

**OLD TOWN ELK GROVE STREETScape PHASE 2 PROJECT  
(WTR012)**

**ADDENDUM TO THE  
INITIAL STUDY WITH MITIGATED NEGATIVE DECLARATION  
(SCH 2016122059)**

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CITY OF  
**ELK GROVE**

— PROUD HERITAGE. BRIGHT FUTURE. —

**Prepared For:**

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## Table of Contents

Introduction .....	1
Background .....	1
Summary of Existing CEQA Documentation .....	2
Appropriate CEQA Documentation for the Proposed Revision .....	3
Environmental Analysis .....	3
Determination of Appropriate CEQA Documentation .....	4
Section 15162 - Subsequent EIRs and Negative Declarations .....	4
Section 15164 - Addendum to an EIR or Negative Declaration .....	6
Conclusion .....	7

## **Introduction**

The City of Elk Grove (City) adopted a Final Initial Study/Mitigated Negative Declaration (IS/MND) (SCH#2016122059) for the Old Town Elk Grove Streetscape Phase 2 Project (Project) in May 2017. Since that time, a modification to the proposed Project has been identified as being necessary to revise the Project description. This Addendum is provided as a supplement to the environmental analysis provided in the Final IS/MND, pursuant to State California Environmental Quality Act (CEQA) Guidelines sections 15162. This Addendum describes the Project, the proposed revision to the Project description, summarizes existing CEQA documentation, provides an updated environmental evaluation for specific topical areas that may have changed, evaluates new Project-environmental impacts, and finds that there are no significant impacts other than those which were previously identified and can be mitigated to a less than significant level. As there are no new significant impacts or conditions/circumstances which would prompt preparation of a subsequent environmental document, the City has determined that an addendum to the prior Final IS/MND is the appropriate level of CEQA documentation for the Project.

## **Background**

The Project involves streetscape and infrastructure improvements to an approximately 2,400-foot-long segment of Elk Grove Boulevard between School Street and Waterman Road, within the City of Elk Grove. The Project would make this segment more pedestrian-friendly by providing continuous sidewalks on both the north and south sides of the road, crosswalks, rapid flashing beacons to alert vehicles of pedestrian street crossings, and bike lanes.

The 2017 Draft IS/MND included modifying the existing side-street stop-control at the intersection of Kent Street and Elk Grove Boulevard to a 3-way traffic signal control to improve pedestrian safety crossings in this area. During the public circulation period, comments were received which expressed concern that the traffic signal would increase delays along Elk Grove Boulevard and would therefore result in increased occurrences of vehicle cut-through traffic through adjacent neighborhoods. Due to these concerns, the proposed traffic signal at the intersection of Kent Street and Elk Grove Boulevard was replaced by a Rectangular Rapid Flashing Beacon in the approved 2017 Final IS/MND.

Since approval of the Final IS/MND, the City has completed a Traffic Evaluation Study to determine what type of intersection control is needed at the Kent Street and Elk Grove Boulevard intersection, both for existing and future traffic conditions in Old Town Elk Grove. The Traffic Evaluation Study concluded that the existing side-street stop-control is currently insufficient to meet General Plan performance targets due to projected traffic increases along Elk Grove Boulevard and will continue to degrade in anticipated future conditions. The Traffic Evaluation Study found that a 3-way traffic signal would meet traffic signal warrants under certain conditions and is required to alleviate both existing and future traffic conditions. Based on the Traffic Evaluation Study findings, the City now has sufficient information that a 3-way traffic signal at this intersection would not result in traffic delays or increased occurrences of cut-through traffic. Therefore, the City will reincorporate the 3-way traffic signal control at the Kent Street/ Elk Grove Boulevard intersection as a Project feature, instead of the previously proposed Rectangular Rapid Flashing Beacon, to provide a safer pedestrian crossing through this intersection. A complete updated Project description is provided below, with the new text underlined.

### **Revised Project Description**

The City of Elk Grove, in coordination with the California Department of Transportation (Caltrans), is proposing streetscape and infrastructure improvements to an approximately 2,400-foot-long segment of Elk Grove Boulevard between School Street to the west and Waterman Road to the east. The existing alignment extends east–west and serves as one of the main travel corridors in the City.

The existing roadway provides one traffic lane in each direction with varying shoulder widths and intermittent curb, gutter, and sidewalk. Existing on-street parking is limited to areas with wider shoulders and sporadic throughout the proposed Project limits. The existing intersections within the improvement limits are unsignalized. The proposed Project will make the site more pedestrian-friendly by providing continuous sidewalks on both the north and south sides of the road, along with crosswalks across Elk Grove Boulevard and the various side streets. A Rectangular Rapid Flashing Beacon (RRFB) will be added at the intersection of Porto Rosa Drive and Elk Grove Boulevard to enhance pedestrian crossing safety. The RRFB contains four pedestrian signs, each with 2 small yellow rectangular sources of light which flash when a pedestrian triggers the crosswalk. The light is produced in a direction parallel to Elk Grove Boulevard to warn vehicles of crossing pedestrians. A 3-way traffic signal will be placed at the intersection of Kent Street and Elk Grove Boulevard. Existing street lighting will be improved with more decorative streetlights consistent with the streetlights in the existing section of Old Town Elk Grove. A few trees along the roadway may be removed to construct improvements, but improvements to landscaping throughout the proposed Project site will also include tree and shrub planting along sidewalks. The proposed Project will provide one through traffic lane in each direction with bike lanes, as well as a center two-way left-turn lane. The proposed Project would realign driveways in the proposed Project area to conform to the new sidewalks and streetscape design.

Existing overhead utilities are proposed to be placed underground in a new joint trench. Existing utility manholes and vaults, as well as City storm drain inlets and manholes, will need to be adjusted/relocated to match the revised surface grade. Low impact stormwater improvements will be included to improve water quality before discharging runoff to the City storm drain system.

A welcome sign has been designed as an option for the proposed Project. The sign would span the roadway between Porto Rosa Drive and Waterman Road marking Old Town Elk Grove and would sit approximately 20 feet above the street. The sign would not be lit, but would offer the same aesthetic characteristic as the existing signage within Old Town Elk Grove. Construction may be phased due to funding limitations.

### **Summary of Existing CEQA Documentation**

The City (CEQA lead agency) completed a Draft IS/MND and circulated the document for public review for a period of 30 days, beginning December 28, 2016 and ending on January 27, 2017. The Final IS/MND was approved by the City on May 24, 2017. The IS/MND addressed potential environmental effects of the Project and found that all impacts to environmental resources as a result of this Project were less than significant through the use of approved mitigation measures.

## **Appropriate CEQA Documentation for the Proposed Revision**

In accordance with Section 15164(b) of the State CEQA Guidelines, “An addendum to an adopted EIR may be prepared if only minor technical changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred.” Specifically, these conditions include:

1. Substantial changes are proposed in the Project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - A. The Project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the Project proponents decline to adopt the mitigation measure or alternative; or
  - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

In order to utilize an addendum as the appropriate CEQA document, the City, as the lead agency, must make a finding that changes to the Project are necessary and that the Project would not result in any new significant or more severe environmental effects than previously identified in the 2017 Final IS/MND. The following section analyzes whether reincorporating the 3-way traffic signal at the Kent Street/Elk Grove Boulevard intersection would cause environmental impacts.

## **Environmental Analysis**

As previously stated, potentially significant impacts were identified in the 2017 Final IS/MND for environmental resources and all of the Project’s impacts were reduced to a less than significant level. Although the proposed revision to the Project features is not expected to result in a new or more intensive significant impact, the revision would require a change to the Project description. This Addendum focuses on the potential effects on the environment due to the proposed revision to the Project description to determine whether any of the conditions described above are met.

The publicly circulated Draft IS/MND included modification of the existing side-street stop-control at the intersection of Kent Street and Elk Grove Boulevard to a 3-way traffic signal control to provide a safer pedestrian crossing in this area. This pedestrian safety improvement

was not identified as a significant impact to any environmental resources in the Draft IS/MND. In the Final IS/MND, this intersection modification was changed to a Rectangular Rapid Flashing Beacon, due to public concern that a signal would create traffic delays and increase occurrences of “cut-through” traffic through the adjacent neighborhoods.

After adopting the Final IS/MND, and in response to the public concern regarding traffic delays, the City completed a Traffic Evaluation Study to analyze existing cut-through traffic occurrences and existing vehicle wait times. As part of the Traffic Evaluation Study, the City completed an Intersection Control Evaluation (ICE). The ICE noted that the existing Kent Street/Elk Grove Boulevard side-street stop-control intersection insufficiently handles current vehicular traffic and warranted modification to a 3-way signal stop control for both existing and future traffic conditions. The 3-way signal stop would be located in the same position as previously analyzed in the Final IS/MND and would not require any expansion of the Project footprint. The Traffic Evaluation Study also noted that instances of potential cut-through traffic were very low, with less than 10 occurrences during the AM and PM Peak Traffic Periods. As these potential occurrences are in direct response to the existing traffic delays along Elk Grove Boulevard and as the proposed 3-way traffic signal would reduce congestion along Elk Grove Boulevard, an increase in cut-through traffic in response to the proposed signal is not anticipated. As a result of this analysis, modification of the intersection control type would not result in significant traffic impacts.

Additionally, the City analyzed whether the Project would be subject to a Vehicle Miles Travelled (VMT) analysis, per a recent 2019 CEQA update to Section 15064.3(b)(2) and therefore require a subsequent or supplemental environmental document to analyze VMT impacts. The City determined that the Project consists of activities which are not likely to lead to a substantial or measurable increase in VMT and is therefore exempt from analysis, per the City’s adopted Traffic Analysis Guidelines (TAG) and CEQA Section 15064.3(b)(2).

Last, the City analyzed whether modification of the existing Kent Street/Elk Grove Boulevard side-street stop-control to a 3-way traffic signal control would have a significant impact on aesthetics or energy, due to the introduction of new visual and energy consumption. As the traffic signal would have shielding to focus the emitted light directly along the roadways and utilize Light Emitting Diode (LED) bulbs for energy efficiency (consuming less than 20 watts per day), no significant impacts would occur to either aesthetics or energy.

## **Determination of Appropriate CEQA Documentation**

### **Section 15162 - Subsequent EIRs and Negative Declarations**

- a) “When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:”
  - 1) “Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;”

The City proposes modifying the existing side-street stop-control Kent Street/Elk Grove Boulevard intersection to a 3-way traffic signal control intersection to improve pedestrian crossing safety. As discussed above in the Environmental Analysis section of this Addendum,

the City previously analyzed this intersection control modification in the publicly circulated draft IS/MND and concluded that it would not have any significant effects to the environment. Additional analysis made since the Final IS/MND has confirmed a need to improve the existing intersection control type both from a pedestrian safety perspective and traffic delay perspective. As no environmental impacts were identified in the draft IS/MND and as no environmental impacts have been identified as part of additional analysis in this Addendum, reincorporating the 3-way traffic signal control modification is a minor change which would not result in a new or more severe significant environmental effect.

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

The proposed revision to the modify the existing side-street stop-control Kent Street/Elk Grove Boulevard intersection to a 3-way traffic signal control intersection to improve pedestrian crossing safety has been evaluated for potential environmental impact both during the publicly circulated Draft IS/MND and as part of this Addendum. The draft IS/MND and this Addendum have confirmed that modification of the existing side-street stop-control intersection to a 3-way traffic signal control intersection to improve pedestrian safety is minor and would not result in a new or more severe significant environmental effect.

- 3) “New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - A) “The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;”

No new significant environmental effects were identified compared to those identified in the adopted 2017 Final IS/MND.

- B) “Significant effects previously examined will be substantially more severe than shown in the previous EIR;”

Potentially significant impacts previously discussed in the 2017 Final IS/MND would not be increased or made more severe as a result of the revision to reincorporate modification of the existing Kent Street/Elk Grove Boulevard side-street stop-control to a 3-way traffic signal control, as confirmed by the Draft IS/MND and the analysis in this Addendum.

- C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or”

Not applicable. No mitigation measures or evaluated alternatives were previously found to be infeasible in the adopted 2017 Final IS/MND.

- D) “Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant

effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

Impacts have been avoided to the extent feasible and mitigated to a level of less than significant. As stated above in the Environmental Analysis section of this Addendum, implementation of the intersection modification would not result in a significant impact.

- b) “If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.”

As previously stated, modification of the existing side-street stop-control intersection to a 3-way traffic signal control intersection was originally included in the Project description and environmental analysis of the publicly circulated Draft IS/MND. It was removed from the Final IS/MND in response to public concerns about traffic delays. As a subsequent Traffic Evaluation Study has identified that a 3-way traffic signal is needed to improve existing traffic delays, the City has sufficient information to support reincorporation of this intersection modification as part of the Project. Based on the analysis in this Addendum, the proposed revision would not result in new or more severe significant environmental impacts. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent Negative Declaration; therefore, this Addendum is an appropriate level of documentation to update the environmental record.

- c) “Once a project has been approved, the lead agency’s role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or Negative Declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent Negative Declaration adopted.”

None of the conditions listed in subsection (a) would occur due to the proposed modification. No subsequent IS/MND is required.

#### Section 15164 - Addendum to an EIR or Negative Declaration

- a) “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

This Addendum, and the information provided herein, satisfies the requirements of this Section of the CEQA Guidelines.

- b) “An addendum to an adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

Revision to the Project description of the adopted 2017 Final IS/MND are necessary; however, none of the conditions described in Section 15162 calling for preparation of a subsequent Negative Declaration would occur as a result of the proposed modifications. Therefore, an

Addendum to the adopted 2017 Final IS/MND is the appropriate CEQA document for the proposed Project modifications.

- c) “An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.”

This Addendum will be attached to the 2017 Final IS/MND and maintained in the administrative record files at the City.

- d) “The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

The City will consider this Addendum with the 2017 Final IS/MND prior to making a decision on the proposed Project revision.

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

This document provides substantial evidence for the City to support the decision to prepare an Addendum for the proposed Project modification.

## **Conclusion**

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines and it documents that none of the conditions or circumstances that would require preparation of a subsequent Negative Declaration, pursuant to Sections 15162 and 15164 of the State CEQA guidelines, exist in connection with the currently proposed project. No major revisions would be required to the 2017 Final IS/MND as a result of the modifications, especially as the proposed revision was originally included and analyzed in the publicly circulated Draft IS/MND. No new or more severe significant environmental impacts have been identified and preparation of a subsequent Negative Declaration is not needed for the proposed Project. The City has reviewed the prior 2017 Final IS/MND and finds that the Project as proposed will not have any new or increased significant effects on the environment with conditioned mitigation measures identified in the 2017 Final IS/MND. Therefore, the City has determined that this Addendum and the prior 2017 Final IS/MND provide the appropriate environmental documentation for the Project in compliance with the requirements of the CEQA Guidelines.

Pursuant to the provisions of California Public Resources Code §21082.1, the City has reviewed and analyzed the information contained in the Addendum and the 2017 Final IS/MND prepared pursuant to CEQA and the State CEQA Guidelines. The complete Addendum and 2017 Final IS/MND including discussions, environmental analysis, conclusions, and proposed mitigation measures reflects the independent judgment of the City as to those issues at the time of publication.

The Addendum and 2017 Final IS/MND will be maintained in the administrative record files at the City offices.