RESOLUTION NO. 2010-154

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FRANKLIN CROSSING AMENDMENTS PROJECT EG-09-062; ASSESSOR PARCEL NUMBERS: 132-0132-042 AND 132-1680-032

WHEREAS, the Planning Department of the City of Elk Grove received an application from Taylor Morrison of California, LLC (hereinafter referred to as the Applicant) on December 18, 2009, for a Large and Small Lot Tentative Subdivision Map in order to create four residential parcels and one park parcel, 314 single-family residential lots, and 14 landscape lots. Additional entitlements included a Rezone of the property, General Plan Amendment, and Specific Plan Amendment; and

WHEREAS, the project is located on real property in the incorporated portions of the City of Elk Grove, more particularly described as Assessor Parcel Numbers 132-0132-042-0000 and 132-1680-032-0000; and

WHEREAS, the City determined that the project was subject to the California Environmental Quality Act (CEQA) and prepared an Initial Study pursuant to CEQA, attached hereto as Exhibit A and incorporated herein by reference, evaluating the potential environmental effects of the project; and

WHEREAS, the City determined that the mitigation measures identified in the Initial Study / Mitigated Negative Declaration would reduce environmental impacts to a less than significant level; and

WHEREAS, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with CEQA, attached hereto as Exhibit B and incorporated herein by reference, which is designed to ensure compliance with the identified mitigation measures during project implementation and operation; and

WHEREAS, the City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on April 26, 2010, and the Notice was published in the *Elk Grove Citizen*, posted at the Sacramento County Clerk's Office, distributed through the State Clearinghouse, and posted at the City offices, pursuant to CEQA Guidelines, Section 15072. A 30-day review and comment period for the Mitigated Negative Declaration opened on April 26, 2010 and closed May 26, 2010. The Mitigated Negative Declaration was made available to the public during this review period; and

WHEREAS, the City received written comment letters within the 30-day public review period and responded to those comments in the project staff report; and

WHEREAS, the City has considered the comments received during the public review period, and they do not alter the conclusions in the Initial Study and Mitigated Negative Declaration; and

WHEREAS, the City Council has considered the written and oral comments on the proposed project and the Mitigated Negative Declaration; and

WHEREAS, the City of Elk Grove, Development Services Planning Department, located 8401 Laguna Palms Way, Elk Grove, California 95758 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Mitigated Negative Declaration is based; and

WHEREAS, the City Council has reviewed the Initial Study, the Mitigated Negative Declaration, and the Mitigation Monitoring and Reporting Program and finds that these documents reflect their independent judgment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby adopts the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Franklin Crossing Amendments project (Project) based on the following findings:

1) On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned and mitigated, will have a significant effect on the environment. A Mitigated Negative Declaration (MND) has been prepared and completed in accordance with the California Environmental Quality Act (CEQA). The Mitigated Negative Declaration reflects the independent judgment and analysis of the City.

2) Pursuant to Public Resources Code, Section 21081 and CEQA Guidelines, Section 15091 of Title 14 of the California Code of Regulations, all of the proposed mitigation measures described in the Mitigated Negative Declaration are feasible, and therefore shall become binding upon the City and affected landowners and their assigns or successors in interest when the Project is approved.

3) To the extent that these findings conclude that various proposed mitigation measures outlined in the MND are feasible and have not been modified, superseded or withdrawn, the City Council hereby binds itself, all landowners within the Project area, and their assigns and successors in interest to implement those measures. These findings are not merely informational but constitute a binding set of obligations that shall come into effect when the City Council issues the Project entitlements set forth above. The actual implementation of the mitigation measures hereby adopted shall occur by having them included as conditions of approval on subsequent discretionary entitlements granted within the Project area.

Evidence: Pursuant to CEQA and the CEQA guidelines, City staff prepared an initial study evaluating the potential environmental effects of the Franklin Crossing Amendments project. The Initial Study identified potentially significant adverse effects in the areas of aesthetics, biological resources, cultural

resources, geology and soils, hazardous materials, hydrology and water quality, traffic and transportation, and utilities and service systems. Mitigation measures that avoid or mitigate the potentially significant effects to a point where no significant effects would occur were identified in the Initial Study and a Mitigated Negative Declaration was prepared. The Initial Study / Mitigated Negative Declaration was distributed for a 30-day review and comment period between April 26, 2010 and May 26, 2010. The City received written comment letters within the 30-day public review period and responded to those comments in the project staff report. The City has considered the comments received during the public review period, and they do not alter the conclusions in the Initial Study and Mitigated Negative Declaration. A Mitigation Monitoring and Reporting Program (MMRP), which is incorporated herein by this reference has been prepared to ensure compliance during project implementation. A condition of approval has been imposed on the project that requires conformance with the MMRP. The City of Elk Grove, Development Services Planning Department, located 8401 Laguna Palms Way, Elk Grove, California 95758 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Negative Declaration is based.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 14th day of July, 2010.

SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:

JASON LINDGREN, INTERIM CITY CLERK

APPROVED AS TO FORM:

SUSAN COCHRAN, CITY ATTORNEY

EXHIBIT A

CITY OF ELK GROVE

FRANKLIN CROSSING

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared by:

CITY OF ELK GROVE
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

APRIL 2010

4.0 REFERENCES

LIST OF TABLES

LIST FIGURES

1.0 INTRODUCTION

A. PURPOSE OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Franklin Crossing project (EG-04-727), as revised, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

This Initial Study was conducted in accordance with Section 15162 of the California Environmental Quality Act, which provides for the preparation of a subsequent Initial Study/Negative Declaration under certain conditions (including changes in the project and further discretionary approval on the project being required).

B. TECHNICAL STUDIES

Technical studies referenced in this IS/MND are listed below. The technical studies are available as appendices to this document, and are available at the City of Elk Grove for review.

Gibson and Skordal Wetland Delineation (April 2003)

Gibson and Skordal Special Status Species study (March 2004)

Peak and Associates Cultural Resources Assessment (August 2004)

Wallace and Kuhl Preliminary Geotechnical Engineering Report (January 2003)

Bollard & Brennan Noise Report (January 2010)

City of Elk Grove General Plan

The following policies from the City of Elk Grove General Plan, as well as their associated action items, are relevant to the proposed project:

- Policy CI-5, CI-13-16, CI-18, CI-21-23, CAQ-1-3, CAQ-5, CAQ-8-9, CAQ-11, CAQ-12-14, CAQ-16, CAQ-18-23, CAQ-25-27, CAQ-30, CAQ-32-33, HR-1, HR-6, H-1-4, H-10, LU-4-7, LU-12, LU-14, LU-16-17, LU-24-26, LU-35, LU-38, NO-1-9, PTO-1-4, PTO-13, PTO-15, PTO-18, PF-1-4, PF-6-9, PF-11, PF-13-14, PF-19-21, PF-24-26, SA-4-5, SA-8, SA-13, SA-15-20, SA-23, SA-26, SA-29, and SA-32

East Franklin Specific Plan

The following policies from the East Franklin Specific Plan are relevant to the proposed project:

- Policy RES-2-4, RES-6-7, COM-1, INFR-1-5, OS-1, OS-8, OS-10-17, OS-19-28, OS-33-35, WS-1-3, SS-2-4, SD-2, PU-1, CIR-2, CIR-4-10, CIR-13, AQ-1-8, NOI-1-3, SCH-1, LAW-2-3, FIRE-2-3, SW-2-3, PARK-1-12.

C. ACRONYMS USED

The following acronyms have been or may have been used in the preparation of this IS/MND:

AB	Assembly Bill

ACM	asbestos-containing material
ADT	average daily trips
af/yr	acre-feet per year
ALS	Advanced Life Support
amsl	above mean sea level
ANSI	American National Standards Institute
APCD	Air Pollution Control District
APN	Assessor's Parcel Number
AQAP	Air Quality Attainment Plan
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
BACT	Best Available Control Technology
Bgs	below ground surface
BLS	Basic Life Support
BMP	best management practices
BOD	biochemical oxygen demand
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CADFG	California Department of Fish and Game
CALArp	California Accidental Release Prevention
Cal-EPA	California Environmental Protection Agency
CalOSHA	California Occupational Health and Safety Administration
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CC&R	covenants, codes and restrictions
CCR	California Code of Regulations
CCSD	Cosumnes Community Services District
CDBG	Community Development Block Grant
CDE	California Department of Education
CDF	California Department of Forestry
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CER	Computerized Environmental Report
CERCLA	Comprehensive Environmental Response, Compensation, and

	Liability Act
CESA	California Endangered Species Act
CFC	Chlorofluorocarbon
CFC	California Fire Code
CFCP	California Conservation Conservancy Program
CFD	Community Facility District
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGP	Construction General Permit
CH_4	methane
CHHSL	California Human Health Screening Levels
CHP	California Highway Patrol
CIWMB	California Integrated Waste Management Board
CLOMR	Conditional Letter of Map Revision
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
CRHR	California Register of Historical Resources
CSC	Species of Special Concern
CSD	Community Services District
CUPA	Certified Unified Program Agency
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
DEIR	Draft Environmental Impact Report
DERA	Department of Environmental Review and Assessment
DHHS	Department of Health and Human Services
DOC	Department of Conservation
DOD	Department of Defense
DOT	Department of Transportation
DPH	California Department of Public Health
DPM	diesel-exhaust particulate matter
DRRP	Diesel Risk Reduction Plan
DSCP	Dust Suppression Control Plan
DSGTR	Design Standards and Guidelines for Trash and Recycling

DSOD	Division of Safety of Dams
DTSC	Department of Toxic Substances Control
DUE	dwelling unit equivalent
du/acre	dwelling units per acre
DWR	Department of Water Resources
EDU	equivalent dwelling units
EFSP	East Franklin Specific Plan
EGPD	City of Elk Grove Police Department
EGUSD	Elk Grove Unified School District
EIR	environmental impact report
EMD	Environmental Management Department
EMS	emergency medical services
EMT	emergency medical technician
EOP	Emergency Operations Plan
ERP	Emissions Reduction Plan
ESA	Environmental Site Assessment
ESD	equivalent single-family dwelling unit
ESL	environmental screening level
°F	Degrees Farenheit
FAR	floor area ratio
FEMA	Federal Emergency Management Act
FESA	federal Endangered Species Act
FGC	Fish and Game Code
FHF	Flood Hazard Factors
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
FMMP	Farmland Mapping and Monitoring Program
FPP	Farmland Protection Program
FSRS	Fire Suppression Rating Schedule
FTEE	full-time equivalent employee
GGS	Giant garter snake
GHG	greenhouse gas
GMP	Groundwater Management Plan
GPA	General Plan Amendment
gpd	gallons per day
g/m^2	grams per meter^2

gpm	gallons per minute
GWP	global warming potential
HAP	hazardous air pollutant
HCM	Highway Capacity Manual
HFC	Hydrofluorocarbon
HMBP	Hazardous Materials Business Plan
HMIS	Hazardous Materials Inventory Statement
HMMP	Hazardous Materials Management Plans
HMRRP	Hazardous Materials Release Response Plans
HSWA	Hazardous and Solid Waste Amendments
HUD	Housing and Urban Development
HWG	Hazardous Waste Generator
I	interstate [as in I-80]
IBC	International Building Code
IGSM	Integrated Groundwater Surface Water Model
IPEC	Initial Study
IS	Intergovernmental Panel on Climate Change
ISO	Insurance Services Office
LCFS	low carbon fuel standard
L_{dn}	day/night average sound level
LDR	Low-density residential
LED	light-emitting diode
L_{eq}	equivalent or energy-averaged sound level
LESA	Land evaluation and site assessment
LID	Low Impact Development
lbs/day	pounds per day
L_{max}	maximum noise level
L_{min}	minimum noise level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
MCL	Maximum Containment Level
MEP	maximum extent practicable
mgd	million gallons per day
MMI	Modified Mercalli Intensity
MMRP	Mitigation Monitoring and Reporting Program

MND	Mitigated Negative Declaration
MP	Master Plan
MPO	Metropolitan Planning Organization
MRF	Material Recovery Facility
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
msl	Median sea level
MT	metric ton
MTBE	methyl tertiary butyl ether
MTP	Metropolitan Transportation Plan
M_w	moment magnitude
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NO_2	nitrogen dioxide
NOP	Notice of Preparation
No_x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
NSVAB	Northern Sacramento Valley Air Basin
N_2O	nitrous oxide
O_3	ozone
OAP	Ozone Attainment Plan
OES	Office of Emergency Services
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OS	open space
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyl
PCWA	Placer County Water Agency

PFC	perfluorocarbon
PPC	Public Protection Classification
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter between 2.5 and 10 microns in diameter
POTW	publicly owned treatment works
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
PUC	Public Utilities Commission
RAD	Regional Analysis District
RCRA	Resource Conservation and Recovery Act of 1976
REC	recognized environmental condition
RHNP	Regional Housing Needs Determination
RMPP	Risk Management Prevention Program
ROG	reactive organic gas
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SAAQS	State Ambient Air Quality Standards
SACOG	Sacramento Area Council of Governments
SASD	Sacramento Area Sewer District
SB	Senate Bill
SCADA	Supervisory Control and Data Acquisition
SCAP	Sacramento County Area Plan
SCCD	Sierra Community College District
SCGA	Sacramento Central Groundwater Authority
SCMDP	Sacramento County Multi-Hazard Disaster Plan
SCMMP	Sacramento County Multi-Hazard Mitigation Plan
SCS	Soil Conservation Service
SCWA	Sacramento County Water Agency
SDWA	Safe Drinking Water Act
SEL	Single Event Noise Level
SEMS	Standard Emergency Management System
SF_6	sulfur hexafluoride
SFHA	Special Flood Hazard Areas
SFPD	School Facilities Planning Division
SFU	single-family unit
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLIC	Spills-Leaks-Investigations-Cleanups

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act of 1975
SOI	sphere of influence
SO_2	sulfur dioxide
SQIP	Stormwater Quality Improvement Plan
SR	State Route
SRCSD	Sacramento Regional County Sanitation District
SRRE	City of Elk Grove Source Reduction and Recycling Element
SRWTP	Sacrament River Water Treatment Plant
SSO	sanitary sewer overflow
STA	Sacramento Transit Authority
SWANCC	Solid Waste Agency of Northern Cook County
SWMP	stormwater management plan
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Transportation Concept Report
TDS	total dissolved solids
TEA	Transportation Equity Act
TIP	Transportation Improvement Plan
TMDL	total maximum daily loads
TSS	total suspended solids
UBC	Uniform Building Code
UCMP	University of California Museum of Paleontology
UDAG	Urban Development Action Grant
UFC	Uniform Fire Code
UNEP	United Nations Environment Programme
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDA-SCS	USDA Soil Conservation Service
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio

VMT	vehicle miles of travel
VOC	volatile organic compound
WAEEP	Williamson Act Easement Exchange Program
WDR	Waste Discharge Requirement
WFA	Water Forum Agreement
WMO	World Meteorological Organization
WSIP	Water System Infrastructure Plan
WSMP	Water Supply Master Plan
ZORI	Zones of Required Investigation

2.0 PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

The proposed project is located on an 86.4-acre parcel in the southwest corner of the East Franklin Specific Plan (EFSP), located south of Bilby Road, east of the Union Pacific Railroad (UPRR), west of Kammerer Road and north of Core Road (**Figure 1**).

The proposed project is an amendment to the previously approved Franklin Crossing project, which was approved by the City in 2007. The amendment, which is described in more detail in Section 3.A below, will increase the total number of residential units of the originally approved project from 240 to 314 single-family units. The proposed project will maintain the 86.4-acre footprint of the original project site, including roadway layout, and will also increase the size of the originally proposed park from 4.6 acres to 4.9-acres (**Figure 2**). No other new uses are being proposed on the project site.

B. PROJECT BACKGROUND AND HISTORY

The project applicant for the Franklin Crossing residential development project is proposing to increase the total number of units from the originally approved 240 residential units to 314 residential units. The Franklin Crossing project had been approved at the 240 residential unit count by the City of Elk Grove in 2007 with property entitlements consisting of a General Plan Amendment, Specific Plan Amendment and Rezone, Tentative Subdivision Map and Annexation. The project applicant is currently proposing to increase the unit count by approximately 74 units, requesting a Tentative Subdivision Map to create 4 large residential parcels and one remainder parcel, 314 single-family lots, fourteen landscape corridor lots, one pipeline lot, and one park parcel; Rezone from RD-4, RD-5 and OS to RD-5 and Open Space (OS); a Specific Plan Amendment from SFR2-4, SFR 3-5, and Mini Park to SFR 3-6 and Park, and General Plan Amendment from Estate Residential, Low Density Residential (LDR) and Public Park to LDR and Public Park.

The project site is part of the EFSP which was approved by Ordinance SZC 2000-0021 by the Sacramento County Board of Supervisors on May 31, 2000. The EFSP and its accompanying Environmental Impact Report (Sacramento County, 2000) anticipated residential, commercial and institutional land uses, vehicle, bicycle and pedestrian circulation patterns and the needed infrastructure and financing systems to support an anticipated new population of over 10,000 residents (Sacramento County, 2000). A project-specific IS/MND (SCH 2005082049) that tiered off of the EFSP EIR was prepared for the original Franklin Crossing project in 2005. The City of Elk Grove, as CEQA Lead Agency for the proposed project, has determined that because the original EFSP EIR was certified more than 5 years ago a new Initial Study is necessary to evaluate and disclose the potential environmental effects of the proposed amendment. The analysis in this document does not tier from the previously certified EIR or adopted MND, but relies on information contained in those documents to the extent that it is still relevant.

C. PROPOSED ACTIONS ADDRESSED IN THE IS/MND

The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Elk Grove Improvement Standards, the California Building Code, the Sacramento County Water Agency Code, the Guidance Manual of On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

As the proposed project is located within the EFSP, the project shall be in compliance with all appropriate policies, conditions, and requirements and all appropriate Mitigation Measures contained in the EFSP, EFSP EIR, and the 2005 IS/MND for the Franklin Crossing project. Compliance with these documents is assumed in this Initial Study and they are hereby incorporated into the project description. Furthermore, the EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003).This Initial Study assumes compliance with the applicable policies, conditions, and requirements in these documents and hereby incorporates them in the project description.

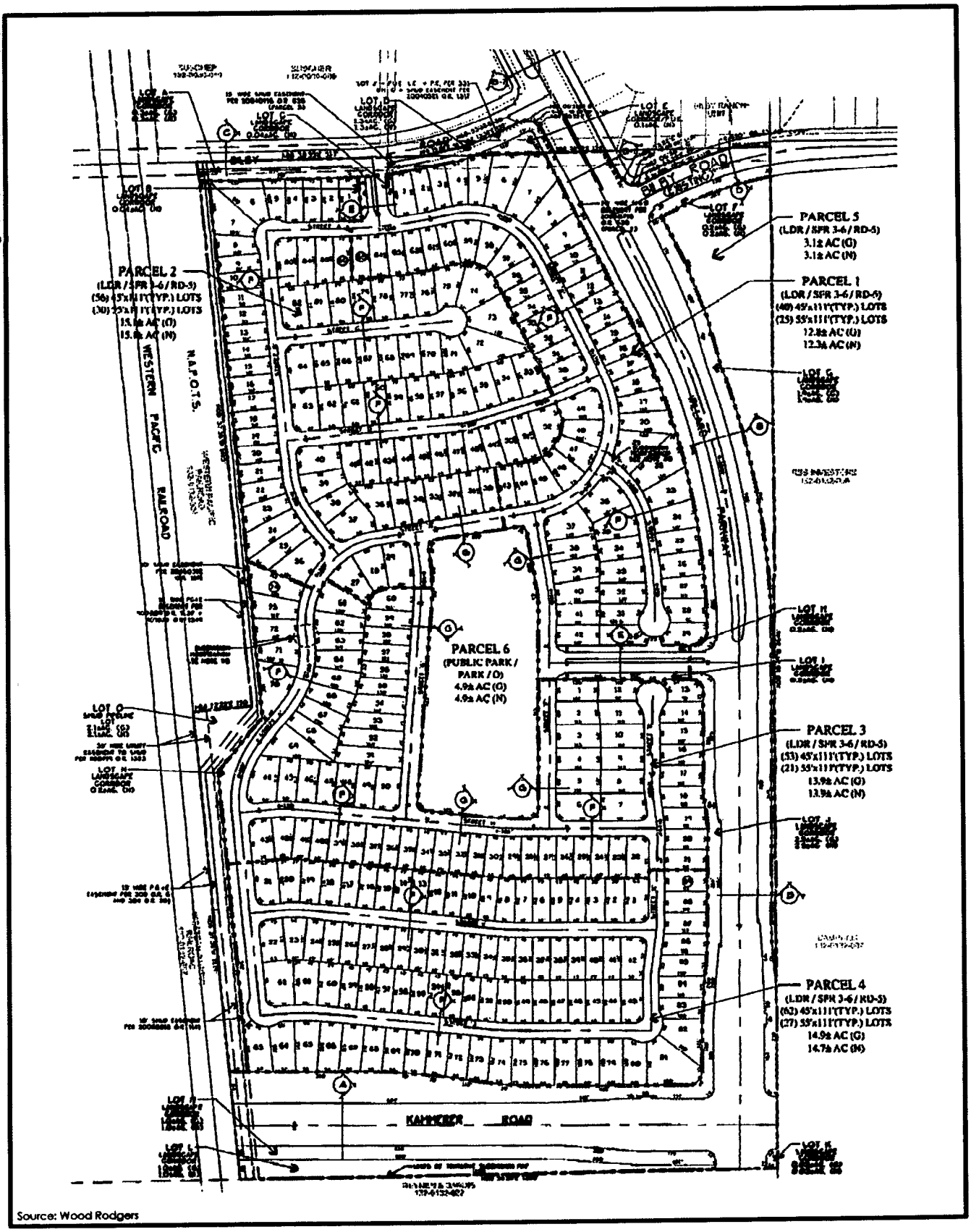
D. REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

Additional subsequent approvals and permits that may be required from local, regional, state, and federal agencies in the processing of the proposed project that this Mitigated Negative Declaration may be used to support include, but are not limited to, the following:

- United States Army Corps of Engineers (Corps)
- California Department of Fish and Game (CADFG)
- Central Valley Regional Water Quality Control Board (CVRQCB)
- Sacramento Metropolitan Air Quality Management District (SMAQMD) City of Elk Grove
- Sacramento Regional County Sanitation District
- Sacramento County Water Resources (Zone 40)
- Sacramento County Water Resources (Zone 41)
- Cosumnes Community Services District Park and Recreation
- Elk Grove Police Department
- Cosumnes Community Services District Fire Department

City of Elk Grove
Development Services

Figure 1
Project Vicinity



Source: Wood Rodgers

City of Elk Grove
Development Services

200 0 200
Feet

Figure 2
Tentative Subdivision Map

3.0 INITIAL STUDY CHECKLIST

A. BACKGROUND

1. **Project Title:** Franklin Crossing Amendments (EG-09-062)

2. **Lead Agency Name and Address:** City of Elk Grove
Development Services - Planning
8401 Laguna Palms Way
Elk Grove, CA 95758

3. **Contact Person and Phone Number:** Taro Echiburú
(916) 478-3619

4. **Project Location:** Southwest corner of Bilby Road and Willard Parkway, within the East Franklin Specific Plan. (APN 132-0132-042).

5. **Project Sponsor's Name and Address:** Taylor Morrison of CA, LLC.
1180 Iron Point Road, Suite 100
Folsom, CA 95630

6. **General Plan Designation:** Low Density Residential

7. **Description of Project:**

Rezone from RD-4, RD-5 and O (Open Space) to RD-5 and O, Specific Plan Amendment and a Tentative Subdivision Map to create 314 single family lots per the East Franklin Specific Plan (EFSP).

The project applicant is requesting a Tentative Subdivision Map to create 4 large residential parcels with 314 single-family lots, fourteen landscape corridor lots, one pipeline lot, one park parcel, and one remainder parcel, Rezone from RD-4, RD-5 and O to RD-5 and O; a Specific Plan Amendment from SFR2-4, SFR 3-5, and Mini Park to SFR 3-6 and Park, and a General Plan Amendment from Estate Residential, Low Density Residential (LDR) and Public Park to LDR and Public Park.

8. **Surrounding Land Uses and Setting:**

The proposed project is located on an 86.4 acre parcel within the EFSP in the southwest area of the plan. The site is located on the southwest corner of Bilby Road and Willard Parkway within the East Franklin Specific Plan. Surrounding land uses include agricultural County land to the east, south and west, and residential land within the EFSP to the north.

9. **Other Public Agencies Whose Approval Is Required:**

In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project. Therefore the following agencies may have some role in implementing the proposed project and have been identified as potential responsible agencies:

- Regional Water Quality Control Board (RWQCB);
- Sacramento Metropolitan Air Quality Management District (SMAQMD).

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils
☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☒ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☒ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

4/26/10
Date

Taro Echiburu
Printed Name

Planning Manager
Title

D. EVALUATION OF ENVIRONMENTAL IMPACTS

The following requirements for evaluating environmental impacts is cited directly from the State CEQA Guidelines Appendix G.

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3) A "Less than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

EXISTING SETTING

CITY OF ELK GROVE

In general, dominant visual features within the City of Elk Grove include urbanized land uses, open sections of the valley floor, agricultural land uses, rivers and creeks, and various species of trees. Because the City is topographically flat, views of these resources are available from roadways throughout the City. Oak trees, streams, creeks, and rivers are among the most significant natural visual features in the City. In addition, the Stone Lakes National Wildlife Refuge, the Sacramento River, and the Cosumnes River are located just outside of the City in unincorporated Sacramento County. Distant views of the Sierra Nevada and Coastal ranges can be visible from the City under clear conditions (City of Elk Grove, 2003b, p. 4.13-1).

PROJECT SITE

The proposed project site is located in the south-central portion of Sacramento County, approximately 13 miles south of downtown Sacramento and two miles west of the central commercial district of the City of Elk Grove. It is generally situated between Interstate 5 (I-5) and State Route 99 (SR 99), within the southwestern corner of the East Franklin Specific Plan (EFSP) area. The proposed project site is located in an area that transitions from a rural and agricultural character to a more developed, suburban environment. The project site, which is currently vacant, has been historically leveled, ditched, and irrigated for agricultural purposes. In 2003, the site was planted with winter wheat/barley and contained some areas of stockpiled soil. In addition, a number of man-made irrigation features such as ditches and a tailwater pond are visible on the project site. There are no trees within the project site.

An irrigation/drainage ditch and the Union Pacific railroad tracks are visible to the west of the project site, and leveled farmland is visible to the east and south. High voltage power lines run parallel to the Union Pacific railroad tracks and some larger cottonwood and willow trees are

visible adjacent to the project site along the railroad tracks. To the north/northwest of the project site lie several rural residences; however all but one is screened from view by mature trees. The rural residences are surrounded by agricultural land, as well as a small residential neighborhood to the northwest of the project site. To the northeast of the project site, developed neighborhoods in the EFSP are visible as the aesthetic character transitions from rural to urban in character.

SCENIC VISTAS AND STATE SCENIC HIGHWAYS

There are no scenic vistas or officially-designated state scenic highways in the City of Elk Grove (City of Elk Grove, 2003b)(DOT, 2010). However, scenic corridors that extend 660 feet on each side of the right-of-way protect all freeways within Sacramento County, Interstate 5 (I-5) from the Laguna Boulevard exit to Twin Cities Road. The purpose of the corridor is to beautify the freeways to make road travel more pleasant and to create a more attractive image of the urban areas in Sacramento County (City of Elk Grove, 2003b, p. 4.13-2).The project site is not within the protected scenic corridor for I-5 as it is located over one mile east of I-5 and would not be within 600 feet of the right-of-way.

NIGHTTIME LIGHTING AND DAYTIME GLARE

Currently, there are no sources of nighttime lighting or daytime glare on the project site as it is currently vacant. The only major source of nighttime lighting in the vicinity of the project site is the single-family residential development located to the northeast in the EFSP. Areas to the south, west, and east of the project site are characterized by agricultural uses and rural development which has low levels of nighttime lighting. The areas surrounding the project sites doe not contain significant sources of daytime glare, which generally results from commercial and industrial development that use reflective building materials.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- State
  - California Scenic Highway Program
  - Nighttime Sky-Title 24 Outdoor Lighting Standards
- Local
  - City of Elk Grove Municipal Code, Title 23 (Zoning Code)
  - City of Elk Grove Design Guidelines

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***No Impact.*** The City of Elk Grove General Plan (2003a) does not identify any scenic vistas within the City. Therefore, the proposed project would not adversely affect a scenic vista and **no impact** would occur.

b) ***No Impact.*** There are no officially-designated state scenic highways in the City of Elk Grove. Therefore, implementation of the proposed project would not damage scenic resources within a state scenic highway and **no impact** would occur.

c) ***Less Than Significant.*** Development of the project site with residential uses will change the visual character from agricultural land to urban land uses. Implementation of the proposed project will increase the approved density on the project site from 240 single-family residential units to 314 single-family residential units. The proposed increase in units will still be consistent with land uses envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and associated infrastructure to develop within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. The EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Increasing the number of residential units on the project site by 74 while remaining within the originally approved project site footprint will result in less than significant environmental impacts because no other new uses are being proposed on the project site beyond those originally approved and anticipated and increasing the density of the previously-approved residential project would not further alter the visual character of the site. In addition, the proposed project will be required to be consistent with the City's Design Guidelines, which encourage development in keeping with the desired character of the City and ensure physical, visual, and functional compatibility between uses. Therefore, this impact is considered **less than significant.**

d) ***Less Than Significant.*** Implementation of the Franklin Crossing project will introduce new light sources onto the currently undeveloped project site. Nighttime lighting levels on the project site will increase substantially over current levels and could result in adverse affects to adjacent land uses through the "spilling over" of light into these areas and "sky glow" conditions. The proposed project will increase the total number of residential units included in the original Franklin Crossing project from 240 to 314 single-family units while maintaining the approved 86.4-acre footprint of the original project site. The proposed increase in units will still be consistent with land uses envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and associated infrastructure to develop within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. The EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Increasing the number of residential units on the project site by 74 while remaining within the originally approved project site footprint will not result in significant environmental impacts because the project will be subject to the City's Zoning Code, which contains outdoor lighting standards including shielding requirements, maximum level of illumination, and height of outdoor light fixtures. Therefore, as the proposed increase in units will still be consistent with land uses envisioned by the EFSP, and compliance with the City's Zoning Code will minimize light and glare on adjacent properties, this impact is considered **less than significant.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

EXISTING SETTING

The majority of agricultural land uses within the City of Elk Grove are considered fallow (vacant or underutilized). Few crops are grown in the City itself and no major intensive agricultural operations occur within the City limits, though small family farms do exist. Much of the remaining agricultural land uses are expected to be converted to urban land uses as the City continues to develop. In 2000, the Important Farmland Map for Sacramento County indicated that the City contained 175 acres of Prime Farmland, 5,893 acres of Farmland of Statewide Importance, and 3,997 acres of Farmland of Local Importance (City of Elk Grove, 2003b).

The project site, which has historically been used for agriculture, includes approximately 86 acres of Farmland of Statewide Importance. In late 2003, the project site was planted with winter wheat/barley (Gibson & Skordal, 2003, p. 3).

Lands under Williamson Act contracts are discussed under the Regulatory Framework section below.

REGULATORY FRAMEWORK

The following federal, state, and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - Farmland Protection Program
  - Land Evaluation and Site Assessment (LESA)
- State
  - Williamson Act - The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a non-mandated state program, administered by counties and cities to preserve agricultural land and discourage the premature conversion of agricultural land to urban uses. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use and, in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value (DOC, 2010). Prime farmland under Williamson Act includes land that qualifies as Class I and II in the Soil Conservation Service (SCS) classification of land that qualifies for rating 80 to 100 in the Storie index rating. Participation is on a voluntary basis by both landowners and local governments and is implemented through the establishment of Agricultural Preserves and the execution of Williamson Act contracts. As of 2008, Sacramento County had 245,682 acres under Williamson Act Contract (Sacramento County, 2009, p. 3-8). The proposed project site was part of the former Machado Dairy farm, which was previously under Williamson Act Contract Nos. 73-AP-071 and 73-AP-072. However, the City of Elk Grove City Council voted unanimously to approve the immediate cancellation of the Williamson Act Contracts on December 18, 2002 (City of Elk Grove, 2003d). Therefore, the project site does not contain any land under a Williamson Act contract.
- Local
  - Right-to-Farm Ordinance

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less Than Significant Impact with Mitigation Incorporated.*** Development of the proposed Franklin Crossing project would result in the loss of 86.4-acres of Farmland of Statewide Importance by converting the Farmland of Statewide Importance to suburban residential uses. The proposed project is consistent with the development of land as identified within

the EFSP, and no change is proposed that would result in additional loss of important agricultural land beyond what was previously approved. However, the following mitigation measure is required to ensure the project will provide for in-kind protection for loss of Important Farmland consistent with the policies of the EFSP.

MITIGATION MEASURE

MM 2.1 Prior to the approval of improvement plans or recordation of a final subdivision map, whichever occurs first, the applicant shall implement one of the following options to the satisfaction of the Planning Director, to mitigate for the loss of agriculture land:

a. For each acre of land being developed by this project, the applicant shall preserve 0.63 acres of agricultural land within the area bounded by the Kammerer Road on the north, the Cosumnes River on the east, the Mokelumne River/Sacramento County Line on the south, and Interstate-5 on the west, through the purchase of conservation easements or similar instruments that assure the long term protection of that land from urban encroachment; **or**

b. For each acre of land being developed by this project, the applicant shall contribute $1,025.00 per acre (through direct contribution or other financing mechanism that results in an equivalent contribution) into a fund and program to expend such fund, to be used to purchase conservation easements or similar instruments within the same geographical area defined in part (a), and to provide for the ongoing monitoring and administration of the program (the fund, and program to expend such fund, are to be approved by the Board of Supervisors); **or**

c. Should the Elk Grove City Council adopt a permanent program to preserve agricultural land in the same geographical area defined in part (a), prior to implementation of one of the above measures, and such a permanent program is intended to replace this condition, the applicant shall be subject to that program instead.

d. The contribution rate ($1,025.00 per acre) may be adjusted annually on or about July 1, subject to approval by the City, based upon the annual increase in the consumer price index, or based upon a detailed analysis of land values within the affected area.

e. This mitigation measure may be satisfied together with Mitigation Measure 4.1 (Swainson's hawk foraging habitat) if the land used to mitigate for hawk foraging habitat is also farmland of equal or better classification as the project site.

Timing/Implementation: *Prior to approval of improvement plans.*

Enforcement/Monitoring: *City of Elk Grove, Development Services, Planning Department.*

Therefore, given that the proposed increase in residential units will have no greater effect on the conversion of agricultural lands than those of the original project and that the above mitigation

measure will ensure that the project will mitigate for farmland impacts consistent with the policies of the EFSP, impacts will are considered **less than significant with mitigation incorporated.**

b) ***No Impact.*** No Williamson Act contract parcels are within the Franklin Crossing project area. Therefore, **no impact** would occur.

c) ***No Impact.*** Neither the City of Elk Grove nor Sacramento County contains any land zoned for forest land, timberland, or Timberland Production. Therefore, **no impact** would occur.

d) ***No Impact.*** Neither the City of Elk Grove nor Sacramento County contains any forest land other than urban forest. Therefore, **no impact** would occur.

e) ***Less than Significant.*** Generally, the placement of nonagricultural uses adjacent to agricultural uses can result conflicts that inadvertently place growth pressure on agricultural lands to convert to urban uses. However, as discussed above, the proposed project is consistent with the development of land as identified within the EFSP, which anticipated a conversion of agricultural land uses to urban development. The mitigation measure identified above mitigates for the loss of agricultural land and is consistent with mitigation required by the EFSP EIR. Therefore, this impact is be considered **less than significant** because the proposed project will not increase the amount of land used for non-agricultural uses beyond the originally approved Franklin Crossing project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

EXISTING SETTING

REGIONAL SETTING

The project site is located within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin. The Sacramento Valley Air Basin comprises all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, the western portion of Placer County, and the eastern portion of Solano County. 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 Nonattainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer, and Sutter counties.

LOCAL SETTING

SMAQMD is responsible for limiting the amount of emissions that can be generated throughout Sacramento County, which includes the City of Elk Grove, by various stationary and mobile sources. Concentrations of the following air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), and lead are used as indicators of ambient air quality conditions. Specific rules and regulations have been adopted by the SMAQMD Board of Directors that limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules

not only regulate the emissions of the six criteria pollutants listed above, but also toxic emissions and acutely hazardous materials. Emissions sources subject to these rules are regulated through the SMAQMD's permitting process. Through this permitting process, the SMAQMD also monitors the amount of stationary emissions being generated and uses this information in developing new clean air plans. The proposed project would be subject to SMAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts.

Sacramento County, which encompasses the City, is a known area of non-attainment for state and federal standards for ozone as well as state and federal standards for particulate matter less than 10 microns in diameter (PM_{10}) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) (SMAQMD, 2009a). Implementation of the project would result in increases in both construction emissions and increases in reactive organic gases (ROG) and NO_x, which are precursor components of ozone, and PM_{10}.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - The federal Clean Air Act (CAA)
- State
  - The California Clean Air Act (CCAA)
- Local
  - The 1991 Air Quality Attainment Plan (AQAP), prepared and submitted by SMAQMD in compliance with the requirements set forth in the CCAA, specifically addressed the nonattainment status for ozone and to a lesser extent, CO and PM10. The CCAA also requires a triennial assessment of the extent of air quality improvements and emission reductions achieved through the use of control measures. All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the proposed project may include, but are not limited to:
    - ***Rule 201 – General Permit Requirements.*** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or CARB portable equipment registration.
    - ***Rule 402 – Nuisances.*** The purpose of this rule is to limit emissions which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
    - ***Rule 403 – Fugitive Dust.*** The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust

from non-combustion sources from being airborne beyond the property line from which the emission originates.

- ***Rule 442 – Architectural Coatings.*** The developer or contractor is required to use coatings that comply with the volatile organic compound (VOC) content limits specified in the rule.

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less than Significant.*** As identified in the setting discussion, the Sacramento Metropolitan region, which includes the City of Elk Grove, is designated as a nonattainment area for the federal 8-hour ozone standard as well as a nonattainment area for the state 1-hour and 8-hour standards for ozone. The Sacramento Regional OAP was developed by the air districts in the Sacramento Region to bring the region into attainment. The OAP is the regional component of the SIP, which is the State's plan for attaining the federal 8-hour ozone standard as required by the federal CAA. The SIP, which also includes the *Sacramento Metropolitan 8-Hour Ozone Attainment Plan*, has been prepared to identify 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 SIP assumes annual increases in air pollutant emissions resulting from regional growth (including construction-generated emissions) anticipated according to local land use plans (e.g., general plans, regional transportation plans). The SIP also assumes the incremental increase in emissions will be partially offset through the implementation of stationary, area, and indirect source control measures contained within the SIP.

In addition to not attaining the federal or state ozone standards, the region does not attain the federal or state particulate matter standards (PM_{10} and $PM_{2.5}$). Reduction of particulate matter by all feasible means is necessary to attain these particulate matter standards. Unlike for ozone, there is no approved regional plan for attaining the PM_{10} or $PM_{2.5}$ standards. PM directly emitted from a project is generally regarded as having regional and localized impacts, however, PM_{10} and $PM_{2.5}$ are of greatest concern during construction (e.g., site preparation phase) of a proposed project.

A project would conflict with or obstruct implementation of the regional air quality attainment plans if it is inconsistent with the growth assumptions in terms of population, employment, or regional growth in vehicle miles traveled. These population forecasts are developed, in part, on data obtained from local jurisdictions and projected land uses and population projections identified in community plans. Projects that result in an increase in population growth that is inconsistent with local community plans would be considered inconsistent with the regional air quality attainment plans.

The Franklin Crossing residential development project is proposing to increase the total number of units from the originally approved 240 units to 314 units, an increase of 74 units. Assuming 3 people per household (DOF, 2009), the proposed project would allow for approximately 222 people beyond that anticipated under the original entitlements for the project site. This small increase in population is not expected to impede implementation of the regional air quality attainment plan. Furthermore, instead of 240 single-family units on 86.4 acres, the proposed project would result in 314 single-family units while maintaining the 86.4-acre footprint of the original project site. This would result in an increase in density which could actually assist the effort for regional air quality

attainment status by making a more efficient use of the existing designated residential areas within the City, thus reducing urban sprawl and associated longer automobile trip distances.

Therefore, this impact is considered to be **less than significant.**

b and c) ***Less than Significant.*** Subsequent land use activities associated with implementation of the proposed project would result in an increase in population from additional housing. This increase would introduce additional construction, mobile and stationary sources of emissions, which would adversely affect regional air quality. The NSVAB, which encompasses the City of Elk Grove, is designated as nonattainment for the federal 8-hour ozone standard, the state and 8-hour and 1-hour ozone standard, and the federal and state PM_{10} and $PM_{2.5}$ standards.

CONSTRUCTION EMISSIONS

SMAQMD has adopted guidelines for determining potential adverse impacts to air quality in the region. The SMAQMD guidelines state that construction of 180 single family residential units or more is considered a potentially significant adverse impact and therefore qualifies for a more in depth analysis. The Franklin Crossing residential development project is proposing to increase the total number of units from the originally approved (in 2007) 240 units to 314 units, an increase of 74 units. As this increase involves fewer than 180 single family units, emissions resulting from project construction would be insubstantial.

OPERATIONAL EMISSIONS

As previously mentioned, ozone is not emitted directly into the air but is formed through a complex series of chemical reactions between ROG and NO_x, while the principal sources of PM_{10} and $PM_{2.5}$ include fuel burned in cars and trucks, power plants, factories, fireplaces, agricultural activities, and wood stoves. Implementation of the proposed project would result in increased regional emissions of PM_{10}, $PM_{2.5}$ as well as ROG, NO_x, and CO, due to increased use of motor vehicles, natural gas, maintenance equipment, and various consumer products, thereby increasing potential operational air quality impacts.

Increases in operational air impacts with implementation of the proposed project would generally consist of two sources: stationary and mobile.

SMAQMD has adopted guidelines for determining potential adverse impacts to air quality in the region. The SMAQMD guidelines state that the proposed operation of 375 single family residential units or more is considered a potentially significant adverse impact and therefore qualifies for a more in depth analysis. As the proposed project involves fewer than 375 single family units, emissions resulting from operational activities would be insubstantial.

Therefore, this impact is considered to be **less than significant.**

d) ***Less than Significant.*** The Elk Grove General Plan considers residences to be "sensitive receptors" in relation to air quality issues. The project site is located within the EFSP which plans for residential, commercial and institutional land uses. There are currently residential land uses to the north of the project site. Construction activities would involve the use of a variety of gasoline or diesel powered equipment that emit exhaust fumes. These residents would potentially be exposed to nuisance dust and heavy equipment

emission odors (e.g. diesel exhaust) during construction. However, the duration of exposure would be short. Furthermore, exhaust from construction equipment dissipates rapidly. As discussed above, the project falls below the SMAQMD operational threshold for emissions. Therefore, the operation of the proposed project is not expected to result in impacts to sensitive receptors. For those reasons, impacts to sensitive receptors are considered to be **less than significant**.

e) ***No Impact.*** SMAQMD has adopted guidelines for determining potential adverse impacts involving odors and does not recognize residential land uses as potential emitters of odors. The proposed project and associated uses would not create objectionable odors because the proposed project is a residential subdivision, and does not involve any activity that would generate odors. Single family homes and associated uses anticipated on the new parcels would not create objectionable odors affecting a substantial number of people. **No impact** is expected.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

EXISTING SETTING

The majority of the project site and surrounding EFSP area had been extensively leveled and cleared for agricultural use. Biological resources were analyzed in the EFSP EIR and mitigation measures were incorporated that require wetland delineations, determinate surveys for potentially occurring special-status species or their habitat and tree surveys for all future development projects.

Gibson and Skordal completed a wetland delineation and special status species evaluation for the property (April 2003, Revised March 2004. *Jurisdictional Delineation and Special Status Species Evaluation. R&B Franklin Crossing (R&B South Bilby 80).* The main findings of the study is as follows:

- The Wetland Delineation identified 0.26-acre of ephemeral ditches at the project site that are potentially regulated by the Corps of Engineers under Section 404 of the Clean Water Act. Gibson and Skordal also identified two ditches and a tailwater pond that they do not consider jurisdictional.

- A number of special status raptors, including Swainson's hawk, white-tailed kite and northern harrier would have a reasonable potential for occurring in the study area based on the presence of suitable foraging habitat. There may be marginal nesting habitat available for burrowing owls. Additionally, there is marginal nesting habitat for raptors including Swainson's hawk and white-tailed kite present in the irrigation ditch/drainage that borders the west edge of the study area. Gibson and Skordal did not observe any nesting raptors or potential raptor nests in or immediately adjacent to the study area during the March 31st field study. However, red-tailed hawk and Swainson's hawk were observed foraging in or near the project site during field surveys. Based on the absence of summer water in the ditches and tailwater pond absent irrigation, and based on the lack of suitable aquatic habitat or surface water connection with documented giant garter snake habitat, the potential for giant garter snake to occur in the study area would be low.

Sierra Nevada Arborists conducted tree surveys at the site on April 4, 2004 and again on May 5, 2004. The surveys state that there are no trees onsite that meet the minimum requirements of Title 19, Chapter 19.12 of the Municipal Code (Tree Preservation and Protection).

PERMIT STATUS

The Franklin Crossing project received Nationwide Permit 39 authorization from the U.S. Army Corps of Engineers (Corps) on December 16, 2004. As part of the authorization process, the Corps consulted with the U.S. Fish and Wildlife Service (Service) regarding potential impacts to the giant garter snake (GGS). On September 15, 2004, the Service issued a letter saying that the project is not likely to adversely affect GGS. A condition of the Nationwide Permit 39 authorization required the purchase of 0.26 acre of seasonal wetland credits from a Corps-approved mitigation bank. These credits were purchased from the Sheridan Corporation on July 1, 2005. (Gibson and Skordal, 2009)

The project received 401 water quality certification from the Regional Water Quality Control Board on March 26, 2006. This authorization does not have an expiration date. A Streambed Alteration Agreement application was not submitted to the California Department of Fish and Game since the site contained only man-made ditches and no natural streams. (Gibson and Skordal, 2009)

At the time the Nationwide Permit 39 authorization expired on December 16, 2006, some but not all of the waters of the U.S. on the site had been filled. Since a portion of a jurisdictional ditch was left open on the property, it was necessary to apply for reauthorization of the project to fill the remaining 0.08 acre of ditch. The Corps authorized this fill under Nationwide Permit 29 on November 26, 2008. (Gibson and Skordal, 2009)

Gibson and Skordal staff supervised the fill of the 0.08 acre of ditch in order to ensure that no jurisdictional features remained on the site. The work was completed on December 9, 2008; a Compliance Certification was sent to the Corps on this date. (Gibson and Skordal, 2009)

There should be no additional environmental permitting necessary for this project since the waters of the U.S. on the site have now been completely filled. (Gibson and Skordal, 2009)

REGULATORY FRAMEWORK

The following federal, state, and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - Migratory Bird Treaty Act
- State
  - California Endangered Species Act
  - California Department of Fish and Game Species of Special Concern
  - FGC Section 3500 to 5500
  - FGC Section 1602
- Local
  - City of Elk Grove Tree Preservation Ordinance
  - Swainson's Hawk Ordinance

PROJECT IMPACTS AND MITIGATION MEASURES

a-b) ***Less than Significant with Mitigation Incorporated.*** The project site contains suitable habitat for the following wildlife species, according to the biological report referenced above. The Sensitive Species Study did not identify any sensitive species located on the property; however the site is potential habitat for Swainson's hawk, other raptors, burrowing owls, Sanford's arrowhead, giant garter snake, tricolored blackbirds, California tiger salamander, valley elderberry longhorn beetle and vernal pool branchipods.

Swainson's Hawk

Swainson's hawks historically inhabited open grasslands throughout most of lowland California. A variety of habitat changes, including the conversion of native grasslands to agricultural, urban, and industrial development have caused the Swainson's hawk population to decline by more than ninety percent from levels at the time of European settlement. Swainson's hawk in the Central Valley typically nest in large, mature trees such as valley oaks, cottonwoods, willows, and native walnuts. Selected trees are typically located near suitable foraging habitat. The project site provides suitable foraging habitat for this species, as well as other raptors (birds of prey). Based on CNDDB records, active Swainson's hawk nests have been documented within

two miles of the project site. As the surrounding area is developed, foraging opportunities have become more limited for Swainson's hawks and, as the project site contains suitable foraging habitat, development of the Franklin Crossing project could have a potentially significant impact .

The proposed project is consistent with the development of land as identified within the EFSP and given that the proposed increase in residential units will occur within the same 86-acre project site footprint, no change is proposed that would result in additional impacts to Swainson's hawks beyond what was previously approved. However, the following mitigation measure is required to ensure the project will provide for mitigation consistent with the policies of the EFSP.

Mitigation Measure

MM 4.1 (Biological Resources – Swainson's hawk foraging habitat)

In order to mitigate for the loss of Swainson's hawk foraging habitat, the applicant shall implement one of the following City of Elk Grove's approved mitigation alternatives.

Monitoring Action

Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first, the project applicant shall provide written verification to Development Services-Planning that one of following mitigation measures has been implemented:

- Preserve 1.0 acre of similar habitat for each acre lost. This land shall be protected through a fee title or conservation easement acceptable to the City of Elk Grove as set forth In Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect, OR

- Submit payment of Swainson's hawk impact mitigation fee per acre of habitat impacted (payment shall be at a 1:1 ratio) to the City of Elk Grove in the amount set forth in Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect.

- Submit proof that mitigation credits for Swainson's hawk foraging habitat have been purchased at a Department of Fish and Game approved mitigation bank.

Timing/Implementation: *Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first.*

Enforcement/Monitoring: *City of Elk Grove Development Services-Planning in consultation with CDFG*

The above mitigation measure (MM 4.1) would reduce impacts to Swainson's hawk to a **less than significant** level.

Nesting Birds

In addition to Swainson's hawk, irrigated cropland may provide potential foraging habitat for a variety of raptors, such as northern harrier, white-tailed kite, great horned owl, red-tailed hawk, American kestrel and sharp-skinned hawk. Red tailed hawk and Swainson's hawk were observed foraging in or near the project site during field surveys. The general absence or scarcity of potential nest trees in the study area would eliminate any potential for raptors to nest in the study area. However, there is suitable nesting habitat available in larger cottonwood trees and willow trees associated with the off-site ditch within the railroad right-of-way that borders the west boundary of the study area.

Burrowing owls (Federal Bird of Conservation Concern, state Species of Special Concern) commonly occupy old ground-squirrel burrows along levees and ditches adjacent to agricultural fields, pastures, grasslands, vernal pools, and ruderal areas where they forage for insects and small mammals. There is marginally suitable foraging and nesting habitat available in the project area. No burrowing owls active in or near the project site were observed during the field studies.

There have been a number of documented sightings of tricolored blackbird nesting colonies in the Florin and Bruceville USGS topographic quadrangles, but the precise locations have been excluded from CNDDB records for protection issues. Emergent vegetation and blackberry thickets associated with portions of the irrigation ditches along the western boundary of the study area may provide marginal nesting habitat for tricolored blackbirds. Additionally, there is suitable nesting habitat located in the off-site ditch/drainage to the west of the project site. No tricolored blackbirds active in or immediately adjacent to the project site were observed during the field studies.

The proposed project is consistent with the development of land as identified within the EFSP and given that the proposed increase in residential units will occur within the same 86-acre project site footprint, no change is proposed that would result in additional impacts to nesting birds beyond what was previously approved. However, the following mitigation measure is required to ensure the project will provide for mitigation consistent with the policies of the EFSP.

Mitigation Measure

MM 4.2 (Biological Resources – Nesting Birds)

In order to mitigate potential adverse impacts to nesting raptors and other birds that may forage or nest at the project site, the applicant shall implement the following mitigation measure.

Monitoring Action

- If construction is proposed during the raptor breeding season (February–August), a focused survey for ground nesting raptors (including burrowing owls) and migratory bird nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests onsite. If active nests are found, no construction

activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation and approval by the CDFG. If no active nests are found during the focused survey, no further mitigation will be required.

- Within 30 days prior to the onset of construction activities outside of the breeding season (September–January), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are present on the project site. If burrowing owls are observed on the site, measures shall be implemented to ensure that no owls or active burrows are inadvertently buried during construction. Such measures include: flagging the burrow and avoiding disturbance; securing and preserving suitable habitat offsite; passive relocation and/or active relocation to move owls from the site. All measures shall be determined by a qualified biologist and approved by the CDFG.

- All burrowing owl surveys shall be conducted according to CDFG protocol. The protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The survey shall be at least three hours in length, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible.

- To reduce the potential impacts to bird species protected by the MBTA and the California Fish and Game Code, if active songbird nests or active owl burrows are found within the survey area, clearing and construction shall be postponed or halted within a minimum of 250 feet for owls and 100 feet for songbirds, or as determined by a qualified biologist to ensure disturbance to the nest will be minimized. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by orange mesh temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.

Timing/Implementation: *Prior to and during construction activities.*

Enforcement/Monitoring: *City of Elk Grove Development Services, Planning.*

Implementation of the above mitigation measure would reduce impacts on nesting raptors and migratory birds to a **less than significant** level.

California Tiger Salamander

The California tiger salamander is a Federal Candidate for formal listing and a California Species of Special Concern that breeds in vernal pool/swale complexes associated with grassland communities. The absence of suitable vernal pools, seasonal wetlands, and/or swales at the project site would eliminate any reasonable potential for tiger salamander to occur at the site.

Giant Garter Snake

Giant garter snakes are federally and state listed as threatened. Giant garter snakes inhabit a variety of aquatic habitats, such as agricultural canals, marshes, sloughs, and ponds. They also require adjacent upland habitat for basking and burrows for wintering that provide sufficient cover and are at high enough elevations to function as refuges from flood waters during the snakes' inactive season (October–May).

The closest documented sighting of giant garter snake, based on historical NDDB records, occurred in a tributary to Stone Lake located west of Franklin Road and approximately ½ mile southwest of the survey area. There does not appear to be a surface connection between the project site and the documented giant garter snake habitat. Although portions of the irrigated ditches and tailwater ponds in the study area may provide marginally suitable habitat for species while irrigation is in use, the ditches do not provide suitable or potential habitat in the absence of irrigation. Given that the property is not currently irrigated and will not be irrigated in the future, the ditches no longer support potential habitat for this species. Impacts to giant garter snake would be **less than significant.**

Valley Elderberry Longhorn Beetle

The Valley elderberry longhorn beetle is a Federal threatened species that is dependent upon the elderberry plant as a primary host species. Elderberry shrubs area common component of riparian areas throughout the Sacramento Valley region, and they have been documented as occurring at numerous locations in the vicinity of the study area. However, the absence of elderberry shrubs in the study area would eliminate any potential for valley elderberry longhorn beetle to occur in the study area.

Vernal Pool Branchipods

Federally listed vernal pool branchipods including the threatened vernal pool fairy shrimp and the endangered vernal pool tadpole shrimp have been documented as occurring in the Elk Grove and Florin USGS quadrangles. Other non-listed branchipods known to occur in the region include California linderiella and midvalley fairy shrimp. Vernal pool branchipod species, including those species listed above, are generally restricted to vernal pools and/or other seasonally ponded wetlands that sustain inundation during the winter before drying up in the late spring. The absence of suitable vernal pool and/or seasonal wetland habitat in the study area and the long history of irrigation and farming at the site would eliminate any potential for federally listed branchipods to occur in the study area.

SPECIAL STATUS PLANTS

Special status plant species identified on the CNDDB as occurring in the Elk Grove and Florin USGSD quadranges include dwarf downingia (Dowininia pusila), Bogg's Lake hedge-hyssop (Gratiola heterosepala), legenere (Legenere limosa), slender orcutt grass (Orcuttia tenuis) and Sanford's arrowhead (Sagittaria sanfordii). Dwarf downingia, legenere, and slender orcutt grass are strongly associated with vernal pools and other seasonally ponded wetlands. The absence of suitable habitat for these plants would eliminate any reasonable potential for occurrence in the project area.

The ditches and tail-water ponds may provide marginal habitat for Sanford's arrowhead during the irrigation season in the late spring and summer. However, most or all of the ditches were dry

during Gibson and Skordal's March 31st field studies. In the absence of irrigation, the ditches do not provide suitable habitat for this species. No special status plants in the project area were observed during the field studies conducted in late February 2003. Impacts to Sanford's arrowhead are anticipated to be **less than significant.**

c) ***No Impact.*** On April 22, 2004, the Army Corps of Engineers verified the estimate of waters of the United States, as shown on the Gibson & Skordal, LLC, Wetland Consultants, February 2004 Jurisdictional Delineation Map of the project area. Approximately 0.26 acres of waters of the United States, including wetlands, were present at the project site but has since been filled in. Therefore, development of the project site would have **no impact** on wetlands and waters of the United States.

d) ***Less than Significant*** - The project site is bordered by residential uses to the north, the UPRR to the west, and agricultural uses to the east and south. The site was previously used for agricultural uses and does not consist of any large bodies of water suitable for migratory waterfowl. No native wildlife nurseries exist onsite. Project implementation will have a **less than significant** impact on the movement of any migratory fish and wildlife species.

e) ***Less than Significant.*** Sierra Nevada Arborists conducted a field inspection on April 28, 2004 and May 5, 2004 to identify, inventory and evaluate any trees within the project boundaries which meet the requirements of the City of Elk Grove Tree Preservation and Protection Ordinance. As determined by Sierra Nevada Arborists, no trees within the project boundaries meet or exceed the City's minimum preservation criteria. There is a small group of native willows located in the southwest corner of the site, however, each of these trees measure less than 19 inches DBH and, therefore, do not meet the City's preservation criteria. In addition, there are some trees located between the high voltage power easement and the railroad right-of-way which may meet the criteria of the Preservation Ordinance; however, these trees appear to be outside the boundaries of the project.

As discussed above, the 0.26 acres of waters of the United States, including wetlands, present at the project site in 2004 have since been filled in. Therefore, conflicts with local policies or codes protecting biological resources would be of a **less than significant** level.

f) ***No Impact.*** The City of Elk Grove does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would have **no impact** on such plans.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

EXISTING SETTING

A cultural resource overview of the EFSP area and associated subdivision maps was prepared by Peak & Associates on May 13, 1997 as part of the environmental review for the EFSP. A project-specific cultural resources assessment was prepared by Peak & Associates for the Franklin Crossing project on August 29, 2004. The EFSP area can be characterized as a flat, open plain east of Sacramento River and Stone Lake and tributary sloughs, and south of the Laguna Creek drainage system. Previous archeological surveys indicate that campsites and villages would more likely be located near the larger, more reliable water sources, which in this case would include the northwest portions of the EFSP Area. The northwest corner of the EFSP area includes a shallow portion of one of the Stone Lake tributaries, but most of the project area was dry for the bulk of the year prior to irrigation. Tribelets of the Plains Miwok may have settled in this area.

The EFSP area was never part of the early land grants or the important mineral lands. Therefore there is no indication the early historical records that events in this area were important to the early history of the EFSP area (Sacramento County, 2000 pg. 16-24). Early settlers to the EFSP area relied on diary farming, stock raising and farming, and with the coming of the Union Pacific Railroad, dairy became the primary business in this area. Many dairies still exist within the larger Plan area. Though a few historic barns/outbuildings from the 1800s exist in the Plan area, there are no historic sites of recognized significance (Sacramento County, 2000 pg. 16-24). No prehistoric artifacts or evidence of prehistoric use have been found in the EFSP area. Monitors for the construction of a pipeline along the edge of the Franklin Crossing property paralleling the railroad tracks discovered portions of a mammoth. The remains were found at a depth of four feet in the Riverbank Formation. As a result, there is a stronger possibility that other skeletal material could be recovered from the site at a similar depth. There has been no further evidence of skeletal material on the project site itself.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - National Register of Historic Places
- State
  - California Register of Historical Resources
- Local
  - City of Elk Grove Historic Preservation Ordinance

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***No Impact.*** A historical and cultural resources assessment was conducted by Peak & Associates, Inc. on August 29, 2004. The entire project area was traversed on foot in 1997 employing ten to fifteen meter wide transects. Peak & Associates staff revisited the site in August 2004 and re-checked for historical and cultural resources. No historic resources were identified on the project site. The project site is neither eligible for nor designated as a historic resource in the Elk Grove Register of Historic Resources, the California Register of Historical Resources, or the National Register of Historic Places. The project site is not associated with events or people significant to the history of the city, state, or nation. There are no structures on the project site that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, **no impact** to historic resources will occur.

b,d) ***Less than Significant with Mitigation Incorporated.*** A cultural resources assessment was conducted by Peak & Associates, Inc. on August 29, 2004. The entire project area was traversed on foot in 1997 employing ten to fifteen meter wide transects. Peak & Associates staff revisited the site in August 2004 and re-checked for cultural resources. No prehistoric artifacts or evidence of prehistoric use of the project area was found. There is no evidence of prehistoric use of the land. Although no cultural resources or human remains were found during the survey, there is a slight possibility that a site may exist that is currently obscured by vegetation, fill or other historic activities. However, the following mitigation measure required per the City's General Plan Policy HR-6- Action 2 would reduce impacts to undiscovered cultural resources and human remains to a less than significant level:

Mitigation Measure

MM 5.1 Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the City of Elk Grove shall be immediately notified. At that time, City will

coordinate any necessary investigation of the find with appropriate specialists as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources code and Section 70570.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, adhere to the guidelines of the Native American Heritage Commission in the treatment and disposition of the remains.

Timing/Implementation: *During development activities.*

Enforcement/Monitoring: *City of Elk Grove – Planning.*

Implementation of the above mitigation measure would reduce the potential impact to a **less than significant** level.

c) ***Less Than Significant With Mitigation Incorporated.*** Due to the fact that paleontological resources were previous found at the project site and because of the random nature of deposition of early faunal remains in the Riverbank Foundation, it is possible that other fossils exist at the project site. The following mitigation measure, which is required per the City's General Plan Policy HR-6- Action 2, would reduce impacts to paleontological resources to a less than significant level.

Mitigation Measure

MM 5.2 A paleontological monitor shall be employed during any trenching that exceeds three feet in depth at the project site, extending into the Riverback Formation. The paleontological monitor shall be empowered to stop excavations at any spot where a discovery is made and to complete any necessary excavations. The applicant shall notify the City at least 2 days prior to trenching to ensure compliance with this mitigation measure.

Timing/Implementation: *During trenching activities that exceed three feet in depth.*

Enforcement/Monitoring: *City of Elk Grove – Planning.*

Implementation of the above mitigation measure would reduce the potential impact to paleontological resources to a **less than significant** level.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would became unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

EXISTING SETTING

The project site is located in the central portion of the Great Valley geomorphic province of California. The Great Valley lies between the mountains and foothills of the Sierra Nevada Range to the east and the California Coast Ranges to the west. The geological formations of the Great Valley are typified by thick sequences of alluvial sediments deposited during the filing of a large ancient basin. The geological unit therefore consists of unconsolidated sand, gravel, and silt.

Mapped soils in the study area include San Joaquin silt loam, leveled, 0 to 1 percent slopes; San Joaquin-Durixeralfs complex, 0 to 1 percent slopes; San Joaquin-Galt complex, leveled, 0 to 1 percent slopes; and San Joaquin-Xerarents complex, leveled, 0 to 1 percent slopes. A majority

of the study is mapped as San Joaquin silt loam described as moderately deep, moderately well drained soil occurring on low terrace features. Although none of these mapping units are listed as hydric soils, they do have hydric inclusions in depressions and draingeways (Sacramento County, 2000. pg. 14-1).

Faults and Seismicity

Sacramento County, as well as the City of Elk Grove, is less affected by seismic events and geologic hazards than other portions of the state. Nevertheless, some property damage has occurred as a result of seismic events in the past. The damage experienced was largely the result of major seismic events occurring in adjacent areas, especially the San Francisco Bay Area and, to a lesser extent, the foothills of the Sierra Nevada Mountain Range. Therefore, Sacramento County, like most of California, is considered a seismically active region.

Faults

There are no known active faults in the City of Elk Grove and no active or potentially active faults underlie the City. The City is not located in an Alquist-Priolo Earthquake Fault Zone. The closest fault to the City is the Foothills Fault System, which is 21 miles away (City of Elk Grove, 2003b, p. 4.9-3).

Liquefaction

The potential for liquefaction, which is the loss of soil strength due to seismic forces, is dependant on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Based on these factors, the potential for liquefaction beneath the City of Elk Grove, and thus the project site, is considered low. The potential for ground lurching, differential settlement or lateral spreading occurring during or after seismic events is also considered to be low (City of Elk Grove, 2003b, p. 4.9-4).

Expansive Soils

Soils that contain a relatively high percentage of clay minerals have the potential to shrink and swell with changing moisture conditions. The San Joaquin soil group contains approximately 5 inches of claypan in the subsoil, and contains a surface layer of brown silt loam between 11 and 23 inches thick. Therefore, as mentioned above, the shrink-swell potential is high in this soil type due to the high percentage of claypan (City of Elk Grove, 2003b, p. 4.9-4).

Other Potential Geologic Hazards

There is a risk for subsidence, the gradual settling or sinking of the earth's surface with little or no horizontal motion, within the City of Elk Grove and therefore within the project area. There are five causes of subsidence that affect the City – compaction by heavy structures, erosion of peat soils, peat oxidation, fluid withdrawal, and compaction of unconsolidated soils by earthquake shaking. The pumping of water from subsurface water tables for residential, commercial, and agricultural uses causes the greatest amount of subsidence within the City (City of Elk Grove, 2003b, p. 4.9-4).

There is little potential in the City and within the project site for landslides to occur, since there are no major slopes in the area. There are no oceans, large bodies of water, or volcanoes in the

City or immediate vicinity, so there is little or no possibility for seiches, tsunamis, or volcanic eruptions to occur (City of Elk Grove, 2003b, p. 4.9-4).

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- State
  - National Pollutant Discharge Elimination System Permit Program
  - Alquist-Priolo Earthquake Fault Zoning Act
  - California Building Code
- Local
  - City's Buildings and Construction Ordinance

PROJECT IMPACTS AND MITIGATION MEASURES

a)

i.-iv. Less than Significant Impact. The proposed project is increasing the total number of residential units of the original project from 240 to 314 single-family units, and could therefore increase the number of persons exposed to seismic hazards. However, there are no known soils or geologic conditions in the project area that would create adverse impacts to or from the proposed development. There are no known active faults in the City of Elk Grove and no active or potentially active faults underlie the City. The City is not located in an Alquist-Priolo Earthquake Fault Zone. The potential for ground rupture, lateral spreading, liquefaction, land-sliding, or earthquake-induced settlement beneath buildings constructed on-site is considered to be low. However, the Franklin Crossing site will be subject to at least moderate ground shaking as a result of earthquake events on one or more of the fault systems located east and west of the larger EFSP area (Sacramento County, 2000, pg. 14-6). The City of Elk Grove has adopted the CBC and all buildings constructed in the City, including those under the proposed project, will be required to comply with the CBC, which includes special design requirements for building and foundation stress capabilities, masonry and concrete reinforcement, and building spacing to accommodate moderate earthquake shaking. In recent earthquakes, buildings built to modern codes have generally sustained relatively little damage (USGS, 2010). Therefore, the CBC design requirements reduce impacts associated with seismic groundshaking by preparing structures to accommodate moderate earthquake-related ground movement and compliance with these seismic design parameters will ensure that impacts resulting from seismic groundshaking at the project sites will be **less than significant**.

b-c) ***Less than Significant Impact.*** The project site consists of cemented hardpan soils that are typically not conducive to erosion. However, these hardpan soils are discontinuous and

there may be areas of less cohesive soils. Therefore, though some soil erosion is expected during construction excavation, loss of topsoil is not a significant issue since existing codes that regulate erosion control would be implemented during construction. Specifically, the City's Land Grading and Erosion Control code establishes procedures to minimize erosion and sedimentation during construction activities. The Regional Water Quality Control Board (RWQCB) requires that a National Pollutant Discharge Elimination System (NPDES) construction activity permit be issued prior to construction. The permit requires that the City impose water quality and watershed protection measures for all development projects, including erosion control. Compliance with the City's NPDES permit and Land Grading and Erosion Control code will reduce impacts associated with soil erosion to a **less than significant** level. **d)** ***Less than Significant Impact.*** The discontinuous layer of silty soils located within the upper three feet of the ground surface of the project site's ground surface are moderately plastic soils with a medium expansion potential. Specific construction and reinforcement of foundations and slab-on-grade concrete would be required to counteract the forces exerted by expansive soils, unless these soils are removed during grading. Following the proper construction methods listed in this impact under CBC and the City's Buildings and construction code would ensure that this impact is less than significant.

e) ***No Impact.*** The project shall be connected to the City's sewer system. No septic tanks or alternative wastewater disposal system shall be installed on the project site. Therefore there will be **no impact**.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

EXISTING SETTING

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the greenhouse gases that contribute to this phenomenon. The temperature on earth is regulated by this greenhouse effect, which is so named because the earth's atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. Like glass, the gases in the atmosphere let in light yet prevent heat from escaping.

Greenhouse gases (GHG) are naturally occurring gases such as water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) that absorb heat radiated from the earth's surface. Greenhouse gases are transparent to certain wavelengths of the sun's radiant energy, allowing them to penetrate deep into the atmosphere or all the way to the earth's surface. Clouds, ice caps, and particles in the air reflect about 30 percent of this radiation, but oceans and land masses absorb the rest (70 percent of the radiation received from the sun) before releasing it back toward space as infrared radiation. GHG and clouds effectively prevent some of the infrared radiation from escaping; they trap the heat near the earth's surface where it warms the lower atmosphere. If this natural barrier of atmospheric gases were not present, the heat would escape into space, and the earth's average global temperatures could be as much as 61 degrees Fahrenheit cooler (NASA, 2007).

In addition to natural sources, human activities are exerting a major and growing influence on climate by changing the composition of the atmosphere and by modifying the land surface. Particularly, the increased consumption of fossil fuels (natural gas, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. Measured global GHG emissions resulting from human activities, especially the consumption of fossil fuels, have grown since pre-industrial times, with an increase of 70 percent between 1970 and 2004 (IPCC, 2007). This increase in atmospheric levels of GHG unnaturally enhances the greenhouse effect by trapping more infrared radiation as it rebounds from the earth's surface and thus trapping more heat near the earth's surface. Prominent GHGs contributing to the greenhouse effect and climate change include carbon dioxide, methane, ozone, nitrous oxide, and chlorofluorocarbons (CFCs). Emissions of these gases are attributable to human activities associated with the industrial/manufacturing, utilities, transportation, residential, and agricultural sectors (CEC, 2006a).

GLOBAL IMPLICATIONS

Recognizing the problem of global climate change, the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP) established the Intergovernmental Panel on Climate Change (IPCC) in 1988. It is open to all members of the United Nations and WMO. The role of the IPCC is to assess on a comprehensive, objective, open, and transparent basis the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. IPCC projects that the earth's average surface temperature should rise 1.8 to 6.3 degrees Fahrenheit before the year 2100 (IPCC, 2007).

The IPCC Fourth Assessment Report's Working Group I Summary for Policymakers (Report) synthesizes current scientific understanding of global climate change and projects future climate change using the most comprehensive set of well-established global climate models. The report incorporates findings of the current effects of global climate change. These findings include:

- The intensity of tropical cyclones (hurricanes) in the North Atlantic has increased over the past 30 years, which correlates with increases in tropical sea surface temperatures.
- Droughts have become longer and more intense and have affected larger areas since the 1970s, especially in the tropics and subtropics.
- Since 1900 the Northern Hemisphere has lost 7 percent of the maximum area covered by seasonally frozen ground.
- Mountain glaciers and snow cover have declined worldwide.
- Satellite data since 1978 show that the extent of Arctic sea ice during the summer has shrunk by more than 20 percent.
- Since 1961, the world's oceans have been absorbing more than 80 percent of the heat added to the climate, causing ocean water to expand and contributing to rising sea levels. Between 1993 and 2003, ocean expansion was the largest contributor to sea level rise.
- Melting glaciers and losses from the Greenland and Antarctic ice sheets have also contributed to recent sea level rise.

An enhanced greenhouse effect will generate new patterns of microclimate and will have significant impacts on the economy, environment, and transportation infrastructure and operations due to increased temperatures, intensity of storms, sea level rise, and changes in precipitation. Impacts may include flooding of tunnels, coastal highways, runways, and railways, buckling of highways and railroad tracks, submersion of dock facilities, and a shift in agriculture to areas that are now cooler. Such prospects will have strategic security as well as transportation implications.

Climate change affects public health and the environment. Increased smog and emissions, respiratory disease, reduction in California's water supply, extensive coastal damage, and changes in vegetation and crop patterns have been identified as effects of climate change. The impacts of climate change are broad-ranging and interact with other market failures and economic dynamics, giving rise to many complex policy problems. The findings are the latest in a string of reports warning that the rate of carbon dioxide accumulating in the atmosphere is increasing at an alarming pace.

STATE AND REGIONAL IMPLICATIONS

Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Worldwide, California is the 12th to 16th largest emitter of CO_2 and is responsible for approximately 2 percent of the world's CO_2 emissions (CEC, 2006a, 2006b). In 2004, California produced 492 million gross metric tons of carbon dioxide-equivalent (CO_2e) (CEC, 2006a).

The California Climate Action Team found that California-specific models estimate an average warming increase of 2.7 to 10.5 degrees Fahrenheit throughout California before the year 2100 (CAT, 2009). With the lowest projected global increase of 1.8 degrees, the earth would be warmer than it has been for 10,000 years (Miller, 2000). As a result, increased ocean temperatures could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's flood control system.

Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion (a particular concern in the low-lying Sacramento–San Joaquin Delta, where potable water delivery pumps could be threatened) and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution. The scientific evidence supporting these assertions continues to build, with updated modeling scenarios being testing on an ongoing basis. The science of climate change is such that it is constantly evolving, with information presented as a component of public policy quickly becoming out of date. General impacts as a result of climate change, as currently known at the adoption of this document, are outlined below.

To date, the primary impact of global climate change has been a rise in the average global tropospheric temperature (the troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude) of 0.2°C per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using 2000 emission rates shows that further warming could occur, which would cause additional changes in the global climate system during the 21st century. Impacts to the environment of California that could result from continued global warming include, but are not limited to:

- Increasing temperatures by as much as 8 to 10.4 degrees Fahrenheit (°F) under the higher emission scenarios, resulting in a 25 to 35 percent increase in the number of days ozone pollution standards are exceeded in most urban areas;
- Increased electricity demand, particularly in the hot summer months;
- Decline of the Sierra snowpack, which accounts for a significant amount of the stored surface water in California, by 70 percent to 90 percent over the next 100 years;
- Decline in spring stream flow by as much as 30 percent, causing severe water shortages;

- The loss of sea ice and mountain snow pack, resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;

- Changes in weather, such as widespread changes in precipitation, ocean salinity and wind patterns, and increased incidence of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold and the intensity of tropical cyclones;

- Impacts to agricultural production due to increased temperatures, reduced water supply and increased threats from pests and pathogens;

- High potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems; and

- Increased wildfire risk resulting from dry vegetation and extended droughts.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- State Laws and Regulations

  - Assembly Bill (AB) 32

  - Assembly Bill (AB) 1493

  - Senate Bill (SB) 375

- **Local Laws, Regulations, and Policies** – SMAQMD offers the guidance contained in the SMAQMD *Guide for Air Quality Assessment in Sacramento County* (2009) for addressing the GHG emissions associated with individual development projects. SMAQMD recommends that CEQA analyses addressing the potential impacts of project-generated GHG emissions include the following:

  - A summary of the current state of the science with respect to GHGs and climate change;

  - A description of the existing environmental conditions or setting, without the project, which constitutes the baseline physical conditions for determining the project's impact;

  - A discussion of the existing regulatory environment pertaining to GHGs;

  - Identification of the thresholds of significance applicable to the proposed project. When adopting thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other lead agencies, or adopt its own thresholds, provided the decision is supported by substantial evidence;

  - A discussion of the GHG emission sources associated with the project's construction and operational activities;

- Identification of the earliest year in which operational emissions of GHGs are anticipated to commence;

- A quantification of the finite mass emissions of GHGs that would be generated by project construction, and the input parameters and assumptions used to estimate these values;

- A quantification of the annual mass emissions of GHGs that would be generated by project operations, and the input parameters and assumptions used to estimate these values;

- A discussion of whether project construction- and operations-related GHG emissions would exceed the established significance threshold and the resulting determination of whether the construction and operational GHG emissions, without mitigation, would represent a cumulatively considerable contribution to the significant cumulative impact; and

- A discussion of feasible construction and operational mitigation necessary to reduce impacts and make a determination whether the mitigation would be sufficient to reduce the project's GHG contribution to the significant cumulative impact to a less-than-considerable level.

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less than Significant with Mitigation Incorporated.*** Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to the proposed project would be primarily associated with increases of carbon dioxide (CO_2) from mobile sources. Emissions of CO_2 typically constitute a majority of total mobile-source GHGs commonly associated with community development projects. To a lesser extent, other GHG pollutants, such as Methane (CH_4), largely generated by natural-gas combustion, would typically have a minor contribution to overall GHG emissions, or are not commonly associated with typical community development projects.

Estimated emissions of CO_2 were calculated using the URBEMIS2007 computer program, based on default parameters (i.e., emission factors, vehicle fleet, and trip distribution data) contained in the model. Emissions were converted to CO_2 equivalents (i.e., CO_2e), expressed in metric tons, based on the global warming potential of each pollutant. Emissions were calculated for short-term construction and long-term operational conditions and are discussed in more detail, as follows:

SHORT-TERM CONSTRUCTION

During construction of the project, GHGs would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. Emissions during construction were estimated using the URBEMIS2007 model. The project construction emissions of CO_2 are shown in **Table 7-1**, below. Emissions of nitrous oxide and methane are negligible in comparison and were not estimated. As indicated, construction of the proposed project would generate total annual emissions of approximately 783.3 metric tons of CO2e. These construction-generated emissions are temporary and short-term and would not result in a significant impact.

TABLE 7.1
SHORT-TERM CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

Construction	CO_2 Equivalent (Metric Tons/Year)
Originally Approved (2007) Onsite Improvements – 240 Single Family Residential Units	540.3
Proposed Increase – 74 additional Single Family Residential Units	243.0
Total	**783.3**

Notes: *Emissions were calculated using the URBEMIS2007 (version 9.2.4) computer program. Project construction was assumed to commence from the end of 2010 through mid-2011 for the purpose of this analysis.*

LONG-TERM OPERATION

Long-term increases in area- and mobile-source GHG emissions associated with the proposed project were estimated using the URBEMIS2007 computer program. The default settings for Sacramento County contained in the model were used for this analysis. Increases in energy consumption were estimated using the Energy Information Administration's *Residential Energy Consumption Survey* (2005). For comparison purposes modeling was conducted for the originally approved (2007) 240 units combined with the proposed project increase of an additional 74 single family units. Predicted long-term operational emissions of GHG are summarized in **Table 7.2**.

TABLE 7.2
LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS

Proposed Project – 314 Units	CO_2 Equivalent (Metric Tons/Year)
Area Sources	1,322
Mobile Sources	4,205
Indirect Emissions for Electricity Consumption	725
Total	**6,251**

Notes: Operational emissions were calculated using the URBEMIS2007 (v9.2.4) computer program and the Energy Information Administration's Residential Energy Consumption Survey (2005). Proposed project emissions include landscape maintenance activities, automobile source emissions and energy generation. *CO_2e = carbon dioxide equivalent; MT/yr = metric tons per year; refer to Appendix A for detailed assumptions and modeling output files.*

Source: PMC 2010

As previously mentioned, SMAQMD offers the guidance contained in the SMAQMD *Guide for Air Quality Assessment in Sacramento County* (2009) for addressing the GHG emissions associated with individual development projects. However, SMAQMD does not currently have an adopted threshold of significance for GHG emissions. SMAQMD recommends addressing the potential impacts of project-generated GHG emissions including a description of the existing environmental conditions or setting (see Existing Setting above), a discussion of the existing regulatory environment pertaining to GHGs (see Regulatory Framework above), a discussion of the GHG emission sources associated with the project's construction and operational activities (see **Tables 7.1** and **7.2**), and a discussion of feasible construction and operational mitigation necessary to reduce impacts.

This impact is considered to be potentially significant and therefore the following mitigation is required.

Mitigation Measures

The following mitigation measures shall be incorporated into the project's design, construction activities, and operation in order to reduce impacts to global warming and climate change. A number of these measures have been identified by CARB to offset or reduce global warming impacts in their June 19, 2008, technical advisory CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.

MM 7.1 The following emissions reduction measures shall be implemented:

1. The following measures shall be implemented during construction:

- Limit idling of construction equipment and delivery vehicles;
- Limit the vehicle trips of construction deliveries by consolidating material loads;
- Delivery of materials should take place during non-rush hours, in order to increase vehicle fuel efficiency;
- Provide opportunity for construction workers to carpool, and
- Gasoline and diesel-run equipment and machinery should be well maintained and in good working condition.

2. Following consultation with SMAQMD, and to the extent agreed upon by the project applicant and SMAQMD, construction vehicles shall use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board.

3. No wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be used in association with the project.

4. For low-impact areas and surfaces, the lowest-emitting architectural coatings feasible shall be used during construction. Zero-VOC coatings shall be used. For areas of high use that will require frequent cleaning, such as door frames or kitchen room walls, low-VOC coatings shall be used. Design review submittals shall include information concerning the coatings products proposed for use in the project.

Timing/Implementation: *Prior to issuance of certification of occupancy*

Monitoring/Enforcement: *City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District*

MM 7.2 The following energy efficiency and renewable energy measures shall be implemented:

1. Include energy-efficient window glazings, wall insulation, and efficient ventilation methods.

2. Energy efficient lighting (e.g., fluorescent lighting, which uses approximately 75% less energy than incandescent lighting to deliver the same amount of light) shall be used.

3. Promote passive solar building design and landscaping conducive to passive solar energy use (i.e., building orientation in a south to southwest direction, encouraging planting of deciduous trees on western sides of structures, landscaping with drought-resistant species, and including groundcovers rather than pavement to reduce heat reflection) where energy modeling indicates that these measures will reduce energy consumption.

4. Landscaping plans shall prohibit the use of liquidambar and eucalyptus trees that produce smog-forming compounds (high emission factors for isoprenes).

5. Establish building guidelines that require the use of low-absorptive coatings on all building surfaces and Energy Star roofing products on all roofs if commercially available at the time building permits are issued and compliant with the California Building Code.

6. Require reuse and/or recycling of construction and demolition waste.

7. Preserve and create open space and parks. Preserve existing heritage and street trees (or in the event that preservation or relocation cannot be achieved, replace with similar species and size).

Timing/Implementation: *Prior to issuance of certification of occupancy*

Monitoring/Enforcement: *City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District*

Implementation of mitigation measures **MM 7.1** and **MM 7.2** will provide feasible construction and operational mitigation necessary to reduce impacts while maintaining the proposed project in conformance with SMAQMD recommendations. Therefore this impact is considered **less than significant with mitigation incorporated**.

b) ***Less than Significant.*** The California Governor's Office of Planning and Research (OPR) recommendations are broad in their scope and address a wide range of industries and GHG emission sources. Therefore, most of the recommendations are not applicable to the development and operation of any single residential project, but rather as general development policies. Thus, the proposed project's compliance with these measures was evaluated qualitatively with the understanding that exact compliance can only be determined once specific applicable regulations are adopted.

The project does not, as proposed, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The analysis was completed in accordance with the methodology recommended in the SMAQMD *Guide for Air*

Quality Assessment in Sacramento County (2009), which is consistent with the above-stated goals of the State of California. Absent other guidance from local, regional, or state agencies, the SMAQMD *Guide for Air Quality Assessment in Sacramento County* is the best available tool in Sacramento County to determine a level of significance for CEQA (the City of Elk Grove is in the process of establishing goals and policies to address climate change concerns). Therefore, with the implementation of mitigation measures **MM 7.1** and **MM 7.2**, along with minimal additional emissions as a result of the residential project, there would be consistency with state and regional recommendations for addressing climate, and therefore a **less than significant** impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

EXISTING SETTING

HAZARDOUS MATERIALS

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (EPA) to develop at least annually an updated Cortese List. The Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data (DTSC, 2010). In addition to the Envirostor database, the State Water Resource Control Board (SWRCB) Geotracker database provides information on regulated hazardous waste facilities in California, including underground storage tank (UST) cases and non-UST cleanup programs, including Spills-Leaks-Investigations-Cleanups (SLIC) sites, Department of Defense sites (DOD), and Land Disposal program. A search of the DTSC Envirostor database and the SWRCB Geotracker determined that there are no known hazardous waste generators or hazardous material spill sites within the proposed project site. Leaking Underground Storage Tanks (LUST) and SLIC sites within one mile of the project sites are detailed in **Table 8.1** below.

TABLE 8.1
LUST AND SLIC SITES WITHIN ONE MILE OF THE PROJECT SITE

Facility	Address	Type of Site	Contaminants of Concern	Potential Media Affected	Cleanup Status
Gil's Garage	10413 Franklin Boulevard	LUST	Gasoline	Under Investigation	Completed – Case Closed as of 3/16/2000
Govan Property	10464 Franklin Boulevard	LUST	Gasoline	Soil	Completed – Case Closed as of 3/19/1996

Source: DTSC, 2010. SWRCB, 2010.

Historic topographic maps do not indicate the presence of Underground Storage Tank fueling stations, aboveground storage tanks, airfields, mining features or mine tailings anywhere in the EFSP area (DERA, 1999, p. 13-16). Nor are there any historic or existing state or federal Superfund sites located with the EFSP area.

In 2005, a Preliminary Phase I Environmental Site Assessment (ESA) was prepared for the project site by Wallace and Kuhl (March 2005). The ESA did not reveal evidence of any hazardous material contamination on or adjacent to the project site. However, the ESA did identify one water supply well located on the project site and noted that the well could be hazardous if not abandoned properly (Wallace & Kuhl, 2005, p. 15).

Residual Agricultural Hazardous Materials

During the environmental analysis for the EFSP, a Preliminary Phase I Environmental Site Assessment (ESA) was prepared for the entirety of the 2,474-acre EFSP area by Wallace and Kuhl (August 1994). The ESA included an overview of the potential for hazardous materials and conditions within the EFSP area.

The EFSP ESA found that most, if not all, of the potentially hazardous conditions within the EFSP area could be attributed to some type of agricultural use or practice, as the plan area was historically used for agricultural purposes (DERA, 1999, p. 13-1). Given the historic and existing dairy farms and agricultural uses in the EFSP area, the potential exists for hazardous materials to be present, including residual agricultural chemicals in fruit orchard soils and dairy wastewater ponds. However, as discussed in the ESA, irrigated pastures and dry-farmed crops such as those found in the EFSP area typically require little to no application of environmentally persistent pesticides. In addition, although pesticides are applied to row crops, these compounds generally do not persist in soils for greater than one year from application. Therefore, as indicated in the ESA, the potential for residual agricultural chemical concentrations in the majority of the EFSP area is considered low (DERA, 1999, p. 13-22).

The ESA prepared for the project site conducted research dating back to 1909 and found that the site has historically consisted of natural grasses grazing land and irrigated pasture, which, like most of the other agriculture historically conducted in the EFSP area, does not require the application of environmentally persistent pesticides. The ESA also noted that the project site has not contained any areas where pesticides might have been mixed, stored, or applied. The project site, therefore, has a low potential for the presence of substantial concentrations of residual pesticides to be present in subsurface soils (Wallace & Kuhl, 2005, p. 15).

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - Clean Water Act
  - Resource Conservation and Recovery Act
  - Comprehensive Environmental Response, Compensation, and Liability Act
- State
  - Cal/EPA Unified Program
  - California Accidental Release Prevention (CalARP) Program
  - California Department of Toxic Substances Control
  - UST Program
  - Hazardous Materials Release Response Plans and Inventory (Business Plan) Program

- California Fire and Building Code

PROJECT IMPACTS AND MITIGATION MEASURES

CONSTRUCTION HAZARDS

a-b) ***Less than Significant with Mitigation Incorporated.***

As discussed above there are no identified hazardous materials on the project site and the ESA conducted for both the EFSP and the proposed project site indicate a low potential for residual agricultural chemicals. However, the potential exists for site construction activities to expose construction workers and the general public to hazardous materials, including petroleum hydrocarbons, pesticides, herbicides, and fertilizers; contaminated debris; elevated levels of chemicals that could be hazardous; or hazardous substances that could be inadvertently spilled or otherwise spread. Construction workers and the general public could also be exposed to hazards and hazardous materials as a result of improper handling or use during construction activities (particularly by untrained personnel); transportation accidents; or fires, explosions, or other emergencies. Construction workers could also be exposed to hazards associated with accidental releases of hazardous materials, which could result in adverse health effects.

The use and handling of hazardous materials during construction activities would be required to occur in accordance with applicable federal, state, and local laws and codes as discussed above, including California Occupational Health and Safety Administration (CalOSHA) requirements, thereby minimizing the extent of any spills, releases, or other exposure. Contractors would also be required to comply with Cal/EPA's Unified Program; regulated activities would be managed by Sacramento County Environmental Management Department, the designated CUPA for Sacramento County, in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories, California UFC hazardous material management plans and inventories). Such compliance would reduce the potential for accidental release of hazardous materials during construction of the proposed project. As a result, it would lessen the risk of exposure of construction workers and the public to accidental release of hazardous materials, as well as the demand for incident emergency response. In addition, the following mitigation measures would be incorporated to further reduce impacts associated with any spills, releases, or other exposure to hazardous materials.

Mitigation Measures

MM 8.1 Prior to start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by City's Planning Department and the Storm Water pollution Prevention Plan (SWPPP) Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. Staging areas shall not be located near any stream, channel, or wetlands. The proposed staging areas shall be identified in the SWPPP.

Timing/Implementation: *Prior to start of construction and during project construction.*

Enforcement/Monitoring: *City of Elk Grove Planning Department.*

Compliance with federal, State, and local hazardous materials regulations and codes, as well as the above mitigation measure, would ensure that site-specific impacts associated with hazards for construction workers and the general public involving the release of hazardous materials into the environment or through the routine transport, use, or disposal of hazards materials during construction activities would be reduced to a **less than significant** level.

Operational Hazards

As with construction, operation of the proposed project is required to be consistent with federal, State, and local laws and regulations addressing hazardous materials. However, the proposed project consists primarily of residential land uses, which generally do not involve the routine transport, use, or disposal of hazards materials. Therefore, operation of the proposed project would not create a significant hazard to the general public or the environment involving the release of hazardous materials into the environment or through the routine transport, use, or disposal of hazards materials and impacts would be considered **less than significant.**

c) ***No Impact.*** As described under **a) – b)** above, residential land uses generally do not involve the routine transport, use, or disposal of hazards materials. Therefore, **no impact** is expected concerning hazardous emissions, materials, or wastes near schools.

d) ***Less than Significant.*** As noted under the Existing Setting sub-section above, the proposed project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. Two nearby facilities were listed; however, these facilities have been remediated and are not likely to affect the project site. Therefore, this impact would be considered **less than significant.**

e) – f) ***Less than Significant.*** There are no public airports in the City of Elk Grove. The only private airport in the vicinity of the City is the Elk Grove (Sunset Skyranch) Airport, which is located near the intersection of Grant Line and Bradshaw roads several miles from the site. Therefore, the proposed project would not result in an airport safety hazard for people working in the project area and this impact would be considered **less than significant.**

g) ***Less than Significant.*** Upon incorporation, the City adopted the Sacramento County Multi-Hazard Disaster Plan (SCMDP), which was established to address planned response to extraordinary emergency situations associated with natural disasters and technological incidents. The SCMDP focuses on operational concepts relative to large-scale disasters, which can pose major threats to life and property requiring unusual emergency responses. Additionally, the City adopted the Sacramento County Area Plan (SCAP), which is used as a guideline for hazardous material related accidents or occurrences. The purpose of the SCAP is *"To delineate responsibilities and actions by various agencies in Sacramento County required to meet the obligation to protect the health and welfare of the populace, natural resource (environment), and the public and private properties involving hazardous materials."* ." The proposed project would not impede or conflict with the objectives or policies contained in the SCMDP or the SCAP and impacts would be **less than significant.**

h) ***No Impact.*** The project site is currently rural pasture land that is not adjacent to wildlands. Approval of the project would not risk exposure of people or structures to wildland fires.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

EXISTING SETTING

EFSP SURFACE WATER HYDROLOGY AND DRAINAGE

The project site is located within the EFSP area which in turn is located within a large drainage basin which flows from SR 99 in the east to I- 5 in the west. This basin is separated into three artificially created sub-basins from north to south. All three sub-basins drain directly into the Beach-Stone Lakes area but do so at three distinctly different points under Interstate 5. The northern drainage basin contains approximately 4,291 acres, the central basin contains 2,665 acres, and the southern basin contains 8,411 acres.

The EFSP area is relatively flat but does drain gradually from east to west at a slope of approximately 0.15 percent. The highest elevation is 38.0 located on Bruceville Road approximately 800 feet south of Poppy Ridge Road. The lowest point in the Plan area is at elevation 14.8 located immediately east of the Union Pacific Railroad tracks approximately 2,000 feet north of Bilby Road.

All traces of natural drainage patterns east of Franklin Boulevard have been erased by 80 years of agricultural practices. Storm water run-off is channeled into agricultural or roadside ditches where it frequently overtops its banks. However, downstream of Franklin Boulevard, the drainage courses have remained mostly undisturbed meandering swales.

The three main drainage basins function as noted below:

1. Northern Drainage Shed:

Agricultural drainage run-off from the east enters the northern drainage basin of the Plan Area through a 48-inch corrugated metal pipe under Bruceville Road. During higher flow events, the single pipe becomes surcharged creating a backwater conditions which overtops Bruceville Road. Flows continue to the west within the Plan area through agricultural and roadside ditches approximately 1.3 miles to the confluence with the Laguna South Channel. This channel carries 468 acres of developed flows from mostly developed property north of Elk Grove Boulevard into the Plan area through twin 84-inch concrete pipes. The flows from the east and north are combined and flow southeasterly within a trapezoidal channel to just westerly and downstream of Franklin Boulevard. At this point, an earth and rock dam was created with the channel construction in an attempt to mitigate for a potential loss of wetlands upstream. Beyond the dam, the trapezoidal channel continues to just upstream of the Union Pacific Railroad bridge where the channel banks at this point and resumes flow to the southwest within an existing meandering swale. The drainage continues approximately 2.3 miles before flowing under

Interstate 5 in a triple 8'x 12' reinforced concrete box culvert directly into Beach-Stone Lakes (DERA, 1999, p. 7-1).

2. Central Drainage Shed:

Agricultural drainage enters the central drainage basin of the Plan area from the east through twin 54-inch corrugated metal pipes under Bruceville Road. These flows move westerly through the northern sub-basin within agricultural ditches for approximately 2.4 miles to a point of confluence with the central sub-basin to the east of and adjacent to the Union Pacific Railroad tracks.

The central sub-basin of the central drainage shed originates along the westerly side of Bruceville Road. Drainage run-off in this basin flows westerly through agricultural ditches for approximately 2.4 miles before joining the north sub-basin at the confluence point.

The north and central sub-basins combine at the confluence point and flow under the tracks through a 60-inch corrugated metal pipe approximately 4,000 feet north of Bilby Road. Moving westerly, the flows pass under a bridge at Franklin Boulevard and move southwest within a swale roughly 4,600 feet to a point of confluence with the southern sub-basin.

Westerly flow begins in the south sub-basin of the central drainage shed approximately 1,900 feet east of the Union Pacific Railroad tracks. The drainage passes under the tracks through a 60-inch corrugated metal pipe and under a Franklin Boulevard bridge. Both the bridge and the culvert are roughly 1,500 feet north of Bilby Road. The flow enters a meandering swale and moves to the west for approximately 2,400 feet to the point of confluence with the north and central sub-basins.

The drainage flows combine and move to the southwest in a meandering swale. Approximately 3,000 feet downstream of the confluence the channel is constricted and a pond was created to support an agricultural use. This constriction has created a significant backwater effect which floods the adjacent properties during high flow events. The flows continue to the west approximately 4,200 feet where they pass under Interstate 5 through triple 10'x 12' reinforced concrete box culvert directly into Beach-Stone Lakes (DERA, 1999, p. 7-3).

3. Southern Drainage Shed:

Approximately 460 acres of the southerly portion of the Specific Plan area lies within the 8,400-acre Southern Drainage Shed, which is further divided into two sub-basins. The east sub-basins contains 380 acres and receives 59 acres of agricultural drainage run-off from the easterly side of Bruceville Road. The west sub-basin contains 80 acres and receives no offsite flows. The proposed project site is located with in this drainage shed (DERA, 1999, p. 7-1a).

The east sub-basin is further divided into three sub-basins which flow southerly to Bilby Road in agricultural ditches. The east sub-basin contains 171 acres and combines with 59 acres of agricultural drainage run-off from the easterly side of Bruceville Road before passing under Bilby Road through twin 24-inch corrugated metal pipes. The central sub-basin contains 209 acres and passes under Bilby Road in a 36-inch corrugated metal pipe. These drainage flows combine at a point approximately 3,900 feet south of Bilby Road well south of the Plans area.

The flows continue westerly combining with other flows from the east flowing approximately 2.1 miles passing under the Union Pacific Railroad tracks and Franklin Boulevard before reaching the confluence with the west sub-basin of the southern drainage basin.

Westerly flow in the west sub-basin of the southerly drainage basin begins 1,700 feet east of the Union Pacific Railroad tracks. The drainage passes under the tracks through a 60-inch corrugated metal pipe and under Franklin Boulevard through a double 3'x 1.5' reinforced concrete box culvert. The drainage continues to the west in a meandering swale for approximately one mile before reaching the confluence with the remainder of the southern drainage shed. The flows combine and continue to the west in a meandering swale for another mile before passing under Interstate 5 through quadruple 10'x15' reinforced concrete box culverts and directly into Beach-Stone Lakes (DERA, 1999, p. 7-3).

Surface Water Quality

Based on the most current Watershed Sanitary Surveys for the American and Sacramento rivers, both rivers are excellent sources of supply for drinking water in the Sacramento Metropolitan Area. These source waters can be treated to meet all Title 22 drinking water standards using both conventional and direct filtration processes, as well as membranes. There are no persistent constituents in the raw waters that require additional treatment processes. However, there are seasonal treatment requirements at times for rice herbicides on the Sacramento River. This treatment requirement is addressed through chemical oxidation processes. High turbidities during storm events are a treatment challenge which can be managed by optimizing operations including adjusting chemical types and dosing schemes and by reducing plant flow (SCWA, 2004).

Groundwater Hydrology and Quality

The *SCWA Zone 40: Groundwater Management Plan* (GMP) discusses groundwater in Zone 40, which includes both the City of Elk Grove and areas of Sacramento County surrounding the proposed project sites. Zone 40, as well as water supply facilities and water supplies other than groundwater, are discussed in more detail under the Utilities and Service Systems sub-section. According to the GMP, formations that constitute the water-bearing deposits underlying Sacramento County include an upper, unconfined aquifer system consisting of the Victor, Fair Oaks, and Laguna Formations (now known as the Modesto Formation) and a lower, semi-confined aquifer system consisting primarily of the Mehrten Formation known for its fine black sands. These formations are typically composed of lenses of inter-bedded sand, silt, and clay, interlaced with coarse-grained stream channel deposits (SCWA, 2004). Groundwater in the Central Basin is generally classified as occurring in a shallow aquifer zone (Laguna or Modesto Formation) or in an underlying deeper aquifer zone (Mehrten Formation). Within Zone 40, the shallow aquifer extends approximately 200 to 300 feet below the ground surface and, in general, the water quality in this zone is considered to be good except for the occurrence of arsenic in some locations. The shallow aquifer is typically targeted for private domestic wells requiring no treatment unless high arsenic values are encountered. The deep aquifer is separated from the shallow aquifer by a discontinuous clay layer that serves as a semi-confining layer for the deep aquifer. The base of the potable water portion of the deep aquifer averages approximately 1,400 feet below the ground surface. Water in the deep aquifer typically has higher concentrations of total dissolved solids (TDS), iron, and manganese. Groundwater used in Zone 40 is supplied from both the shallow and deeper aquifer systems (SCWA, 2004).

Groundwater in Central Sacramento County moves from sources of recharge to areas of discharge. Recharge to the local aquifer system occurs along active river and stream channels where extensive sand and gravel deposits exist, particularly along the American, Cosumnes, and Sacramento River channels. Additional recharge occurs along the eastern boundary of Sacramento County at the transition point from the consolidated rocks of the Sierra Nevada to

the alluvial deposited basin sediments. This typically occurs through fractured granitic rock that makes up the Sierra Nevada foothills. Other sources of recharge within the area include deep percolation from applied surface water, precipitation, and small streams. Changes in the groundwater surface elevation result from changes in groundwater recharge, discharge, or extraction. The majority of the City of Elk Grove has poor groundwater recharge capabilities (City of Elk Grove, 2003b). Additionally, the Sacramento County Ground Water Elevations Map dated fall of 2003 shows groundwater levels ranging from 50 feet below mean sea level to 50 feet above mean sea level in Elk Grove (Sacramento DWR, 2003). Within the project vicinity, groundwater depths are estimated to be approximately 85 feet below the ground surface. Groundwater depths are seasonally influenced by local pumping, rainfall, and irrigation patterns (EDAW, 2009, p. 4.8-3).

The Sacramento County Water Agency (SCWA) meets water demands through a conjunctive use program of groundwater, surface water, and recycled water supplies, including a maximum yield 69,900 acre-feet/year (af/y) of groundwater from the groundwater basin underlying Zone 40 (SCWA, 2005a). The hydrologic effects of implementing the SCWA's Water Supply Master Plan (WSMP), which identifies a set of water supply alternatives that provide a long-term balance between water demands and supplies in Zone 40, were analyzed using the Sacramento County Integrated Groundwater Surface Water Model (IGSM). The IGSM model runs performed to analyze the effects of the Zone 40 WSMP to the groundwater basin under existing conditions as well as 2030 conditions for different combinations of surface water and groundwater use (SCWA, 2004). The modeling evaluated projected pumping within the groundwater basin by SCWA as well as all other water users, including those for agriculture. The results of the groundwater model indicated that in 2030 approximately 74,000 acre-feet annually of groundwater is expected to be pumped by SCWA and private urban and agricultural water users for use in the Zone 40 2030 Study Area. This volume, combined with other pumping in the Central Basin (including pumping for groundwater remediation), would be less than the sustainable-yield recommendation of 273,000 af/y for all modeled scenarios that assume some level of reuse of remediated groundwater. Stabilized groundwater elevations at the Central Basin's cone of depression under the modeled scenarios would range from approximately 50 feet below mean sea level (msl) to 84 feet below msl, which are all substantially higher than the projected level of 116 feet below msl to 130 feet below msl. Therefore, groundwater pumping associated with the Zone 40 WSMP would not cause sustainable yield recommendations to be exceeded. Therefore, groundwater levels at the Central Basin cone of depression are projected to be higher than those determined to be acceptable to the Water Forum, and this impact was considered less than significant in the EIR for the Zone 40 WSMP.

Flooding

Although the Federal Emergency Management Agency (FEMA) designations of flood zones for the potential project sites are Zone X (areas determined to be outside the 100-year and 500-year floodplains), flooding is a major concern within many areas of the City. This is primarily the case in the City's eastern portion where major drainage facilities have not been built and where storm water flows either in natural channels or small ditches whose capacity is frequently exceeded.

The proposed project site is located outside of both the 100-year and 500-year floodplain. However, the 100-year floodplain is immediately adjacent to the southern boundary of the project site as shown in **Figure 3** below.

Stormwater Quality

The City of Elk Grove Development Services, Public Works Department has jurisdiction over aspects of stormwater management in the City of Elk Grove and the Sacramento County Department of Water Resources has jurisdiction over areas outside the City in the unincorporated areas. The Water Resources segment of the Elk Grove Public Works Department is responsible for drainage, flood control, stormwater quality, and long-term water and urban runoff planning within the City.

City of Elk Grove
Development Services

250 0 250
Feet

Figure 3
100 - Year Floodplain

Upon its incorporation in July 2000, the City of Elk Grove adopted two County ordinances that provide legal authority for the Stormwater Quality Improvement Program – the Stormwater Management and Discharge Control Ordinance (No 22-2003) (updated June 10, 2005) and the Land Grading and Erosion Control Code (Chapter 16.44 of the Elk Grove City Code). The Stormwater Management and Discharge Control Ordinance prohibits most non-stormwater discharges conditionally allowable (e.g., water from firefighting activities) pursuant to NPDES federal regulations. The ordinance provides legal authority to the City for inspections and enforcement related to control of illegal and industrial discharges to the City storm drainage system and local receiving waters. The Land Grading and Erosion Control Code requires projects in Elk Grove disturbing 350 cubic yards or more of soil or one or more acres of land to prepare an erosion and sediment control plan specifying best management practices (BPMs) for erosion and sediment control, and provides legal authority to Elk Grove for inspections and enforcement needed to ensure compliance with the ordinance.

The City of Elk Grove is a joint participant with Sacramento County's National Pollutant Discharge Elimination System (NPDES). The permit was renewed in September 2008 and allows the City to discharge urban runoff from Municipal Separate Storm Sewer Systems (MS4s) in their municipal jurisdictions. The permit requires that the City impose water quality and watershed protection measures for all development projects. The NPDES also requires a permit for every new construction project that implements the following measures:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the nation;
- Develop and implement a stormwater pollution prevention plan (SWPPP); and
- Perform inspections of stormwater control structures and pollution prevention measures.

REGULATORY FRAMEWORK

The following federal, state, and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Federal
  - Clean Water Act (CWA; 33 U.S.C. §1251 et seq. (1972))
  - Section 303(d) of the CWA (Threatened and Impaired Waters List 33 U.S.C. §1313 et seq. (1972))
- State
  - National Pollutant Discharge Elimination System (NPDES) Permit Program
- Local
  - Elk Grove Flood Control and Storm Drainage Master Plan
  - Stormwater Quality Design Manual
  - City of Elk Grove Land Grading and Erosion Control Ordinance

- Zone 40 Water Supply Master Plan
- Zone 41 Urban Water Management Plan
- SCWA Groundwater Management Plan
- City of Elk Grove Water Use and Conservation Ordinance

PROJECT IMPACTS AND MITIGATION MEASURES

a) and f) ***Less than Significant with Mitigation Incorporated.***

CONSTRUCTION WATER QUALITY IMPACTS

Implementation of the Franklin Crossing project will result in the placement of urban uses on the currently vacant site. Future development of these uses could involve site grading, excavation for utilities, trenching, backfilling, and the construction of proposed facilities that could disturb the existing vegetation cover and soil of the project site. Although the project site is generally flat, intense rainfall and associated stormwater runoff could result in short periods of sheet erosion within areas of exposed or stockpiled soils. If uncontrolled, these soil materials would flow off of the site and into local drainages. Further, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase the potential for runoff and downstream sedimentation. Therefore, construction activities could result in substantial stormwater discharges of pollutants into local drainage channels from the project construction site and construction-related chemicals (fuels, paints, adhesives, etc.) could be washed into surface waters by stormwater runoff. The deposition of pollutants (gas, oil, etc.) onto the ground surface by construction vehicles could similarly result in the transport of pollutants to surface waters by stormwater runoff or in seepage of such pollutants into groundwater.

The proposed project is increasing the total number of residential units of the original project from 240 to 314 single-family units, while maintaining parks and open spaces within the 86.4-acre footprint of the original project site. No other new uses are being proposed on the project site and, as the footprint of the project would remain the same, the amount of impervious surface created by the project site would remain the same. Therefore, implementation of the project will have no greater effect on water quality than the original project. However, no specific mitigation measures or other requirements specifically mitigate for the project's contribution of substantial additional sources of polluted runoff that could substantially degrade water quality during proposed construction activities. Therefore, the following mitigation measures are required.

Mitigation Measures

MM 9.1 Prior to the issuance of grading permits, the City shall require that a Stormwater Pollution and Prevention Plan (SWPPP) be prepared and administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) which describe the site, erosion and sediment controls, means of waste disposal, control of post-construction sediment and erosion control measures and maintenance responsibilities, water quality monitoring and reporting during storm events (which will be responsibility of the City), corrective actions for identified water quality problems and non-stormwater management controls. The SWPPP shall address spill prevention and include a

countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. The measures included in the SWPPP shall ensure compliance with applicable regional, state and federal water quality standards. These measures shall be consistent with the City's Drainage Manual and Land Grading and Erosion Control Ordinance which may include (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage facilities from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff; and (6) any other suitable measures. The City shall require all construction contractors to retain a copy of the approved SWPPP on each construction site.

Timing/Implementation: *Prior to issuance of grading permits.*

Enforcement/Monitoring: *City of Elk Grove, Development Services, Planning Department.*

MM 9.2 The project shall implement specific best management practices (BMPs) to ensure that long-term water quality is protected. The BMPs shall be designed, constructed, and maintained to meet a performance standard established by the City and shall conform to the provisions of the City's NPDES permit. BMPs may include, but are not limited to: scheduling or limiting construction activities to certain times of year, prohibitions of practices, maintenance procedures, installation of silt fences, hydroseeding, hydraulic mulch, soil binders, straw mulch, fiber rolls, earthen dikes and drainage swales, velocity dissipation devices, sediment traps, inlet filters, tire washes and other management practices that could be used during construction of the proposed project (see California Stormwater Quality Association's *Stormwater Best Management Practices Handbook for Construction)*.

The project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include, but not be limited to, initial setup, annual maintenance, and annual monitoring.

Timing/Implementation: *Prior to issuance of grading permit; BMPs shall be implemented and monitored throughout the life of the project.*

Enforcement/Monitoring: *City of Elk Grove, Development Services, Planning Department.*

With implementation of the above mitigation measures, erosion from site soils during construction activities would be minimized and pollutants would be largely captured on the site. Therefore, the project's construction-related water quality impacts would be reduced to a **less than significant** level.

OPERATIONAL WATER QUALITY IMPACTS

As described above, the proposed project will result in the placement of urban uses on the currently vacant site. The development of urban uses on the proposed project site will alter the types, quantities, and timing of stormwater runoff in comparison to existing conditions.

The proposed project would be subject to the requirements of the NPDES Stormwater Permit No. CAS082597 (Order# R5-2008-0142), which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the Stormwater Quality Improvement Plan (SQIP) for the City, which includes a new development element requiring stormwater quality treatment and/or best management practices (BMPs) in project design for both construction and operation for new development. As described in the mitigation measures above, the proposed project would be required to prepare a SWPPP and implement BMPs to ensure that long-term water quality is protected.

The implementation of BMPs, consistent with the requirements of the site's NPDES permit and the SWPPP, would ensure that the quality of discharged water from the project sites would not be substantially degraded. With implementation of the City's NPDES permit and the above mitigation measures, the project's operational water quality impacts would be reduced to a **less than significant** level.

b) ***Less than Significant.*** The project site, as well as the entire EFSP area, is located within the boundaries of Sacramento County Water Agency (SCWA) service areas Zone 41 and Zone 40. These service areas plan to utilize a combination of groundwater, surface water, and recycled water to meet customer demands. The proposed project would require water supplies from the SCWA and would therefore increase groundwater consumption. The proposed project is increasing the total number of residential units of the original project from 240 to 314 single-family units. Therefore, the proposed project would require additional water supplies beyond the originally approved Franklin Crossing project.

In December 2005, the Sacramento County Water Agency adopted the *Zone 41 Urban Water Management Plan* (UWMP). The UWMP was prepared based on land uses contained in the City of Elk Grove's 2003 General Plan. The UWMP also incorporates the *SCWA Zone 40 Water Supply Master Plan* (WSMP) which was also prepared using land uses contained in the Elk Grove 2003 General Plan. The purpose of these documents is to ensure that a sustainable water supply exists to meet the demand planned in the various land use plans within their service areas. The proposed project is consistent with both the EFSP and the City of Elk Grove 2003 General Plan. As such, the potential for the increased density included in the proposed project has been accounted for in the Zone 41 UWMP and the Zone 40 WSMP. Modeling conducted for the WSMP identified that groundwater pumping associated with the Zone 40 WSMP, which included assumed industrial development on the proposed project sites, would not cause the sustainable yield recommendations for the groundwater basin underlying Zone 40 to be exceeded. Therefore, the proposed project will not substantially deplete groundwater supplies because the proposed land uses on the project sites were included WSMP, which was found not to exceed the sustainable yield of the groundwater basin.

Therefore, impacts associated with the groundwater basin would be **less than significant.**

c– d) ***Less than Significant with Mitigation Incorporated.*** Development of the Franklin Crossing project will result in a substantial increase in impervious surfaces on the project site and would therefore substantially alter the existing drainage pattern of the sites and increase surface runoff. Increased surface runoff could increase the potential for localized flooding and/or erosion both on- and offsite if allowed to exit the project area unchecked. In addition, runoff water could exceed the capacity of stormwater drainage systems and provide an additional source of polluted runoff.

The proposed project is increasing the total number of residential units of the original project from 240 to 314 single-family units, while maintaining parks and open spaces within the 86.4-acre footprint of the original project site. No other new uses are being proposed on the project site and, as the footprint of the project would remain the same, the amount of impervious surface created by the project site would remain the same. Therefore, implementation of the project will have no greater effect on associated with increased runoff than the original project. Furthermore, as discussed under **a)** and **f)** above, the proposed project would be subject to the requirements of the NPDES Stormwater Permit No. CAS082597. Mitigation measure **MM 9.2** requires that the project prepare a SWPPP consistent with the NPDES Permit. The SWPPP must contain BMPs including construction and post-construction erosion and sediment controls. In addition, the project (and the BMPs included in the SWPPP) would be required to comply with the City's Grading and Erosion Control Ordinance (Chapter 44 of Title 16 of the City of Elk Grove Municipal Code). This ordinance establishes administrative procedures, standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, other pollutant runoff, and the alteration of existing drainage. The ordinance requires that prior to grading activities, a detailed set of plans be developed that include measures to minimize erosion, sediment, and dust created by improvement activities. Compliance with mitigation measure **MM 9.2**, with the provisions of the NPDES Permit, BMPs, and the City's Land Grading and Erosion Control Ordinance would reduce the impacts of increased runoff resulting from altering the drainage pattern of the proposed project site to **less than significant with mitigation incorporated.**

e) ***Less than Significant.*** As described above, development of the proposed project will result in a substantial increase in impervious surfaces on the project site and would therefore increase surface runoff entering the City's storm drain system. Compliance with the City's NPDES permit and the SWPPP and BMPs as discussed above would reduce the amount of stormwater runoff from the project sites. As has been stated before, the proposed project's footprint is identical to that of the previously approved Franklin Crossing project. The drainage study prepared for that project concluded that the designed pipe system would adequately convey peak flows and would have capacity to reduce overland release flows consistent with City drainage design standards (Wood Rodgers, 2006). Similarly, the increase in surface elevation of the Shed B channel was determined to be insignificant because it would not exceed 0.1 feet. Given that the proposed project will not result in a significant increase in runoff compared to the previously approved project and that the proposed project will also be required to meet city drainage design standards, impacts would be considered **less than significant.**

g) – h) ***No Impact.*** The proposed project site is located outside of the FEMA 100-year flood hazard area. Therefore, implementation of the proposed project would not place

housing or other structures within the 100-year flood hazard area and would not impede or redirect flood flows. **No impact** would occur.

i) ***No Impact.*** The only dam in the vicinity of the project site is the Folsom Dam. The proposed project site is located outside the Folsom Dam Failure Flood Area. Therefore, implementation of the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of a failure of a levee or dam. **No impact** would occur.

j) ***No Impact.*** The proposed project site is not located near any ocean coast or seiche hazard areas and would not involve the development of residential or other sensitive land uses in or near these areas. Therefore, the project would not expose people to potential impacts involving seiche or tsunami. No potential for mudflows is anticipated. Therefore, there is **no impact** associated with the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

EXISTING SETTING

The proposed project is located within the EFSP, which is located at the southwestern edge of the City of Elk Grove. The EFSP is bounded by Franklin Boulevard to the north, Bruceville Road to the east and Bilby Road to the south with an extension south of Bilby Road in the southwest corner of the Plan area. The Plan area is approximately two miles east of I- 5 and two miles west of SR 99.

The proposed project is located on an 86.4 acre parcel within the EFSP in the southwest area of the Plan area. The site is located south of Bilby Road, east of the Union Pacific Railroad, west of Kammerer Road and north of Core Road.

The City of Elk Grove General Plan Land Use Element designates land uses within the City. The City of Elk Grove General Plan Land Use Policy Map designates the project area as Estate Residential, identified as having varied densities, with a range of approximately 0.6 to 4.0 du/ac. The project site is zoned AG-20 in the Elk Grove Zoning Code. The EFSP designates the project site as SFR 3-6 (Single-Family Residential three to six units per acre.)

REGULATORY FRAMEWORK

- Local
  - City of Elk Grove General Plan
  - East Franklin Area Specific Plan

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less than Significant.*** There are no urban uses currently on the site. Approval of the project will enable the development of the general land uses expected with adoption of

the EFSP land use designations of RD-4, RD-5 and OS with 314 new single-family units. The project will not divide an established community, but would become a continuation of development of suburban land uses south of Elk Grove Boulevard. This impact is therefore considered **less than significant.**

b) ***Less than Significant.*** The Franklin Crossing project is an 86.4 acre component of the already approved 2,474 +/- acre East Franklin Specific Plan, approved in February 2000. The proposed project will increase the approved density on the project site from 240 single-family residential units to 314 single-family residential units. The proposed increase in units will still be consistent with land uses envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and associated infrastructure to develop within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. In addition, the EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Increasing the number of residential units on the project site by 74 while remaining within the original project site footprint will not conflict with the EFSP nor with the Elk Grove General Plan. Therefore, this impact is considered **less than significant.**

c) ***No Impact.*** The City of Elk Grove does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (City of Elk Grove, 2003a, pg. 49). Therefore, the project would have **no impact** on habitat conservation or natural community conservation plans.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

EXISTING SETTING

Mineral resources in Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas and petroleum. Potential sources of quality aggregate exist within Sacramento County. These potential sources lie within areas that are classified by the Surface Mining and Reclamation Act of 1975 (SMARA) Special Report 156 as MRZ-3, a classification that includes areas "containing aggregate deposits, the significance of which cannot be evaluated from available data," and include igneous rocks of volcanic origin and metamorphic rocks (Sacramento County, 2007; City of Elk Grove, 2003a). Using data contained in the SMARA Special Report 156, the City of Elk Grove was classified for its mineral resource potential and is covered by the MRZ-3 classification. However, no known significant mineral resource have been identified in the City of Elk Grove.

REGULATORY FRAMEWORK

There are no mineral resources within the project site and therefore no Federal, State or Local regulations are applicable.

PROJECT IMPACTS AND MITIGATION MEASURES

a-b) ***No Impact.*** No significant mineral resources have been identified in the project site and therefore there is no impact with regard to loss of a known mineral resource or mineral resource recovery site.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project:				
a) The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

EXISTING SETTING

The environmental noise analyses prepared for the EFSP EIR by Bollard Acoustical Consulting and the noise analysis prepared for the Franklin Crossing project by Bollard Acoustical Consultants as updated by Bollard in January, 2010 (attached at the end of this Initial Study) formed the basis of this analysis. As stated in the above mentioned studies, motor vehicle traffic is the major contributor to the existing noise environment in the EFSP area. Major vehicular noise the EFSP area occurs along Elk Grove Boulevard, Franklin Boulevard, Bruceville Road and, to a less extent, Bilby Road. Another major noise source in the EFSP area occurs along the Union Pacific Railroad Tracks as a result of train movement and operations along the railroad tracks.

REGULATORY FRAMEWORK

- Federal

- U.S. Environmental Protection Agency
- Department of Housing and Urban Development

- State
  - California Building Code
  - State of California General Plan Guidelines
  - California Department of Transportation

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less Than Significant With Mitigation Incorporated.*** Future traffic on Bilby Road, future Franklin Road and future Kammerer Road, and trains on the WPRR tracks are considered to be potentially significant noise sources which may impact the project design.

For noise generated by transportation noise sources, the City of Elk Grove General Plan Noise Element establishes a land use compatibility criterion of 60 dB L_{dn} or less at outdoor activity areas of residential land uses. The intent of this standard is to provide an acceptable noise environment for outdoor activities. An exterior transportation noise exposure level of up to 65 dB L_{dn} may be allowed in outdoor activity areas provided that all available exterior noise reduction measures are applied. In addition, the interior noise level criterion of 45 dB L_{dn} is applied to residential land uses, regardless of exterior noise exposure. Residential uses subject to noise from railroad tracks, aircraft overflights or similar noise sources which produce clearly identifiable, discrete noise events have a 40 dB L_{dn} interior noise criterion. The intent of the interior standards is to provide a suitable environment for indoor communication and sleep.

Outdoor Traffic Noise: Bollard employed the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise exposure. The results of this analysis are identified in **Table 12.2** below. As shown in the table, residences would be setback 75 feet, 105 feet and 120 feet from the centerlines of Bilby Road, Willard Parkway and Kammerer Road, respectively for outdoor activity areas and 85 feet, 115 feet and 130 feet from the centerlines of Bilby Road, Willard Parkway and Kammerer Road, respectively for second-floor facades. Furthermore, a 60 dB L_{dn} City noise standard would be exceeded at the project site unless mitigation is incorporated.

TABLE 12.2
FUTURE (2025) TRAFFIC NOISE EXPOSURE

Roadway	Distance from Centerline (feet) – Outdoor Activity Area/Second-Floor Facades	L_{dn}(dB)) – Outdoor Activity Area/Second-Floor Facades
Bilby Road	75/85	63/65
Willard Parkway	105/115	66/68

Kammerer Road (East End)	120/130	65/69

Source: Bollard, 2010

Table 12.3 below shows the noise levels at individual residential lots with installation of 6-foot noise barriers along Bilby Road, Willard Parkway and Kammerer Road. The nose analysis shows that exterior noise levels would comply with the General Plan Noise Element noise level criterion with installation of noise barriers.

TABLE 12.3
SUMMARY OF NOISE BARRIER CALCULATION RESULTS ASSOCIATED WITH TRAFFIC NOISE

Noise Source	Tentative Map Lot Numbers	Noise Barrier Height[1] (feet)	L_{dn} dB
Bilby Road	1-6 (Village 1), 1-7 (Village 2)	6	56
Willard Parkway	7-29 (Village 2), 13-21 (Village 3), 82-89 (Village 4)	6	57
Kammerer Road[2]	63-81 (Village 4)	6	59

1 Barrier heights are with respect to building pad elevations. Building pad elevations are assumed to be at grade with perimeter roadways (except Kammerer overpass).

2 A specific analysis of traffic noise exposure and mitigation for the proposed Kammerer Road overpass of the WPRR will be required once engineering for this section of the roadway is complete.

Source: Bollard, 2010

Outdoor Railroad Noise: To quantify railroad noise exposure on the project site, Bollard & Brennan conducted an automated 24-hour noise level measurement session near the project site on January 14-15, 2010. The measurement site was located just west of the southwest corner of the site, approximately 75 feet from the center of the UPRR tracks.
The UPRR crossing at Bilby Road is part of the City of Elk Grove's Quiet Zone #2. This Quiet Zone was established in June 2008, and eliminates the federal requirement for UPRR train operators to sound warning horns at the grade crossings of Franklin Road/Willard Parkway and Bilby Road. Comparing the measured noise level data on the north and south sides of the project site, it was confirmed that train noise exposure is no higher near the grade crossing of Bilby Road (where warning horn noise would be dominant) than at the location well removed from the crossing, indicating the effectiveness of the Quiet Zone.

Assuming a standard noise level reduction of -4.5 dB per doubling of distance (+4.5 dB per halving of distance) from the noise source, calculated UPRR train noise exposure within Lots 7-24 (Village 1) and Lots 69-73 (Village 3) would be approximately 62 dB Ldn. Estimated train noise exposure at Lot 63 (Village 4) would be approximately 67 dB Ldn.

This exposure exceeds the City's 60 dB Ldn exterior noise exposure criterion. It is expected that this exposure will be approximately 4 dB higher at second-floor building elevations. Therefore, second floor building facades directly adjacent to the UPRR tracks may experience train noise levels of 66- 71 dB Ldn.

Bollard indicates that a solid noise barrier of 6 feet high (relative to building pad elevations) would be required to reduce train noise levels in the backyards of Lots 7-24 (Village 1) and Lots 69-73 (Village 3) to a state of compliance with the City's 60 dB Ldn exterior noise level standard. For Lot 63 (Village 4), a barrier height of 8 feet would be required to lessen the potential noise impact to a less than significant level at residential backyards as shown in **Table 12.4** below.

TABLE 12.4
SUMMARY OF NOISE BARRIER CALCULATION RESULTS ASSOCIATED WITH RAILROAD NOISE

Noise Source	Tentative Map Lot Numbers	Noise Barrier Height[1] (feet)	L_{dn}, dB
Union Pacific Railroad	7-24 (Village 1), 69-73 (Village 3)	6	57
	(Village 3)/63 (Village 4)	8	60

[1] *Barrier heights are with respect to building pad elevations. Building pad elevations are assumed to be 3 feet below tracks.*

Source: Bollard, 2010

The noise barriers described in **Table 12.3** above will provide little mitigation at second floor building facades. Therefore, as mentioned above, future exterior noise exposure at the closest second-floor building facades is expected to be approximately 65 dB Ldn, 66 dB Ldn, 69 dB Ldn, and 66-71 dB Ldn near Bilby Road, Willard Parkway, Kammerer Road, and the UPRR tracks, respectively. It is expected that second-floor dwellings closest to the UPRR tracks will require minimal construction improvements to satisfy the City's interior noise exposure criterion.

The train noise barrier(s) described in **Table 12.3** along the west property boundary would reflect train noise energy to the west, increasing train noise exposure by approximately 1-2 dB at the closest existing residences on Franklin Boulevard. This increase would generally be considered less than significant given the assumed low ambient noise environments at these receivers: A 5 dB increase due to the project would generally be required for a significant project-related noise impact where existing noise exposure is less than 60 dB Ldn.

Mitigation Measure

MM 12.1 (Noise - Exterior)

The project applicant shall construct a sound attenuation barrier along Bilby Road, Franklin Boulevard, Kammerer Road and the Union Pacific Railroad (UPRR) as specified below and in accordance with City standards to mitigate potential transportation noise impacts.

Monitoring Action

Prior to the issuance of any building permits, the applicant shall construct the noise barriers as specified below which are required to meet the thresholds for acceptable noise levels prior to residential occupancy. A combination of berm and wall is required.

- Construct a 6-foot high noise barrier at the property line along Bilby Road and Willard Parkway.
- Construct a 6-foot high noise barrier at the property line along future Kammerer Road (east end). A property line or overpass barrier will be required to mitigate future Kammerer Road overpass noise exposure on

the project site. Noise exposure calculations and recommendations for noise mitigation for this overpass may be completed once specifics regarding the overpass design (elevations, etc.) are available. These noise barriers shall be a combination of earthen berms, soundwalls, and plan materials intended for sound attenuations. The construction and installation of the barriers shall be completed prior to the issuance of building permits.

- Construct a 6-8 foot high property-line noise barrier along the west side of the project site and a 3-foot high roadside barrier on the Kammerer Road overpass of the UPRR. These noise barriers shall be a combination of earthen berms, soundwalls, and plan materials intended for sound attenuations. These barriers should intersect the Kammerer Road overpass of the WPRR, with no gaps at the intersection points. The construction and installation of the barriers shall be completed prior to the issuance of building permits.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Elk Grove Development Services – Planning and Building.*

Implementation of the above mitigation measure would lessen potential adverse impacts from traffic and railroad noise at residential exteriors to a less than significant level.

Interior Noise: Typical residential construction practices consistent with the Uniform Building Code (UBC) will provide an exterior-to-interior noise level reduction of no less than 25 dB, provided that windows and exterior doors are closed. Worst-case exterior noise exposure on the project site would need to exceed 70 dB Ldn to possibly produce interior noise levels of 45 dB Ldn or greater.

Future (2025) interior noise exposure may be as high as 46 dB L_{dn} or less within all proposed first-floor residences, assuming the construction of the recommended noise barriers. Future (2025) exterior noise exposure at second-floor building facades closest to the east end of the future Kammerer Road and the UPRR tracks is expected to exceed 70 dB L_{dn}, regardless of exterior noise-mitigating construction; and, therefore, interior noise levels would exceed the General Plan noise level criterion of 45 dB for traffic noise and 40 dB for railroad noise. This is considered a potentially significant impact unless mitigation is incorporated.

Mitigation Measure

MM 12.2 (Noise - Interior)

- For residential units along the east end of future Kammerer Road and along the Union Pacific Railroad tracks, building facade noise reduction will be required to achieve an interior noise level of 45 dB L_{dn} along the eastern end of future Kammerer Road and 40 dB L_{dn} along UPRR consistent with the City of Elk Grove General Plan noise level criterion. Acoustical insulation, building materials, unit placement from the noise source and/or other construction techniques shall be incorporated into the building plans for these units to meet the thresholds for acceptable noise levels and compliance with the General Plan Noise Element.

Monitoring Action

Prior to the issuance of any building permits, the applicant shall submit plans and details to Development Services, Planning that adequately describes the acoustical insulation, building materials, unit placement from the noise source and/or other construction techniques required to meet the thresholds for acceptable noise levels prior to residential occupancy.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Elk Grove Development Services, Planning and Building.*

Implementation of the above mitigation measure would lessen potential interior noise level impacts to a **less than significant** level.

b) ***Less Than Significant with Mitigation Incorporated.*** Construction of the residential development as proposed would involve the creation of noise and groundborne vibration and exposure of residences in the vicinity of the WPRR to groundborne vibration, which could exceed acceptable noise levels as established in the City's Noise Control regulations. However, the incorporation of Mitigation Measure 6 above would reduce impacts to a **less than significant** level.

c) ***Less Than Significant.*** The development of residences would not result in the creation of significant, permanent noise levels. Project-related traffic would have a less than significant discernable impact on existing noise levels. Development of the proposed site would result in a temporary increase in noise due to construction; however, the City's Noise Code (Chapter 6.68 of the City Code) restricts such activities to daytime hours. Overall, the project is not expected to generate excessive noise levels or expose the people residing in the vicinity to excessive noise. Impacts to ambient noise levels are expected to be **less than significant.**

d) ***Less Than Significant.*** Project construction would result in a temporary increase in ambient noise levels in the vicinity of the project site. The impact would considered **less than significant** based on the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the City Noise Control Code (Chapter 6.68 of the City Code).

e-f) ***No Impact.*** The proposed project is not located within two miles of a public airport or public use airport, nor is it in the vicinity of a private airstrip. Therefore, there is **no impact** associated with adverse noise impacts related to aircraft noise.

	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EXISTING SETTING

The City of Elk Grove's population in the year 2000 was 72,665 persons, compared to Sacramento's population of 1,223,499 (U.S. Census Bureau, 2000). Prior to the City's incorporation in 2000, the population of Elk Grove increased at an average rate of 7 percent annually, or a 70.5 percent increase since 1990 (Elk Grove, 2003a). Sacramento County experienced a much slower rate of growth during that time period, with population increasing only 17.5 percent from 1,041,219 in 1990 to 1,223,499 in 2000 (U.S. Census Bureau 2000, 1990). Elk Grove experienced rapid population growth after its incorporation in 2000.

Table 13.1 portrays both past and projected population growth in Elk Grove through the year 2035. Population growth in Elk Grove is anticipated to account for nearly 20 percent of the County's total growth between the years 2005 and 2010 and 23.4 percent of the County's total growth between the years 2010 and 2020. SACOG projects that the population of Sacramento County will increase to approximately 1,762,523 by the year 2027 (SACOG, 2006).

TABLE 13.1
CITY OF ELK GROVE POPULATION TRENDS

Year	Population	Change	Average Annual % Change
1990[1]	42,626	N/A	N/A
2000[1]	72,665	30,039	70.5
2005[2]	121,470	48,805	13.4
2007[2]	136,318	14,848	6.1
2015*[3]	164,403	28,085	2.5

2020*[3]	181,273	16,870	2.04
2035*[4]	183,070	33,640	1.5

Source:

[1] *U.S. Census Bureau. 1990. 1990 Census.*

[2] *State of California, Department of Finance. May 2007. E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. Sacramento, California.*

[3] *SACOG Projections. March 15, 2001. www.sacog.org/demographics/projections/cities/sac.pdf. Note:* *The annexation of Laguna West in 2001 added an additional 14,973 persons to the City's population. Those persons have been added to the above Elk Grove totals (www.elkgrovecity.org, 2007).

[4] *SACOG Travel Model Run January 2007. SACOG DRAFT 2035 Projections for Households and Population by Housing Type and Employment by Sector. http://www.sacog.org/demographics/projections/files/2035_projections_010507.xls.*

* *SACOG Projections for 2035 based on Laguna and Elk Grove Regional Analysis Districts (RADs). A RAD is an area defined by SACOG. RADs may have the same name as community planning areas or city names, but the boundaries are not the same.*

In May 2007, the California Department of Finance released housing unit estimates for 2001 through 2007, which are shown in **Table 13.2** for the City of Elk Grove. As shown by the data, the total number of housing units increased an average of 11.17 percent each year and the majority of housing units built were single-family detached units and multi-family units with 5 or more units per structure.

TABLE 13.2
CITY OF ELK GROVE HOUSING UNITS ESTIMATES 2001-2007

Year	Total Housing Units	Single-Family		Multi-Family		Mobile Homes
		Detached	Attached	2-4 Units	5+ Units	
2001	25,057	22,196	919	525	1,144	273
2002	26,645	23,784	919	525	1,144	273
2003	28,323	25,462	919	525	1,144	273
2004	36,812	33,903	919	525	1,192	273
2005	40,932	37,687	919	525	1,528	273
2006	44,518	40,958	919	525	1,843	273
2007	46,495	42,281	1,327	525	2,089	273

Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. Sacramento, California, May 2007.

According to the 2003 Elk Grove General Plan, the average household size for Elk Grove is 3.07 persons per household versus 2.64 persons per household for Sacramento County. (City of Elk Grove, 2003a, pg. 86)

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less than Significant Impact.*** The proposed project will increase the total number of residential units included in the original Franklin Crossing project from 240 to 314 single-family units while maintaining the approved 86.4-acre footprint of the original project site. Using the City's average of 3.07 persons per household, increasing the number of residential units on the project site by 74 is anticipated to result in a population increase

of 227 persons beyond what was originally approved on the project site. However, the proposed increase in units will still be consistent with land uses and population growth envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and over 10,000 housing units within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. The EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of population growth within the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Therefore, as the proposed project was already accounted for under the EFSP growth projections and would increase the residential units of the original IS/MND from 240 to 314 while maintaining the 86.4-acre footprint, this impact remains **less than significant**.

b-c) ***No Impact.*** The project site does not currently contain any residential units. The Franklin Crossing project does not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Therefore there is **no impact**.

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

EXISTING SETTING

The project site is located within the EFSP which anticipated the Plan area to develop with residential, commercial, and institutional land uses which would introduce over 10,000 new residents (Sacramento County, 2000, pg. 3-1) and would require related infrastructure and services to support this new population.

FIRE PROTECTION

In November of 2006, a merger between the Elk Grove Community Services District and the Galt Fire Protection District resulted in the creation of the Cosumnes Community Services District (CCSD). This change expanded the delivery of community services district fire protection and emergency medical services to the cities of Elk Grove, Galt, and unincorporated south Sacramento County areas—approximately 157 square miles. The CCSD provides emergency services such as fire suppression, emergency medical services, technical rescue, arson, and explosion investigations. CCSD currently has eight fully staffed stations, of which six are located in Elk Grove (EDAW, 2009, p. 4.5-4):

- Fire Station 45 is located at 229 5th Street in central Galt.
- Fire Station 46 is located at 1050 Walnut Avenue in northeast Galt.
- Fire Station 71 is located at 8760 Elk Grove Boulevard. This station maintains a minimum of five personnel, 24 hours a day; one four person engine, one two person medic, and one battalion chief.
- Fire Station 72, located at 10035 Atkins Drive in the EFSP area, approximately 1.3 miles north of the project site. Currently, staff at this station includes five personnel, 24 hours a day. Primary equipment at this station includes one three person engine and one two person medic.

- Fire Station 73 is located at 9607 Bond Road. This station provides fire, emergency medical and ambulance transport services. This station also maintains a minimum of five personnel, 24 hours a day. Primary equipment at this station includes one three person engine and one two person medic.

- Fire Station 74 is located at 6501 Laguna Park Drive. This station provides fire, rescue, emergency medical, and ambulance transport services. Minimum staffing at this station includes six personnel, 24 hours a day. Primary equipment at this station includes one four-person truck, one three-person engine and one two person medic.

- Fire Station 75 is located at 2300 Maritime Drive. This station provides fire and emergency medical services. Minimum staff at this station includes one three person engine.

- Fire Station 76 is located at 8545 Sheldon Road. This station provides fire and emergency medical service. Staff at this station includes three personnel, 24 hours a day. Primary equipment located at this station includes one three person engine.

The nearest fire station to the project area is Fire Station 72 approximately 1.3 miles to the north. The CCSD Fire Department is planning to construct Fire Station 70 to maintain service levels within the district. This station is currently planned to be located on Bruceville Road south of Kammerer Road. Fire Station 70 would be located approximately one mile east of the project site (EDAW, 2009, p. 4.5-4).

The CCSD is staffed with more than 150 sworn personnel and eight engine companies, one ladder truck company, six ambulances, and a command vehicle each day on a 24-hour basis. Additionally, there are eight grass engines and other specialty apparatus, including one heavy foam unit, a heavy rescue engine, a technical rescue trailer, a mass decontamination trailer, a mass casualty incident trailer, and a swift water rescue boat, also staffed using these personnel as seasons and emergency circumstances dictate. The CCSD provides Advanced Life Support (ALS) and Basic Life Support (BLS) and ambulance transport services in the CCSD service boundaries, as well as the nearby communities of Wilton, Herald, and Courtland. All medical units are staffed with one paramedic and an emergency medical technician (EMT). The CCSD Fire Department operates three full-time medic units from Fire Stations 73, 74, and 75 in central Elk Grove, Laguna, and east Elk Grove, respectively. An additional medic unit is stationed at Fire Station 72 in Franklin and staffed by the station's engine company when needed. In addition to ambulance units, the EMS Division introduced a medic bike team in 1998 that is deployed at large-scale community events to provide rapid medical responses in heavily congested areas.

POLICE PROTECTION

The City of Elk Grove Police Department (EGPD) was formed in conjunction with the City's incorporation in July 2000. The City created its own police department on October 28, 2006, which operates as a full service law enforcement agency contracted through the County Sheriff's Department. The service boundaries of the EGPD are contiguous with the City limits. The EGPD provides all law enforcement services including responding to all crime-related events, handling all traffic-related issues, and providing community services to the citizens of Elk Grove. All traffic accidents occurring on freeways that pass through Elk Grove (SR 99 and I 5) are handled by the California Highway Patrol (CHP) (EDAW, 2009, p. 4.5-5).

The EGPD currently operates out of three facilities. The main building is the 12,500-square-foot facility located in the City Hall complex at 8380 Laguna Palms Way, approximately 5 miles northeast of the project site. This facility accommodates the administrative functions of the Department including administration; detectives; and K-9 divisions. Another 31,000-square-foot facility is located at 8400 Laguna Palms Way, approximately 5.1 miles from the project site. This facility houses records, property and evidence, communications, professional standards, traffic, information technology, and fleet. A total of 112 employees are staffed in this facility. In addition, an approximately 8,069-square-foot facility is located at the Corporation Yard Site. The facility serves as a staging area for the EGPD's fleet and provides shower and equipment storage for sworn personnel. This facility includes 103 parking spaces for patrol vehicles, with no regular on-site staff assigned to this building.

The EGPD provides the full range of public safety services for the City. Patrol personnel handle calls for service from residents, businesses and visitors and have a total staff of 191 including 125 sworn police officers, and 66 non-sworn management, administrative and technical positions. The Elk Grove Communications Center answers an average of 186,000 emergency and non-emergency calls annually. There are no adopted standards relative to sworn police officers per population amounts; however, the current average response time city-wide is 14 minutes. The department strives to maintain a 1 per 1,000 ratio of officers to residents and the current staffing ratio is 0.92 to 1,000 (EDAW, 2009, p. 4.5-6).

SCHOOLS

The City of Elk Grove is located within the service area of the Elk Grove Unified School District (EGUSD). The EGUSD covers 320 square miles and is the fifth largest school district in California and the largest in Northern California (EGUSD, 2010). The EGUSD boundaries encompass the entire City of Elk Grove, portions of the cities of Sacramento and Rancho Cordova, and most of southern Sacramento County. Currently, the district provides education to over 62,000 students and operates 64 schools: 40 elementary schools, 9 middle schools, 9 high schools, 4 alternative education schools, 1 adult school, and 1 charter school (EGUSD, 2010). Schools around the project site include Franklin Elementary, Carroll Elementary, Arlene Hein Elementary, Helen Carr Castello Elementary, Toby Johnson Middle, Elizabeth Pinkerton Middle, and Franklin High. All these schools are located north of the project site, within the EFSP except Franklin Elementary, located just northwest of the project site.

PARKS

The CCSD provides parks and recreation services to the Elk Grove community. The department plans and designs new parks; owns, operates, and maintains parks and community centers; manages rentals of community centers, picnic sites, and sports fields; and offers recreation programs. Currently, the CCSD manages 80 parks, 18 miles of off-street trails, two community centers, four recreation centers, and two aquatics complexes and offers recreation programs for all ages including special events, preschools, summer camps, teen programs, special interest classes, before- and after-school recreation, non-traditional sports, therapeutic recreation, youth and adult sports, and aquatic programming (CCSD, 2010). The Franklin Crossing project includes 4.9 acres of open space and parkland, as opposed to 4.4 acres of parkland proposed in the 2005 IS/MND.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- State
  - California Occupational Safety and Health Administration
  - City Emergency Response/Evacuation Plans
  - California Fire Code
  - California Health and Safety Code
  - Emergency Response/Evacuation Plans
  - Leroy F. Greene School Facilities Act of 1998 (SB 50)
  - California Department of Education
  - Quimby Act
- Local
  - Sacramento County Multi-Hazard Mitigation Plan
  - Fire Codes and Guidelines
  - City Emergency Response/Evacuation Plans
  - Elk Grove Unified School District Funding
  - Cosumnes Community Services District Strategic Plan 2008-2013
  - CCSD Park Facilities Master Plan

PROJECT IMPACTS AND MITIGATION MEASURES

a) ***Less than Significant Impact with Mitigation Incorporated*** Based on the Population and Housing section of this document, increasing the number of residential units on the project site by 74 is anticipated to result in a population increase of 227 persons beyond what was originally approved on the project site. This increase in population would cause an associated increase in demand for fire services and additional water supply for adequate fire flow. The public facilities financing plan and water supply master plan for the EFSP contained provisions for securing and delivering adequate fire protection and fire flows to EFSP area. Even with the increase in housing units, the proposed project is consistent with both the EFSP and the City of Elk Grove 2003 General Plan. As such, the potential for the increased density included in the proposed project has been accounted for. Therefore, impacts related to fire protection are considered **less than significant.**

b) ***Less than Significant Impact.*** Based on the Population and Housing section of this document, increasing the number of residential units on the project site by 74 is anticipated to result in a population increase of 227 persons beyond what was originally approved on the project site. This increase in population would cause an associated increase in demand for police protection services. The project would be required to pay development impact fees and annex into the appropriate Community Facilities District (CFD) for police service. Fee programs are regularly evaluated and updated, consistent with the Elk Grove General Plan Policy PF-21, to ensure that adequate service levels are maintained. Payment of fees would mitigate the project's contribution to any increase in demand for law enforcement services and facilities. Therefore, impacts to police protection would be **less than significant.**

c) ***Less than Significant.*** According to the Facilities and Planning Manager of the EGUSD, "The District is currently impacted, overcrowded and experiencing a high rate of growth. The District does not have the financial capability to purchase school sites nor construct and furnish ***needed*** school facilities created by this and or other development projects. State funding is unpredictable and inadequate and the developer fees and Mello-Roos taxes collected by the district are not sufficient to satisfy the need" (City of Elk Grove, 2005).

According to the US Census Bureau, the City of Elk Grove consists of 27.3 percent people under the age of 18. Based on the Population and Housing section of this document, increasing the number of residential units on the project site by 74 is anticipated to result in a population increase of 227 persons beyond what was originally approved on the project site, which would increase the number of students to be absorbed by the EGUSD Due to the current overcrowded state of EGUSD schools, EGUSD may not be able to accommodate this increase in students under current conditions. However, the proposed project alone would not trigger the need for additional school facilities and exceeding school capacity is not considered to cause a physical impact under CEQA. California Government Code Section 65995(h) states that "the payment or satisfaction of a fee, charge or other requirement levied or imposed...[is] deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." The proposed project would be subject to the EGUSD residential fee in place at the time an application is submitted for a building permit and under CEQA, payment of EGUSD residential development fees is considered to mitigate the need for school facilities generated by project implementation. Therefore, anticipated impacts to schools would be considered **less than significant.**

d) ***Less than Significant.*** The reader is referred to discussion and analysis of park under impact discussions 15a) and 15b).

e) ***Less than Significant.*** Based on the Population and Housing section of this document, increasing the number of residential units on the project site by 74 is anticipated to result in a population increase of 227 persons beyond what was originally approved on the project site. This increase in population would cause an associated increase in demand for library services. Current library services that would serve the project site include the Elk Grove Public Library, the Sacramento Public Library Elk Grove Branch, and the Franklin Community Library. According the EFSP, the Franklin Community Library would adequately serve the population projected for the Specific Plan area (over 10,000

residents). As the proposed increase in units would still be consistent with the land uses and population growth envisioned in the EFSP, impacts to library services are considered **less than significant.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the Construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

EXISTING SETTING

There are eight Neighborhood Parks, eight mini-parks and one Community Park in the EFSP Area. The 14.6 acres of mini-parks include tot-lots, picnic tables, and various sports courts and fields. There are approximately 66 acres of Neighborhood Park sites which include tot-lots, picnic areas with on-site parking and restrooms, turf areas, and various sports courts. The 30 acre Community Park is centrally located to serve residents throughout the East Franklin area. Facilities expected to be included in the Community Park include picnic areas, sports facilities and play areas. In addition, the Cosumnes Community Services District Department of Parks and Recreation (Parks and Recreation) owns a 39.0-acre portion of a proposed 46.9-acre Sports Park site. The Sports park site adjoins the high school/middle school site and is intended primarily for development of a league-quality sports field complex. It is anticipated that several combination athletic fields will be developed on the site, thus servicing the needs of organized teams in the area. All park facilities are well lit and suited for night-time sports uses. The City of Elk Grove has also required the EFSP Area to provide for drainage parkway corridors, landscape corridors and buffers along major roadways and with commercial and multi-family sites, and open space buffers along the railroad corridor. The proposed amended Franklin Crossing project includes 4.9 acres of open space and parkland, as opposed to the previously approved 4.5 acres of parkland.

REGULATORY FRAMEWORK

- Local
  - The Cosumnes CSD - requires park land dedication in the amount of 5 acres per 1,000 population.

PROJECT IMPACTS AND MITIGATION MEASURES

a)-b) ***Less than Significant.*** The originally approved Franklin Crossing project was anticipated to result in the addition of approximately 737 new people in the Plan area. Implementation of the project would have required 3.7 acres of parkland. Based on the Population and Housing section of this document, increasing the number of residential units on the

project site by 74 is anticipated to result in a population increase of 227 persons beyond what was originally approved on the project site. In order to satisfy Quimby Act requirements, the Cosumnes CSD requires the dedication of land or in-lieu fees equivalent to 5.0 acres per 1,000 population. Based on that requirement, the project will require land or in-lieu fees equivalent to 4.82 acres. The proposed project includes 4.9 acres of open space and parkland. Consequently, although, the proposed project would increase the use of local neighborhood and regional parks, or other recreational facilities, it would also contribute its fair share in the form of land dedication to the satisfaction of the Cosumnes Community Services District. Therefore, impacts to recreation are considered **less than significant.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

EXISTING SETTING

Major circulation facilities in the vicinity of the project site include:

- Interstate 5 (I-5) to the west;
- State Route 99 (SR 99) to the east;
- Laguna Boulevard to the north; and
- Bilby Road to the immediate north of the site.

The road system is partially rural in character in the vicinity of the project site, but is now heavily used to carry traffic from new residential developments located in the vicinity of the site.

REGULATORY FRAMEWORK

The following local regulations, plans, programs, and guidelines are applicable to the proposed project:

- Local
  - City of Elk Grove Transportation Improvement Plan

PROJECT IMPACTS AND MITIGATION MEASURES

a)–b) ***Less than Significant Impact.*** The proposed project increases the total number of residential units from the 240 units included in the original Franklin Crossing project to 314 single-family units, while maintaining parks and open spaces within the same 86.4-acre footprint of the original project site. The additional 74 units included in the proposed project would increase traffic beyond what was originally approved for the Franklin Crossing project. However, the City's Public Works department has determined that this increase will not result in significant adverse traffic impacts as it falls within the overall projections for the EFSP area. In addition, the increase alone would not generate the minimum 100 peak hour trips used to scope potential traffic impacts. Therefore, roadway improvements included in the EFSP would be adequate to serve the proposed project site and impacts would be **less than significant.**

c) ***No Impact.*** The project proposes single-family residential structures that would not interfere with air traffic patterns. Therefore, **no impact** would occur.

d) ***No Impact.*** The project has been designed in accordance to City road and improvement standards and the street sections approved in the EFSP. Therefore, there are no increases in hazards that can be attributed to transportation design features and the project would have **no impact** associated with hazards due to roadway design features.

e) ***No Impact.*** As described under d) above, the project has been designed in accordance to City road and improvement standards. Therefore the project would provide adequate emergency access and **no impact** would occur.

f) ***No impact.*** The proposed project includes an extension network of on-street bicycle lanes and off-street bicycle/pedestrian paths. These facilities are designed to interconnect with the planned bicycle facilities identified in the Draft EIR for the 2010 Sacramento City/County Bikeway Master Plan (DERA, 1999, p. 10-56). The proposed project would therefore not conflict with adopted plans or policies for transit, pedestrian or bicycle facilities and therefore there is no impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

EXISTING SETTING

WATER SUPPLY

The project site is located within the boundaries of Sacramento County Water Agency (SCWA) service areas Zone 41 and Zone 40 (Zone 41 includes all of Zone 40). Zone 40 generates revenue for its capital program through development fees and from special development capital fees collected bi-monthly from Zone 41 retail water service customers within Zone 40 and wholesale water service customers in the Elk Grove Water Service area. In April 1999, SCWA expanded Zone 40 boundaries and scope to include large areas in the southern part of Sacramento County and to include the use of recycled water in conjunction with groundwater and surface

water. Upon completion of construction of Zone 40 water facilities, the facilities are granted over to Zone 41 for long-term operations and maintenance and eventually replacement as facilities become older (SCWA, 2005b). As of late 2004, Zone 41 facilities included a transmission and distribution system, 65 groundwater production facilities, and 6 million gallons per day (mgd) (expandable to 11 mgd) of non-dedicated surface water capacity from the Sacrament River Water Treatment Plant (SRWTP) (SCWA, 2005b). The SCWA WSMP, along with its companion document, the *Zone 40 Water System Infrastructure Plan* (WSIP) (2006) identify both current and proposed water treatment plants, storage facilities, and distribution pipelines needed to serve the Zone 40 area through the year 2030 (SCWA, 2005a)(SCWA, 2006).

Wastewater Collection and Treatment

Sacramento Regional County Sanitation District

Wastewater treatment for the project area is provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD owns and operates the regional wastewater conveyance system and the Sacramento Regional Wastewater Treatment Plant (SRWTP), located at 8521 Laguna Station Road, approximately seven miles northwest of the project area. SRCSD's contributing agencies – the Sacramento Area Sewer District (SASD) and the cities of Folsom, West Sacramento, and Sacramento – each collect wastewater, while SRCSD is responsible for major conveyance, wastewater treatment, and wastewater disposal. On an average day, 165 million gallons of wastewater is transported through more than 100 miles of SRCSD's interceptor pipe to the SRWTP, which is permitted to treat 181 million gallons per day (mgd) average dry weather flow. The *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan* (2020 MP) 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 in the SRCSD service area through the year 2020. The SRWTP 2020 MP uses SACOG population projections multiplied by per capita flow and load values to determine future facilities needs (SRCSD, 2008, p. 14). The current SRWTP capacity of 185 mgd falls short of the projected 218 mgd average dry weather flow in 2020. Therefore, the SRWTP has been master planned to accommodate 350 mgd average dry weather flow (SRCSD, 2008, p. 15). In addition, the SRCSD has prepared a long-range master plan for the large-diameter interceptors that transport wastewater to the SRWTP. The *Regional Interceptor Master Plan 2000* includes interceptor upgrades/expansions to accommodate anticipated growth through 2035 (SRCSD, 2008, p. 5).

Sacramento Area Sewer District

The SASD, formerly known as County Sanitation District-1, provides wastewater collection services in the urbanized unincorporated area of Sacramento County, in the cities of Citrus Heights, Elk Grove, and Rancho Cordova, and in a portion of the cities of Sacramento and Folsom. SASD owns, operates and maintains a network of 4,200 miles of main line and lower lateral pipes within a 268 square-mile areas (SASD, 2010). The existing Elk Grove trunk line extends southeast from the SRWTP influent diversion structure to Laguna Boulevard, then parallel to SR 99 along E. Stockton Boulevard extending close to the southern City boundary. (EDAW, 2009, p. 4.5-1). There is an existing 15-inch sewer line within Bruceville Road east of the project site that serves the EFSP. The *County Sanitation District-1 Sewerage Facilities Expansion Master Plan* estimates the future capital needs of the SASD trunk sewer system, both for capacity relief projects for the existing system and expansion projects to serve newly developed areas. The Master Plan also includes a conceptual plan for providing sewer service to undeveloped areas.

Solid Waste

Solid waste services in the City of Elk Grove are provided by Central Valley Waste Services. Commercial waste in the City of Elk Grove, which includes waste generated by multi-family residential developments, is an "open market", meaning that commercial and multi-family waste in the City is hauled by any permitted hauler selected by the development and is hauled to a variety of permitted landfills chosen by the hauler. Solid waste generated in Elk Grove is taken to a variety of landfills. **Table 17.1** shows landfills used by the City of Elk Grove and the permitted and remaining capacities of those landfills. As shown, the majority of the landfills serving Elk Grove waste haulers have over 70 percent remaining capacity (CalRecycle, 2010).

TABLE 17.1
DISPOSAL FACILITIES USED BY ELK GROVE AND THEIR CAPACITIES 2005

Facility	Total Estimated Permitted Capacity (in cubic yards)	Total Estimated Capacity Used		Remaining Estimated Capacity	
		Cubic Yards	Percentage	Cubic Yards	Percentage
Altamont Landfill & Resource Recovery (01-AA-0009)	62,000,000	16,280,000	26.3%	45,720,000	73.7%
Hay Road Landfill, Inc. (B + J Landfill) (48-AA-0002)	28,240,000	5,763,569	20.4%	22,476,431	79.6%
Bakersfield Metropolitan (Bena) SLF (15-AA-0273)	53,000,000	8,181,042	15.4%	44,818,958	84.6%
Foothill Sanitary Landfill (39-AA-0004)	102,000,000	4,100,000	4%	97,900,000	96%
Forward Landfill, Inc. (39-AA-0015)	51,040,000	11,008,942	21.6%	40,031,058	78.4%
Keller Canyon Landfill (07-AA-0032)	75,018,280	6,738,610	9%	68,279,670	91%
L and D Landfill Co. (34-AA-0020)	6,031,055	1,931,055	32%	4,100,000	68%
North County Landfill (39-AA-0022)	17,300,000	-300,000	-1.7%	17,600,000	101.7%
Potrero Hills Landfill	13,300,000	21,500,000	61.9%	8,200,000	38.1%

(48-AA-0075)					
Sacramento County Landfill (Kiefer) (34-AA-0001)	117,400,000	4,500,000	3.8%	112,900,000	96.2%

Source: CalRecycle, 2010.

REGULATORY FRAMEWORK

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed project:

- State
  - Urban Water Management Planning Act
  - Zone 41 Urban Water Management Plan
  - Porter-Cologne Water Quality Act
  - Waste Discharge Requirements Program
  - California Integrated Waste Management Act
- Local
  - SCWA Zone 40 Water Supply Master Plan
  - Regional Interceptor Master Plan 2000
  - SRWTP 2020 Master Plan
  - Sacramento Area Sanitation District-1 Sewerage Facilities Expansion Master Plan
  - Sacramento Area Sanitation District-1 Rehabilitation Master Plan

PROJECT IMPACTS AND MITIGATION MEASURES

a), e) Less than Significant. Implementation of the proposed project will increase the approved density on the project site from 240 single-family residential units to 314 single-family residential units. The proposed increase in units will still be consistent with land uses envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and associated infrastructure to develop within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. The EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Wastewater infrastructure for the proposed project will be placed within roadway right-of-ways throughout the project site. Wastewater will be conveyed to the SRWTP for treatment. The studies discussed earlier in this section, including the SRCSD Regional Interceptor Master Plan 2000, the SRWTP 2020 Master Plan, and the SASD Sewerage Facilities Expansion Master Plan, identify projected wastewater facilities, infrastructure, and service needs to adequately provide wastewater services to the SRCSD and SASD service areas. Wastewater facilities identified in the plans are also intended to meet regulatory requirements, including wastewater treatment requirements of the CVRWQCB. These facilities include the expansion of the SRWTP, as well as additional interceptor lines, effluent pumps, and solids facilities. The SRWTP Master Plan considers 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. Future development on the sites would be required to pay connection fees and construct necessary wastewater improvements to ensure adequate financing. As the number of units proposed by the project would be consistent with flows anticipated under the City's General Plan and under the EFSP, no expansions in treatment capacity would be necessary and impacts to wastewater treatment are considered **less than significant.**

b- c) ***Less than Significant Impact.*** Implementation of the proposed project will increase the approved density on the project site from 240 single-family residential units to 314 single-family residential units. The proposed increase in units will still be consistent with land uses envisioned by the EFSP, which anticipated future residential, commercial and institutional land uses and associated infrastructure to develop within the EFSP area. Policies for the EFSP were thus drafted to address all such future growth within the Plan Area. The EFSP was included in the Elk Grove General Plan (2003) and the environmental impacts of urbanization of the EFSP area were programmatically analyzed in the *Elk Grove General Plan Volume 1: Draft Environmental Impact Report SCH # 2002062082* (August, 2003). Increasing the number of residential units on the project site by 74 while remaining within the original project site footprint will result in less than significant environmental impacts because infrastructure to meet future water and wastewater demands, including the future demands of the project site, have been identified in the various master planning documents for each agency, including the SRCSD Regional Interceptor Master Plan 2000, the SRWTP 2020 Master Plan, the SASD Sewerage Facilities Expansion Master Plan, the SCWA's Zone 40 Water System Infrastructure Plan, and the City's Flood Control and Storm Drainage Master Plan. The proposed increase in units on the project site would still be consistent with the growth projected by these plans. Therefore, the proposed project would not require or result in the construction of new water, wastewater treatment, or storm drain facilities beyond what has been planned for the area.

d) ***Less than Significant Impact.*** Construction of the proposed project would place additional demands on SCWA water supplies. As described under the Hydrology and Water Quality sub-section, the SCWA *Zone 41 Urban Water Management Plan* (UWMP) and *Zone 40 Water Supply Master Plan* (WSMP) ensure that a sustainable water supply exists to meet the demand planned in the various land use plans within their service areas. These documents were prepared based on land uses contained in the City of Elk Grove's 2003 General Plan. The proposed project is consistent with both the EFSP and the City of Elk Grove 2003 General Plan. As such, the potential for the increased density included in the proposed project has been accounted for in the Zone 41 UWMP and the Zone 40 WSMP. As described in these Plans and in the Elk Grove General Plan, sufficient water supplies are available to serve planned growth in the City, which would include the proposed project, from existing entitlements and resources. Therefore, impacts to water supply are considered **less than significant.**

f) ***Less than Significant.*** Future development at the proposed project sites would receive solid waste service from the current private haulers permitted by the City. Multiple landfills serving Elk Grove waste haulers have over 70 percent remaining capacity. Furthermore, the City's General Plan DEIR found that landfills serving the City of Elk Grove have permitted capacity to serve future development consistent with the General Plan (City of Elk Grove, 2003b). The City of Elk Grove currently complies with AB 939, and future development at the project sites would be required to comply with applicable solid waste regulations. Therefore, as landfills would have adequate capacity and the project would be required to comply with any applicable solid waste regulations, solid waste impacts are considered **less than significant.**

g) ***Less than Significant.*** See the discussion above in f). The project would comply with federal, state and local statutes and regulations related to solid waste. No significant impacts to waste collection or disposal are expected from this project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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.)	☐	☐	☒	☐
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a) ***Less Than Significant With Mitigation Incorporated.*** This initial study found that the proposed project will potentially impact the environment in the areas of agricultural resources, biological resources, greenhouse gas emissions, cultural resources, hazardous material, hydrology, and noise, however, these potential impacts would be reduced to a less than significant level with the implementation of Mitigation Measures 2.1, 4.1, 4.2, 5.1, 5.2, 7.1, 7.2, 8.1, 9.1, 9.2, 12.1, 12.2 as described in more detail under Section 2: Agricultural Resources, Section 4: Biological Resources, Section 5: Cultural Resources, Section 7: Greenhouse Gas Emissions, Section 8: Hazards and Hazardous Materials, Section 9: Hydrology and Water Quality, and Section 12: Noise of this IS/MND. Significant adverse impacts to fish, wildlife, or plant species including special status species are not anticipated.

b) ***Less Than Significant.*** The proposed project would contribute to cumulative biological resource, cultural resource and noise impacts within the larger EFSP Area; however,

implementation of the proposed mitigation measures identified in this Initial Study would mitigate the project's contribution to a cumulative loss of these resources to a less than significant level.

c) ***Less Than Significant.*** The project would be consistent with the City's General Plan and the EFSP and would not create any significant impacts. The proposed project may temporarily impact the area by construction-related air quality and noise impacts. However, by implementing basic regulatory requirements and/or mitigation measures, these impacts would be effectively mitigated to a less than significant level. Therefore, the proposed project would not have any direct or indirect adverse impacts on humans.

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DEVELOPMENT SERVICES

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PLANNING	(916) 478-2265
PUBLIC WORKS	(916) 478-2263
SOLID WASTE	(916) 478-3634
TRANSIT	(916) 687-3030

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

April 23, 2010

LEAD AGENCY: City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

CONTACT PERSON: Mike Costa, (916) 478-2257

PROJECT TITLE: Franklin Crossing Amendments – General Plan Amendment, Specific Plan Amendment, Rezone, and Large Lot and Small Lot Subdivision Map (EG-09-062)

PROJECT LOCATION: Southwest corner of Bilby Road and the future Willard Parkway extension (APNs 132-0132-042 and 132-1680-032)

PROJECT DESCRIPTION: The project consists of amendments to a previously approved project to include a Large Lot and Small Lot Tentative Subdivision Map to create 4 large residential parcels and 1 park, an increase from 240 to 314 single-family lots, and 14 landscape lots. Additional entitlements include a Rezone of the site from RD-4, RD-5, and O to RD-5 and O; a Specific Plan Amendment from SFR 2-4, SFR 3-5, and Mini Park to SFR 3-6 and Park; and a General Plan Amendment from Estate Residential, Low Density Residential, and Public Park to Low Density Residential and Public Park.

NOTICE IS HEREBY GIVEN that the City of Elk Grove has prepared a draft Mitigated Negative Declaration, pursuant to the requirements of the California Environmental Quality Act (CEQA), for the above described project.

The project is not listed on the Hazardous Waste and Substances Sites List as set forth in Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: A 30-day public review period for the Draft Mitigated Negative Declaration will commence on April 26, 2010, through May 26, 2010, for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration must be received at the above address within the public review period. Comments can also be made during the public hearing. Copies of the Mitigated Negative Declaration and Initial Study are available for review at the City at the above address and on the website at www.egplanning.org/environmental/.

PUBLIC MEETING: This matter will be heard before the Elk Grove Planning Commission and City Council. Public notice will be given when the public hearing dates are established.

For reviewing agencies: The City of Elk Grove requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility. The space below may be used to indicate that your agency has no comments or to state brief comments. If applicable and in accordance with Section 15097 of the CEQA Guidelines, please provide a draft mitigation monitoring or reporting program for mitigation measures proposed by your agency. This program should include specific performance objectives for mitigation measures identified (CEQA Section 21081.6(c)). Also inform this Department if a fee needs to be collected in order to fund the mitigation monitoring or reporting by your agency and how that language should be incorporated into the mitigation measure.

- ☐ No Comments provided
- ☐ Comments noted below
- ☐ Comments provided in separate letter

COMMENTS:

Return to: City of Elk Grove
Development Services – Planning
Attn.: Mike Costa
8401 Laguna Palms Way
Elk Grove, CA 95758

From Agency Name: _____
Contact Person: _____
Phone Number: _____

DISTRIBUTION

1. State Clearinghouse (15 copies)—include Notice of Completion
2. Sacramento County Clerk's Office
3. City Hall
4. Newspaper
5. Applicant
6. Residents (500-foot radius)
7. Cosumnes Community Services District – Fire Department
8. Cosumnes Community Services District – Parks Department
9. Sacramento Area Sewer District (SASD)
10. Sacramento Metropolitan Air Quality Management District (SAQMD)
11. Pacific Bell
12. Frontier Communications
13. California Regional Water Quality Control Board (CRWQCB)
14. Department of Fish and Game
15. CALTRANS
16. Sacramento Municipal Utilities District (SMUD)
17. Elk Grove Unified School District
18. Sacramento County Water Agency
19. Pacific Gas & Electric

EXHIBIT B – MITIGATION MONITORING REPORTING PROGRAM

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
GRADING PERMIT AND IMPROVEMENT PLAN			
1.	**MM 2.1 Agricultural/Loss of Farmland Mitigation** Prior to the approval of improvement plans or recordation of a final subdivision map, whichever occurs first, the applicant shall implement one of the following options to the satisfaction of the Planning Director, to mitigate for the loss of agriculture land: a. For each acre of land being developed by this project, the applicant shall preserve 0.63 acres of agricultural land within the area bounded by the Kammerer Road on the north, the Cosumnes River on the east, the Mokelumne River/Sacramento County Line on the south, and Interstate-5 on the west, through the purchase of conservation easements or similar instruments that assure the long term protection of that land from urban encroachment; **or** b. For each acre of land being developed by this project, the applicant shall contribute $1,025.00 per acre (through direct contribution or other financing mechanism that results in an equivalent contribution) into a fund and program to expend such fund, to be used to purchase conservation easements or similar instruments within the same geographical area defined in part (a), and to provide for the ongoing monitoring and administration of the program (the fund, and program to expend such fund, are to be approved by the Board of Supervisors); **or** c. Should the Elk Grove City Council adopt a permanent program to preserve agricultural land in the same geographical area defined in part (a), prior to implementation of one of the above measures, and such a permanent program is intended to replace this condition, the	Prior to approval of improvement plans	City of Elk Grove Development Services, Planning Department

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	applicant shall be subject to that program instead. d. The contribution rate ($1,025.00 per acre) may be adjusted annually on or about July 1, subject to approval by the City, based upon the annual increase in the consumer price index, or based upon a detailed analysis of land values within the affected area. e. This mitigation measure may be satisfied together with Mitigation Measure 4.1 (Swainson's Hawk Foraging Habitat) if the land used to mitigate for hawk foraging habitat is also farmland of equal or better classification as the project site.		
2.	**MM 4.1 Swainson's Hawk Foraging Habitat Mitigation** In order to mitigate for the loss of Swainson's hawk foraging habitat, the applicant shall implement one of the following City of Elk Grove's approved mitigation alternatives. Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first, the project applicant shall provide written verification to Development Services-Planning that one of following mitigation measures has been implemented: a. Preserve 1.0 acre of similar habitat for each acre lost. This land shall be protected through a fee title or conservation easement acceptable to the City of Elk Grove as set forth In Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect; **or** b. Submit payment of Swainson's hawk impact mitigation fee per acre of habitat impacted (payment shall be at a 1:1 ratio) to the City of Elk Grove in the amount set forth in Chapter 16.130 of the City of Elk	Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first	City of Elk Grove Development Services, Planning Department in consultation with CDFG

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	Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect; **or** c. Submit proof that mitigation credits for Swainson's hawk foraging habitat have been purchased at a Department of Fish and Game approved mitigation bank.		
3.	**MM 4.2 Nesting Birds Mitigation** In order to mitigate potential adverse impacts to nesting raptors and other birds that may forage or nest at the project site, the applicant shall implement the following mitigation measure. a. If construction is proposed during the raptor breeding season (February – August), a focused survey for ground nesting raptors (including burrowing owls) and migratory bird nest shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests onsite. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation and approved by the CDFG. If no active nests are found during the focused survey, no further mitigation will be required. b. Within 30 days prior to the onset of construction activities outside of the breeding season (September–January), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are present on the project site. If burrowing owls are observed on the site, measures shall be implemented to ensure that no owls or active burrows are inadvertently buried during construction. Such measures include: flagging the burrow and avoiding disturbance; securing and preserving suitable habitat offsite; passive relocation and/or active relocation to move owls from the site. All measures shall be determined by a qualified biologist and approved by the CDFG.	Prior to and during construction activities	City of Elk Grove Development Services, Planning Department

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	c. All burrowing owl surveys shall be conducted according to CDFG protocol. The protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The survey shall be at least three hours in length, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible. d. To reduce the potential impacts to bird species protected by the MBTA and the California Fish and Game Code, if active songbird nests or active owl burrows are found within the survey area, clearing and construction shall be postponed or halted within a minimum of 250 feet for owls and 100 feet for songbirds, or as determined by a qualified biologist to ensure disturbance to the nest will be minimized. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by orange mesh temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.		
4.	**MM 5.1 Cultural Resources Mitigation** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the City of Elk Grove shall be immediately notified. At that time, City will coordinate any necessary investigation of the find with appropriate specialists as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources code and Section 70570.5 of the State Health and Safety Code, in the event of the	During development and construction activities	City of Elk Grove Development Services, Planning Department

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, adhere to the guidelines of the Native American Heritage Commission in the treatment and disposition of the remains.		
5.	**MM 5.2 Paleontological Resources Mitigation** A paleontological monitor shall be employed during any trenching that exceeds three feet in depth at the project site, extending into the Riverback Formation. The paleontological monitor shall be empowered to stop excavations at any spot where a discovery is made and to complete any necessary excavations. The applicant shall notify the City at least 2 days prior to trenching to ensure compliance with this mitigation measure.	During trenching activities that exceed three feet in depth	City of Elk Grove Development Services, Planning Department
6.	**MM 8.1 Hazardous Materials Mitigation** Prior to start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by City's Planning Department and the Storm Water pollution Prevention Plan (SWPPP) Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. Staging areas shall not be located near any stream, channel, or wetlands. The proposed staging areas shall be identified in the SWPPP.	Prior to start of construction and during project construction	City of Elk Grove Development Services, Planning Department
7.	**MM 9.1 Stormwater Quality During Construction Mitigation** Prior to the issuance of grading permits, the City shall require that a Stormwater Pollution and Prevention Plan (SWPPP) be prepared and administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) which describe the site, erosion and sediment controls, means of waste disposal, control of post-construction sediment and erosion control measures and maintenance responsibilities, water quality monitoring and reporting during storm events	Prior to issuance of grading permits	City of Elk Grove Development Services, Planning Department

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	(which will be responsibility of the City), corrective actions for identified water quality problems and non-stormwater management controls. The SWPPP shall address spill prevention and include a countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. The measures included in the SWPPP shall ensure compliance with applicable regional, state and federal water quality standards. These measures shall be consistent with the City's Drainage Manual and Land Grading and Erosion Control Ordinance which may include: a. Restricting grading to the dry season; **or** b. Protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; **or** c. Protecting downstream storm drainage facilities from sedimentation; **or** d. Use of silt fencing and hay bales to retain sediment on the project site; **or** e. Use of temporary water conveyance and water diversion structures to eliminate runoff; **or** f. Any other suitable measures. The City shall require all construction contractors to retain a copy of the approved SWPPP on each construction site.		
8.	**MM 9.2 Water Quality Control Mitigation** The project shall implement specific best management practices (BMPs) to ensure that long-term water quality is protected. The BMPs shall be designed, constructed, and maintained to meet a performance standard established by the City and shall conform to the provisions of the City's NPDES permit. BMPs	Prior to issuance of grading permit; BMPs shall be implemented and monitored throughout the life of	City of Elk Grove Development Services, Planning Department

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	may include, but are not limited to: scheduling or limiting construction activities to certain times of year, prohibitions of practices, maintenance procedures, installation of silt fences, hydroseeding, hydraulic mulch, soil binders, straw mulch, fiber rolls, earthen dikes and drainage swales, velocity dissipation devices, sediment traps, inlet filters, tire washes and other management practices that could be used during construction of the proposed project (see California Stormwater Quality Association's *Stormwater Best Management Practices Handbook for Construction).* The project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include, but not be limited to, initial setup, annual maintenance, and annual monitoring.	the project (On-Going)	
BUILDING PERMIT			
9.	**MM 12.1 Exterior Noise Mitigation** The project applicant shall construct a sound attenuation barrier along Bilby Road, Franklin Boulevard, Kammerer Road and the Union Pacific Railroad (UPRR) as specified below and in accordance with City standards to mitigate potential transportation noise impacts. Monitoring Action Prior to the issuance of any building permits, the applicant shall construct the noise barriers as specified below which are required to meet the thresholds for acceptable noise levels prior to residential occupancy. A combination of berm and wall is required. a. Construct a 6-foot high noise barrier at the property line along Bilby Road and Willard Parkway. b. Construct a 6-foot high noise barrier at the property line along future	Prior to issuance of building permits	City of Elk Grove Development Services, Planning and Building Departments

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	Kammerer Road (east end). A property line or overpass barrier will be required to mitigate future Kammerer Road overpass noise exposure on the project site. Noise exposure calculations and recommendations for noise mitigation for this overpass may be completed once specifics regarding the overpass design (elevations, etc.) are available. These noise barriers shall be a combination of earthen berms, soundwalls, and plan materials intended for sound attenuations. The construction and installation of the barriers shall be completed prior to the issuance of building permits. c. Construct a 6-8 foot high property-line noise barrier along the west side of the project site and a 3-foot high roadside barrier on the Kammerer Road overpass of the UPRR. These noise barriers shall be a combination of earthen berms, soundwalls, and plant materials intended for sound attenuations. These barriers should intersect the Kammerer Road overpass of the WPRR, with no gaps at the intersection points. The construction and installation of the barriers shall be completed prior to the issuance of building permits.		
10.	**MM 12.2 Interior Noise Mitigation** For residential units along the east end of future Kammerer Road and along the Union Pacific Railroad tracks, building facade noise reduction will be required to achieve an interior noise level of 45 dB L_{dn} along the eastern end of future Kammerer Road and 40 dB L_{dn} along UPRR consistent with the City of Elk Grove General Plan noise level criterion. Acoustical insulation, building materials, unit placement from the noise source and/or other construction techniques shall be incorporated into the building plans for these units to meet the thresholds for acceptable noise levels and compliance with the General Plan Noise Element. Monitoring Action Prior to the issuance of any building permits, the applicant shall submit plans	Prior to issuance of building permits	City of Elk Grove Development Services, Planning and Building Departments

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	and details to Development Services, Planning that adequately describes the acoustical insulation, building materials, unit placement from the noise source and/or other construction techniques required to meet the thresholds for acceptable noise levels prior to residential occupancy.		
FINAL OCCUPANCY			
11.	**MM 7.1 Emissions Reduction Mitigation** The following emissions reduction measures shall be implemented: a. The following measures shall be implemented during construction: • Limit idling of construction equipment and delivery vehicles; • Limit the vehicle trips of construction deliveries by consolidating material loads; • Delivery of materials should take place during non-rush hours, in order to increase vehicle fuel efficiency; • Provide opportunity for construction workers to carpool, and • Gasoline and diesel-run equipment and machinery should be well maintained and in good working condition. b. Following consultation with SMAQMD, and to the extent agreed upon by the project applicant and SMAQMD, construction vehicles shall use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board. c. No wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be used in association with the project. d. For low-impact areas and surfaces, the lowest-emitting architectural coatings feasible shall be used during construction. Zero-VOC coatings shall be used. For areas of high use that will require frequent	Prior to issuance of certification of occupancy	City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District

	MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
	cleaning, such as door frames or kitchen room walls, low-VOC coatings shall be used. Design review submittals shall include information concerning the coatings products proposed for use in the project.		
12.	**MM 7.2 Energy Efficiency and Renewable Energy Mitigation** The following energy efficiency and renewable energy measures shall be implemented: a. Include energy-efficient window glazings, wall insulation, and efficient ventilation methods. b. Energy efficient lighting (e.g., fluorescent lighting, which uses approximately 75% less energy than incandescent lighting to deliver the same amount of light) shall be used. c. Promote passive solar building design and landscaping conducive to passive solar energy use (i.e., building orientation in a south to southwest direction, encouraging planting of deciduous trees on western sides of structures, landscaping with drought-resistant species, and including groundcovers rather than pavement to reduce heat reflection) where energy modeling indicates that these measures will reduce energy consumption. d. Landscaping plans shall prohibit the use of liquidambar and eucalyptus trees that produce smog-forming compounds (high emission factors for isoprenes). e. Establish building guidelines that require the use of low-absorptive coatings on all building surfaces and Energy Star roofing products on all roofs if commercially available at the time building permits are issued and compliant with the California Building Code.	Prior to issuance of certification of occupancy	City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District

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	f. Require reuse and/or recycling of construction and demolition waste. g. Preserve and create open space and parks. Preserve existing heritage and street trees (or in the event that preservation or relocation cannot be achieved, replace with similar species and size).		

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2010-154

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

I, Jason Lindgren, Interim 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 July 14, 2010 by the following vote:

AYES :	***COUNCILMEMBERS:***	***Scherman, Detrick, Cooper, Davis, Hume***
NOES:	***COUNCILMEMBERS:***	***None***
ABSTAIN :	***COUNCILMEMBERS:***	***None***
ABSENT:	***COUNCILMEMBERS:***	***None***

Jason Lindgren, Interim City Clerk
City of Elk Grove, California