CSD-1 collection system includes over 2,400 miles of sewer pipelines ranging in size from four to seventy-five inches in diameter (see **Revised Figure 4.6-1**)."

Draft SEIR page 4.6-1, paragraph 4, sentence 1 will be revised to read as follows:

"The collection system within the General Plan Planning Area includes trunks (designed to carry flows from 1 – 10 mgd) and laterals collectors, which are wastewater conveyance facilities that carry wastewater flows of less than 1 mgd."

Draft SEIR page 4.6-1, paragraph 4, second to the last sentence will be revised to read:

"The existing Elk Grove trunk line extends southeast from the SRWTP influent diversion structure to Laguna Boulevard, then parallel to Laaguna Boulevard, to State Route 99 along East Stockton Boulevard, where the trunk line then parallels State Route 99."

Draft SEIR page 4.6-1, last paragraph, sentence 1 will be revised to read:

"The SRCSD and CSD-1 Board of Directors ~~are in the process of approving~~ approved the current Sacramento Sewerage Expansion Master Plan (Master Plan) in January 2004."

Draft SEIR page 4.6-2, last paragraph, will be revised to read as follows:

"The CSD-1 Master Plan identified the projected Equivalent Single-family Dwelling Unit (ESD) flows and Average Wastewater Flows through 2020 under buildout scenarios for the trunk sheds within the Planning Area. The Master Plan was completed considering the general land uses proposed under the City of Elk Grove General Plan (Attebury, July 2003). CSD-1 uses hydraulic modeling of the existing trunk sewer system to identify areas of the system where capacity is insufficient to convey existing or future storm peak wet weather flows. Plans for future expansion of the CSD-1 trunk sewer system were developed in "Trunk Shed Plans" for future areas of development. The information contained in the Trunk Shed Plans provides guidance for developers in planning and designing sewer facilities for new developments. **Revised Figure 4.6-2** illustrates the phased construction of projects identified in the SRCSD Interceptor System Master Plan future trunk sheds and trunk sewers proposed to meet the projected needs of the CSD-1 within the Planning Area through 2020. Additionally, **Revised Figure 4.6-2** displays the anticipated timing of ~~development~~ interceptor projects for each of the major development areas and the remaining unincorporated portions of the County. **Figure 4.6-3** identifies trunk expansion projects and **Figure 4.6-4** identifies future trunk sheds. The Regional Interceptor Master Plan EIR (State Clearinghouse No. 200112085), the SRCSD Master Plan, which includes the SRWTP 2020 Master Plan the Buffer Lands Master Plan, Control No: 97-PWE-0599) and the Sewerage Facilities Expansion Master Plan (Final Report, October 2000) identified system improvements and modifications that would be required to accommodate the projected growth in the SRCSD service area through 2020. Improvements include the expansion of the SRWTP from 181 mgd ADWF to 250 mgd ADWF. Additionally, the Interceptor Master Plan assumed that the ultimate development of the interceptor basins (existing and future) would accommodate projected densities through design of the individual trunk sewer systems. The interceptor improvements include alternative alignments of the Lower North West Interceptor, the Aerojet Interceptor and the Missile-Mather /Bradshaw 7 Interceptor and other system modifications. Additionally, the CSD-1 Sewerage Expansion Master Plan identified several expansion, relief and maintenance projects required to accommodate the projected increase of flows through 2020."

## 4.0 ERRATA

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Figures 4.6-1 and 4.6-2 of the Draft SEIR are replaced with Revised Figures 4.6-1 and 4.6-2, respectively. Figures 4.6-3 and 4.6-4 are added to the Draft SEIR.

### 4.7 VISUAL RESOURCES/LIGHT AND GLARE

The following edit is made to the fourth paragraph, third sentence, on page 4.7-6 of the Draft SEIR:

"The change from residential to potential commercial and/or office uses on Sites 4, 5, ~~21, and 24, and 29~~, the increased level of residential development on Sites 21 and 29, and the designation of Site A for development could introduce new sources of daytime glare into the City that were not considered in the General Plan EIR."

### 5.0 CUMULATIVE IMPACTS SUMMARY

No changes to the Cumulative Impacts Summary were necessary.

### 6.0 PROJECT ALTERNATIVES

The following edit is made to the first paragraph on p. 6.0-14 of the Draft SEIR:

"**Tables 6.0-5 and 6.0-6** identify potential traffic impacts associated with Alternative 3 for segments with projected impacts that differ from the impacts identified in Tables 4.3-6 and 4.3-7. Implementation of this alternative instead of the proposed project would avoid impacts to Bradshaw Road and Sheldon Road but would continue to impact Bruceville Road between Sheldon Road and Laguna Boulevard during the P.M. peak hour by increasing the v/c ratio from 0.89 (LOS D) to 0.91 (LOS E). However, with the exception of this segment, no other roadway segments would experience a significant impact. Implementation of Alternative 3 would result in fewer impacts to the local roadway network than the proposed project."

### 7.0 LONG-TERM IMPLICATIONS

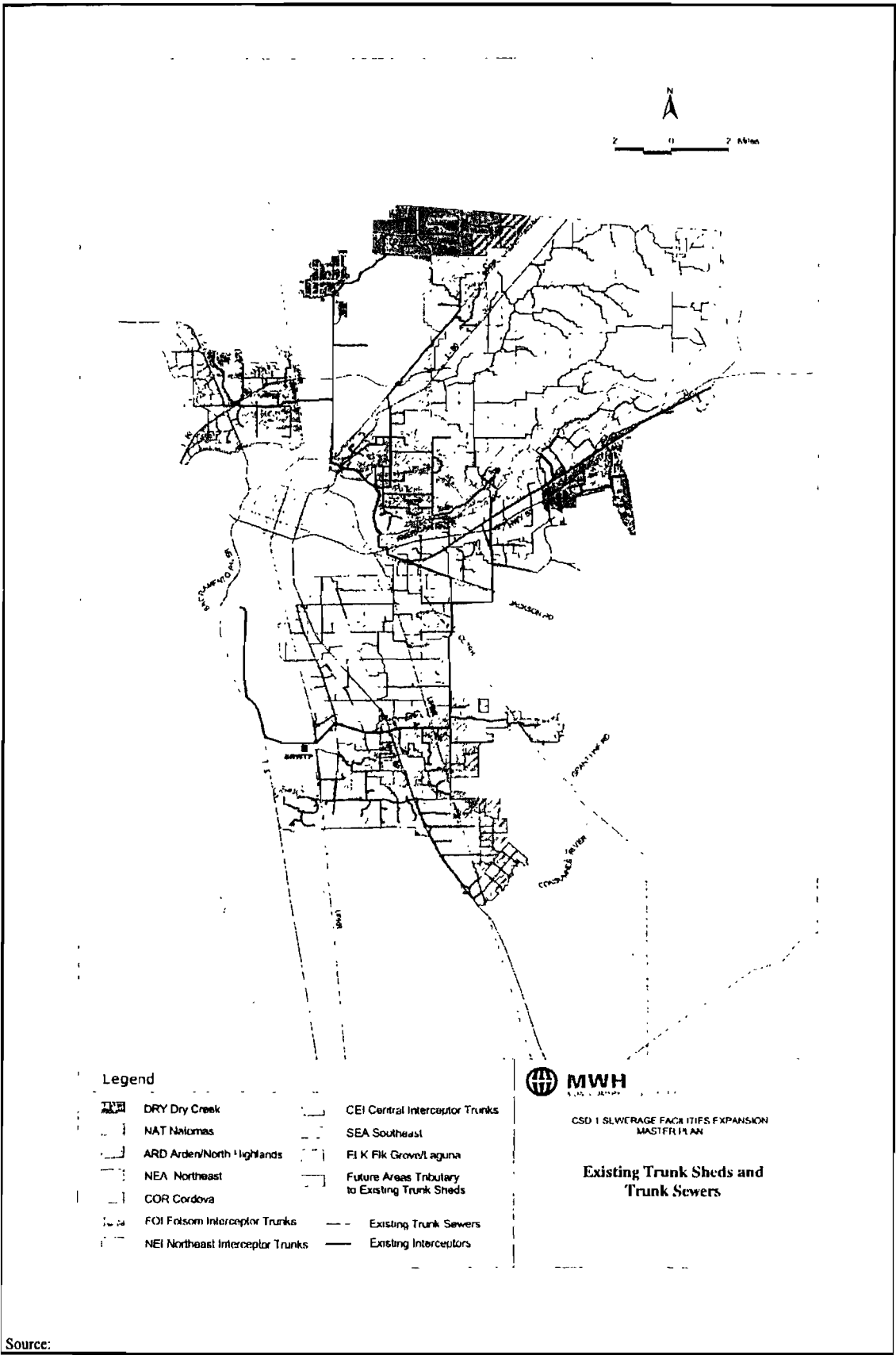
No changes to the Long-Term Implications were necessary.

### 8.0 REPORT PREPARERS

No changes to the Report Preparers were necessary.

### APPENDICES

No changes to the Appendices were necessary.



**Legend**

- |  |                                  |  |  |
|--|----------------------------------|--|--|
|  | DRY Dry Creek                    |  | CEI Central Interceptor Trunks                 |
|  | NAT Natomas                      |  | SEA Southeast                                  |
|  | ARD Arden/North Highlands        |  | FIK Fik Grove/Laguna                           |
|  | NEA Northeast                    |  | Future Areas Tributary to Existing Trunk Sheds |
|  | COR Cordova                      |  | Existing Trunk Sewers                          |
|  | FOI Folsom Interceptor Trunks    |  | Existing Interceptors                          |
|  | NEI Northeast Interceptor Trunks |  |  |

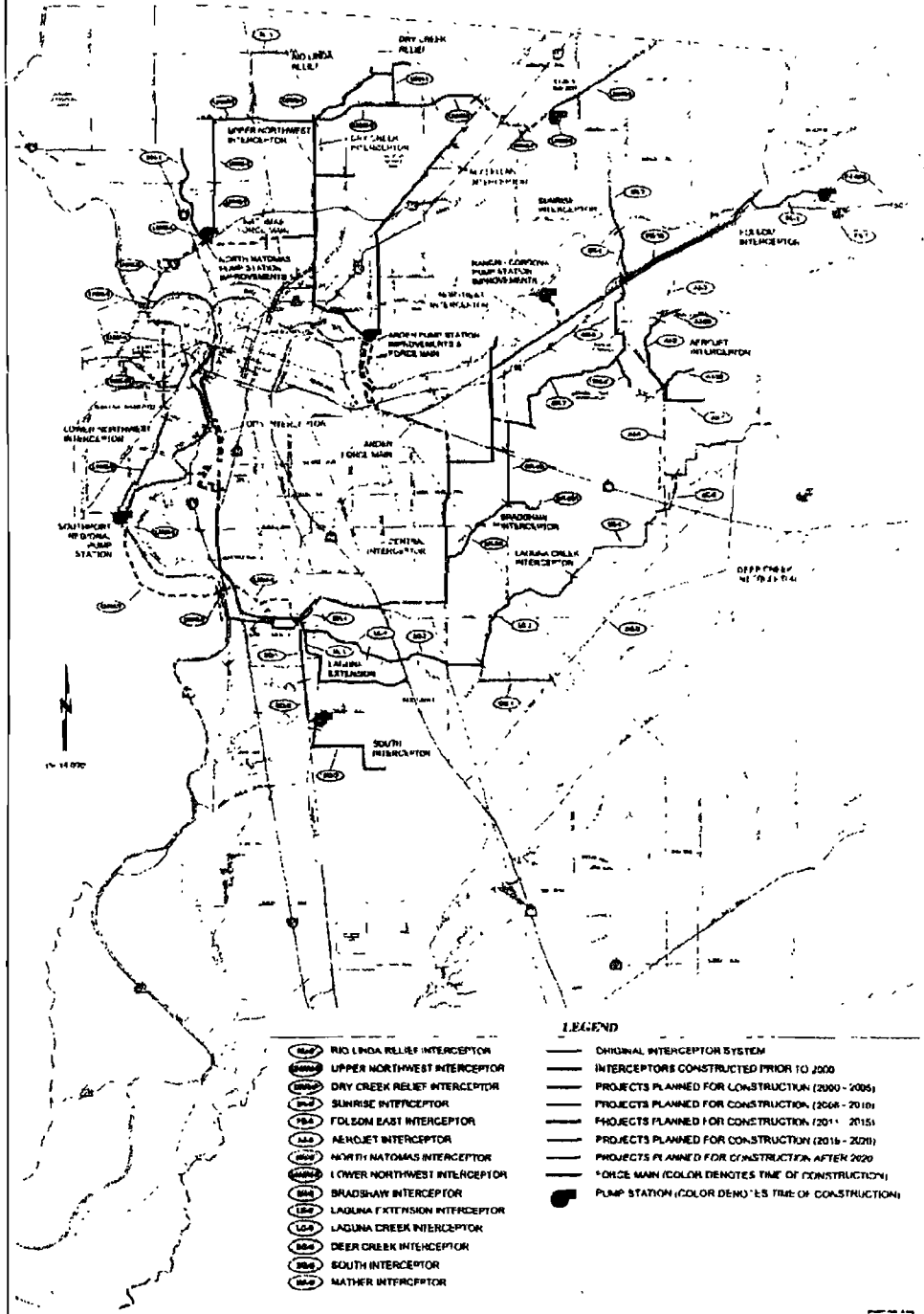


CSD 1 SEWERAGE FACILITIES EXPANSION  
MASTER PLAN

**Existing Trunk Sheds and  
Trunk Sewers**

Source:

**SRCSD INTERCEPTOR SYSTEM MASTER PLAN 2000**  
**Phased Construction of Expanded Interceptor System**  
**April 2004**

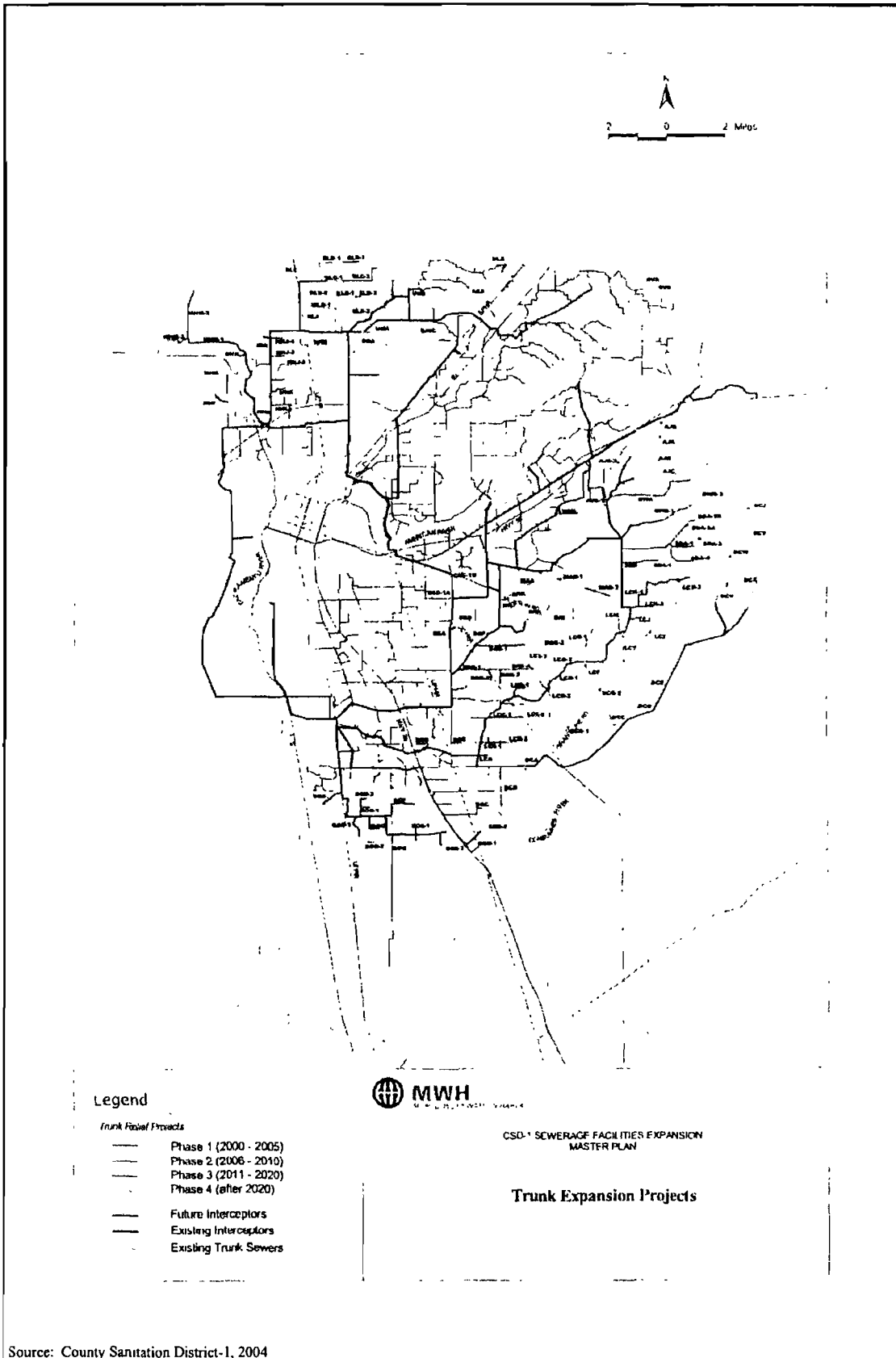


Source:



City of Elk Grove Planning

REVISED FIGURE 4.6-2  
**SRCSD INTERCEPTOR SYSTEM MASTER PLAN 2000**  
**PHASED CONSTRUCTION OF EXPANDED INTERCEPTOR SYSTEM, APRIL 2004**

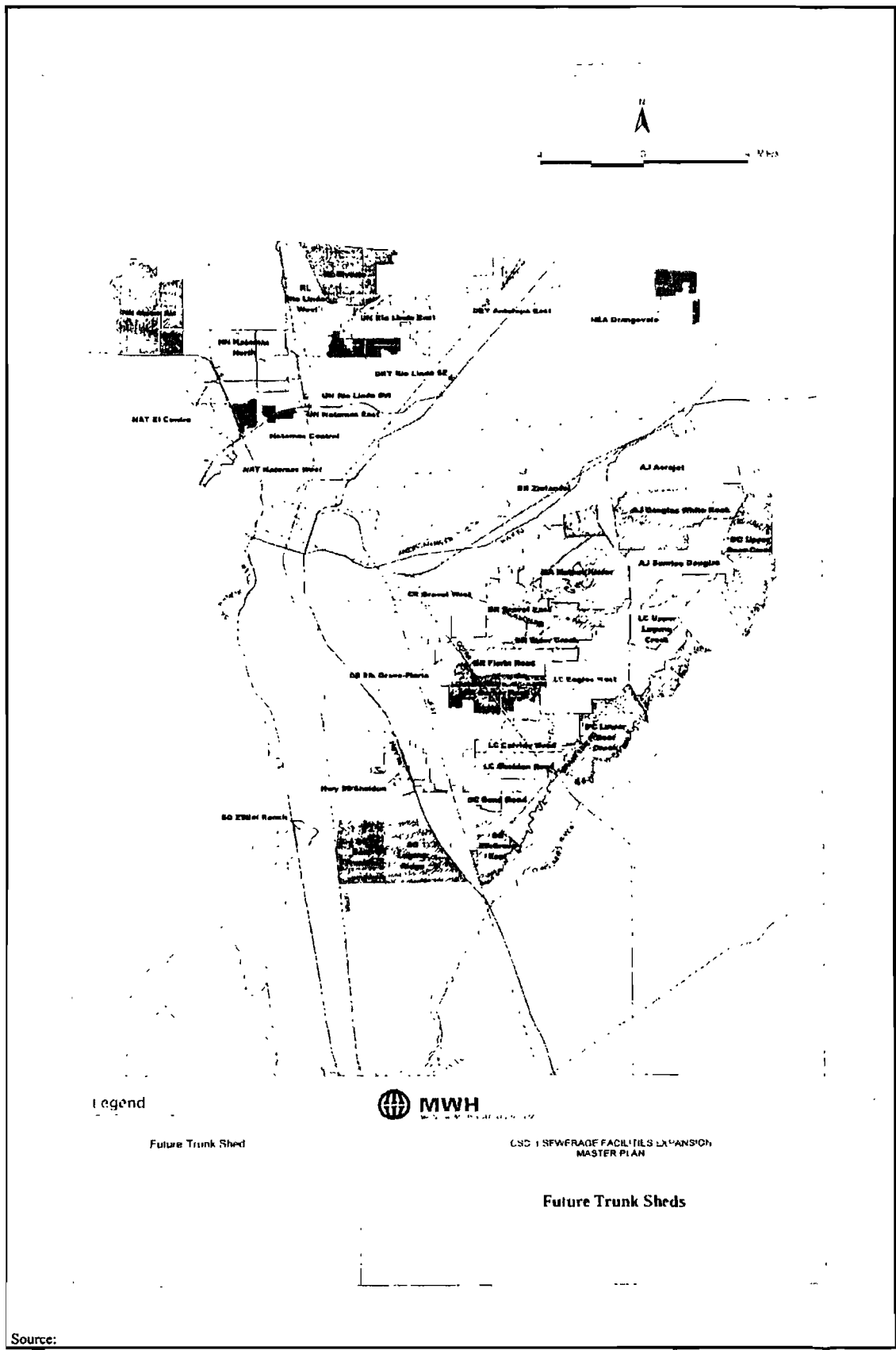


Source: County Sanitation District-1, 2004

FIGURE 4.6-3  
TRUNK EXPANSION PROJECTS







Legend

Future Trunk Shed



LSD 1 SEWERAGE FACILITIES EXPANSION MASTER PLAN

Future Trunk Sheds

Source:



City of Elk Grove Planning

FIGURE 4.6-4  
FUTURE TRUNK SHEDS

**EXHIBIT C**

**ELK GROVE GENERAL PLAN AMENDMENT**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

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**INTRODUCTION**

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the City of Elk Grove General Plan Amendment. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

**MITIGATION MONITORING AND REPORTING PROGRAM**

The mitigation measures identified in the City of Elk Grove General Plan Amendment Final EIR have been structured to be incorporated as policies and/or action items into the General Plan policy document and the ordinances and regulations implementing the General Plan and thus, would be implemented as part of consideration of subsequent projects within the City. Implementation would consist of determining whether subsequent projects are consistent with the General Plan, utilization of policies and action items as conditions of approval and/or mitigation measures and City-initiated planning activities as required by specific policies and action items. The MMRP, as outlined in the following table describes mitigation measures and how they are to be implemented.

The City of Elk Grove will be the primary agency for monitoring the mitigation measure implementation associated with implementation of the General Plan Amendment project.

The MMRP is presented in tabular form on the following page.

**ELK GROVE GENERAL PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM**

**TABLE 1  
MITIGATION MONITORING AND REPORTING PROGRAM**

Proposed Mitigation	Mitigation Measure Description	Implementation	Verification
<i>4.7 Visual Resources</i>			
General Plan Policy LU-35	<p><b>LU-35</b> The City of Elk Grove shall require that new development—including commercial, office, industrial, and residential development is of high quality and reflects the City's desire to create a high quality, attractive, functional, and efficient built environment.</p> <p><b>LU-35-Action 1</b> Prepare and adopt Design Guidelines for residential and nonresidential development.</p>	<p>The City has prepared and adopted Design Guidelines for residential and nonresidential development, consistent with LU-35 and its implementing action item. Future development projects will be evaluated against the Design Guidelines. No additional implementation is required.</p>	<p>City to monitor compliance.</p>
General Plan Policy LU-38	<p><b>LU-38</b> Reduce the unsightly appearance of overhead and aboveground utilities.</p> <p><b>LU-38-Action 1</b> To the extent possible, new utility facilities should be located underground. Facilities to be placed underground should include electrical transformers (where consistent with the guidelines of the electrical utility), water backflow preventers, and similar items.</p> <p><b>LU-38-Action 2</b> Require that development on sites with</p>	<p>The City shall require new development to locate utility facilities underground to the extent feasible and shall require that development with existing overhead utilities place the facilities underground where consistent with the guidelines of the electrical utility.</p>	<p>City to monitor compliance.</p>

**ELK GROVE GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

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	existing overhead utilities be required to place these facilities underground where consistent with the guidelines of the electrical utility.		
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**CERTIFICATION  
ELK GROVE CITY COUNCIL RESOLUTION NO. 2005-7**

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 the 5<sup>th</sup> day of January 2005 by the following vote:*

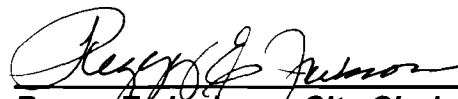
**AYES 4:       COUNCILMEMBERS: Briggs, Leary, Scherman, Soares**

**NOES 0:       COUNCILMEMBERS:**

**ABSTAIN 0: COUNCILMEMBERS:**

**ABSENT 1: COUNCILMEMBERS: Cooper**



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