

RESOLUTION NO. 2010-129

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE ADOPTING THE INITIAL STUDY / MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE QUAIL RUN LANE / BRUCEVILLE ROAD SOUTHWEST CORNER IMPROVEMENTS PROJECT

WHEREAS, the East Franklin Specific Plan (EFSP) was adopted on April 28, 2000, serving as both a policy and regulatory document and including policies, development standards, Permitted Uses, design guidelines, a Capital Improvement Program and Public Facilities Financing Plan; and

WHEREAS, the Quail Run Lane / Bruceville Road Southwest Corner Improvements Project is included in the EFSP Capital Improvement Plan; and

WHEREAS, sources of funding have been identified to construct the Quail Run Lane / Bruceville Road Southwest Corner Improvements Project; and

WHEREAS, the City determined that the Quail Run Lane / Bruceville Road Southwest Corner Improvements Project was subject to the California Environmental Quality Act and prepared an Initial Study evaluating the potential environmental effects of the Project; and

WHEREAS, the Initial Study identified potentially significant adverse effects in the areas of biological resources; and

WHEREAS, the City has agreed to implement proposed mitigation measures that avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared in accordance with City of Elk Grove regulations and is designed to ensure compliance during project implementation; and

WHEREAS, the City determined that the mitigation proposed in the Mitigation Monitoring and Reporting Program would reduce the impacts to a less than significant level and that a Mitigated Negative Declaration should be prepared; and

WHEREAS, the City distributed a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for Quail Run Lane / Bruceville Road Southwest Corner Improvements Project on May 14, 2010 which started a 20-day public review period, ending June 2, 2010. The NOI was posted at the Sacramento County Clerk / Recorder's office, posted at City offices, published in the *Elk Grove Citizen*, and mailed to project stakeholders, property owners, and residents within a 500 foot radius of the project site; and

WHEREAS, the City received two written comments within the 20-day public review period; and

WHEREAS, of those comments, no new significant environmental impacts beyond those already covered in the Draft MND were identified, and no changes to the Draft MND text resulted; and

WHEREAS, the City of Elk Grove, Development Services Planning Department, located at 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 MND is based.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Elk Grove, California, as follows:

- 1) That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof; and
- 2) That the City Council hereby finds that the Mitigated Negative Declaration, attached as Exhibit A, has been completed in compliance with CEQA; and
- 3) That the City Council hereby finds that the Mitigated Negative Declaration was presented to the City Council, that the City Council has reviewed the Mitigated Negative Declaration prepared for the project, all staff reports pertaining to the project and all comments received thereon; and
- 4) That the City Council finds that on the basis of the Mitigated Negative Declaration, comments received, and the whole record that there is no substantial evidence that the project will have a significant adverse impact individually or cumulatively on the environment; and
- 5) That the City Council finds that the Mitigated Negative Declaration reflects the City's independent judgment and analysis; and
- 6) That the City Council finds, pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, that the proposed mitigation measure described in the Mitigated Negative Declaration is feasible, and therefore will become binding upon the City when the Project is implemented; and
- 7) That, to the extent that these findings conclude that the proposed mitigation measure outlined in the Mitigated Negative Declaration is feasible and has not been modified, superseded or withdrawn, the City Council hereby binds itself to implement that measure. These findings are not merely informational but constitute a binding set of obligations that will come into effect when the City Council awards the contract to construct the Project; and

- 8) That, in order to comply with Public Resources Code Section 21080.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program as set forth in the attached Exhibit B. The program is designed to ensure that, during project implementation, the City complies with the mitigation measure identified below. The Mitigation Monitoring and Reporting Program identifies the party responsible for implementation; and
- 9) Based on the findings set forth in this Resolution and the evidence in the City Staff Report, the City Council hereby adopts the Mitigated Negative Declaration, makes findings concerning the mitigation measure, and adopts a Mitigation Monitoring and Reporting Program in accordance with CEQA for the Quail Run Lane/Bruceville Road Southwest Corner Improvements Project; and
- 10) Constitutionality, severability. If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City Council of the City of Elk Grove hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 23rd Day of June 2010.


SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:


JASON LINDGREN, INTERIM CITY CLERK

APPROVED AS TO FORM:


SUSAN COCHRAN, CITY ATTORNEY

QUAIL RUN LANE/BRUCEVILLE ROAD SOUTHWEST CORNER IMPROVEMENTS

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



CITY OF
ELK GROVE

— PROUD HERITAGE. BRIGHT FUTURE. —

PREPARED BY

CITY OF ELK GROVE
DEVELOPMENT SERVICES-PLANNING
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

APRIL 2010

**QUAIL RUN LANE/BRUCEVILLE ROAD
SOUTHWEST CORNER IMPROVEMENTS
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

Prepared by:

CITY OF ELK GROVE
DEVELOPMENT SERVICES-PLANNING
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

APRIL 2010

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study (IS) with supporting environmental studies, which provides justification for a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA) for the Quail Run Road/Bruceville Road Southwest Corner Improvements Project (Project).

The IS/MND is a public document to be used by the City of Elk Grove (City), acting as the CEQA lead agency, to determine whether the Project may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the Project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the Project at hand (Public Resources Code Sections 21080(d) and 21082.2(d)).

If the agency finds no substantial evidence that the Project or any of its aspects may cause a significant impact on the environment with mitigation, a MND shall be prepared with a written statement describing the reasons why the proposed Project, which is not exempt from CEQA, would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- 1) *The IS shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
- 2) *The initial study identifies potentially significant effects, but:*
 - a) *Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed MND and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - b) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

This IS/MND has been prepared in accordance with the CEQA, Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 *et seq.*

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "The lead agency will normally be the agency with general governmental powers." The City of Elk Grove Public Works Department has initiated preliminary design of the Project and it requires approval from the Elk Grove City Council. Therefore, based on the criteria described above, the lead agency for the proposed Project is the City.

1.0 INTRODUCTION

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed Quail Run Road/Bruceville Road Southwest Corner Improvements Project. Mitigation measures have also been established that reduce or eliminate any identified significant and/or potentially significant impacts. This document is divided into the following sections:

1.0 INTRODUCTION

This section provides an introduction and describes the purpose and organization of this document.

2.0 PROJECT DESCRIPTION

This section provides a Project background, a detailed description of the proposed Project, the process used for notifying and involving the public during Project planning, and describes coordination with relevant agencies and organizations.

3.0 INITIAL STUDY CHECKLIST

This section describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact", "less than significant", "less than significant with mitigation incorporated", or "potentially significant" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the Project.

4.0 SUMMARY OF MITIGATION MEASURES

This section provides a summary of mitigation measures for the proposed Project.

5.0 LIST OF PREPARERS

This section identified staff and consultants responsible for preparation of this document.

6.0 REFERENCES

This section identifies resources used in the preparation of this document.

2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

EAST FRANKLIN SPECIFIC PLAN

The proposed project is part of the East Franklin Specific Plan (EFSP) Area, which is located in the south-central portion of Sacramento County, approximately 13 miles south of downtown Sacramento and 2 miles west of the central commercial district of the community of Elk Grove. The EFSP Area (Plan Area) is located between Interstate 5 and Highway 99. The entire EFSP Area covers approximately 2,475 acres and is generally bound by Elk Grove Boulevard on the north, Franklin Boulevard and the Union Pacific railroad tracks on the west, Bruceville Road on the east, and Bilby Road on the south. A 75-acre portion extends south of Bilby Road in the southwest corner of the Plan area.

The public review draft of the East Franklin Specific Plan document, was published July 1, 1999 and adopted by the Elk Grove City Council on April 28, 2000. The EFSP serves as both a policy and regulatory document and includes policies as well as development standards and Permitted Uses and design guidelines. The land use plan establishes the type and densities of land uses in the EFSP Area.

The EFSP includes a *Capital Improvement Program* and *Public Facilities Financing Plan* which 1) identifies public facilities and infrastructure improvements required to support the proposed land uses, 2) defines proposed methods of financing required for public facilities and infrastructure, and 3) provides a description of infrastructure phasing. The proposed Quail Run Lane/Bruceville Road Southwest Corner Improvements are part of the Capital Improvement Program. Sidewalks along Bruceville Road are currently discontinuous due to undeveloped parcels.

2.2 PROJECT LOCATION

The proposed project is located within the EFSP Area of the City of Elk Grove, Sacramento County, California (See **Figure 2.0-1 Regional Vicinity Map**). The proposed sidewalk improvements would be located at the southwest corner of the intersection of Bruceville Road and Quail Run Lane (See **Figure 2.0-2 Project Location Map**). Improvements will require right-of-way acquisition from an adjacent private parcel. Approximately 1,375 square feet will be purchased by the City from the property owner of APN 132-0050-088. This parcel is adjacent to the western side of Bruceville Road and is currently used as grazing land.

2.3 PROJECT PURPOSE AND OBJECTIVES

According to the EFSP, many of the streets within the Plan Area, including Bruceville Road, do not have continuous sidewalks for pedestrian access due to undeveloped properties. Also, the City plans to widen Quail Run Lane and Poppy Ridge Road approximately 30 feet to the south in conjunction with the planned Laguna Ridge residential development to the northeast of the Project intersection. The purpose of the project is to install a concrete sidewalk and curb return with Americans with Disabilities Act (ADA) accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane while reconfiguring the southwest corner of this intersection to match the planned Quail Run Lane/Poppy Ridge Road alignment. The proposed project will improve pedestrian access to this area. The project includes demolition of an existing temporary asphalt concrete sidewalk along the west side of Bruceville Road. In addition, an existing private fence constructed of brick posts with wood cross beams along the west side of Bruceville Road and the south side of Quail Run Lane would require relocation.

2.0 PROJECT DESCRIPTION

The following are specific objectives of the proposed Project:

- Improve pedestrian access and circulation at the southwest corner of Bruceville Road and Quail Run Lane;
- Provide ADA access ramps;
- Meet the goals of the East Franklin Specific Plan regarding pedestrian access and circulation; and,
- Reconfigure this portion of sidewalk to accommodate planned widening of Quail Run Lane/Poppy Ridge Road to the south.

2.4 PROJECT DESCRIPTION

EXISTING SETTING

The project site is located at the southwest corner of the intersection Bruceville Road and Quail Run Lane. Currently, a four foot wide sidewalk is located along the length of Bruceville Road transitioning to an asphalt return at the intersection of Bruceville Road and Quail Run Lane. The sidewalk ends at the intersection and does not continue west on Quail Run Lane.

A private property (APN 132-0050-088) is located adjacent to the southwest corner of Bruceville Road and Quail Run Lane. This parcel is identified as agricultural land of statewide importance in the EFSP. A residential housing development is located on the north side of Quail Run Lane across from the project site, and vacant rural residential land borders the east side of Bruceville Road across from the project site.

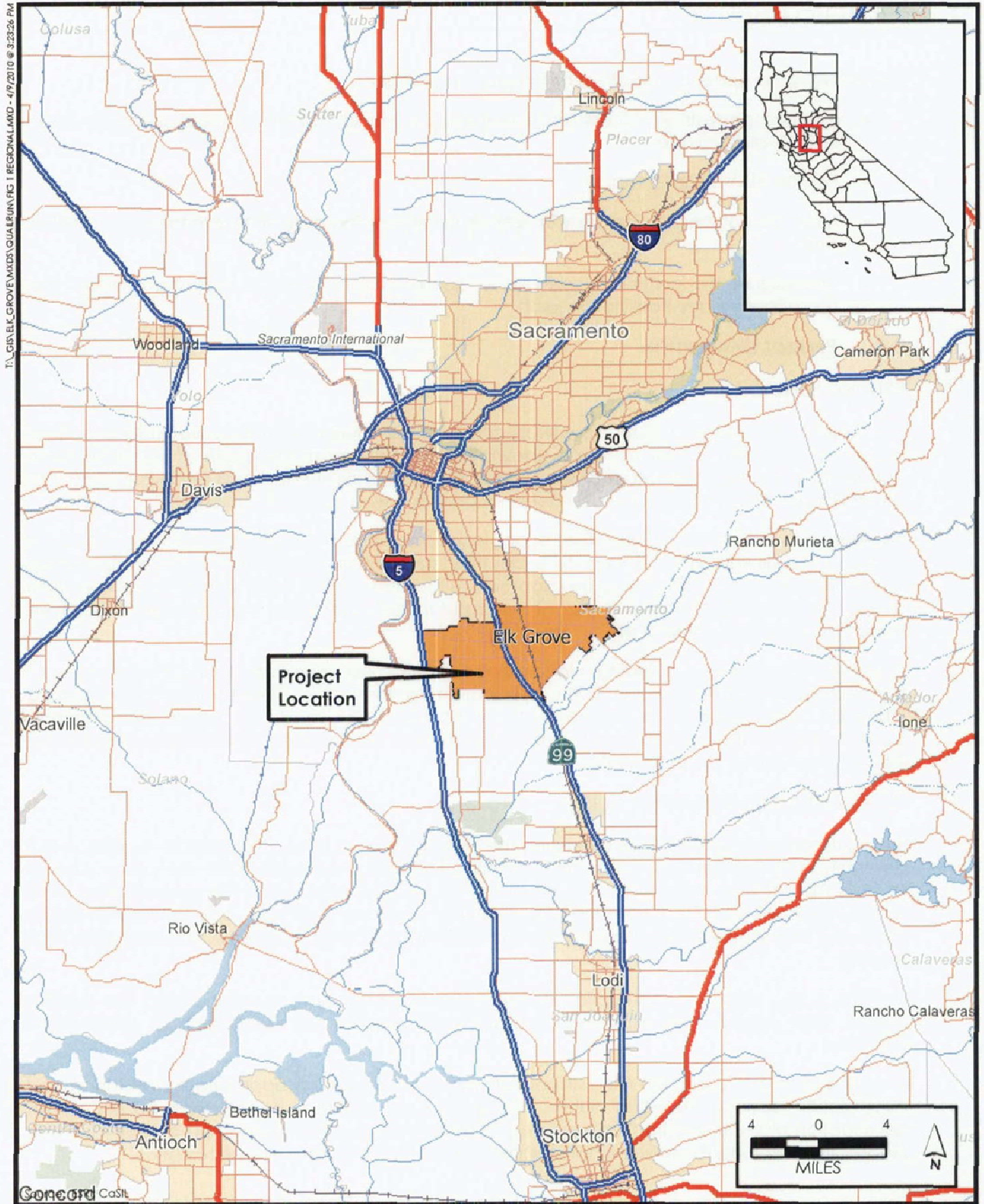
Sidewalk improvements, including a landscaped corridor, continue from the northwest corner of the Bruceville Road/Quail Run Lane intersection to the north. Street improvements along Bruceville Road include a bike lane on the west side of the road. No public improvements currently exist on the northeast and southeast corners of the Bruceville Road/Poppy Ridge Road intersection, east of the project site.

PRE-CONSTRUCTION BIRD NEST SURVEY

If construction is expected to occur during the typical bird nesting season (March-August), and if determined by the City's biologist, the City shall perform a pre-construction nest survey in order to determine if any active raptor or migratory bird nests occur within the project area. The survey radius will be 50 feet from the project site for migratory bird nests, and 100 feet for raptor nests. The nest survey shall be conducted no more than 30 days prior to ground disturbance at the site.

If there is any lapse in construction activities, and construction resumes during the nesting season, new surveys shall be conducted within 30 days of the re-initiation of construction activities.

If nesting birds are found, the City will consult with CDFG regarding appropriate avoidance and minimization actions, including buffers, if required. All required buffers shall be shown on construction plans. If construction activities are proposed to occur during non-breeding season (September-February), a survey is not required and no further studies are necessary.



Project Location

Figure 2.0-1
Regional Location



City of Elk Grove
Development Services



City of Elk Grove
Development Services

Figure 2.0-2
Project Location Map

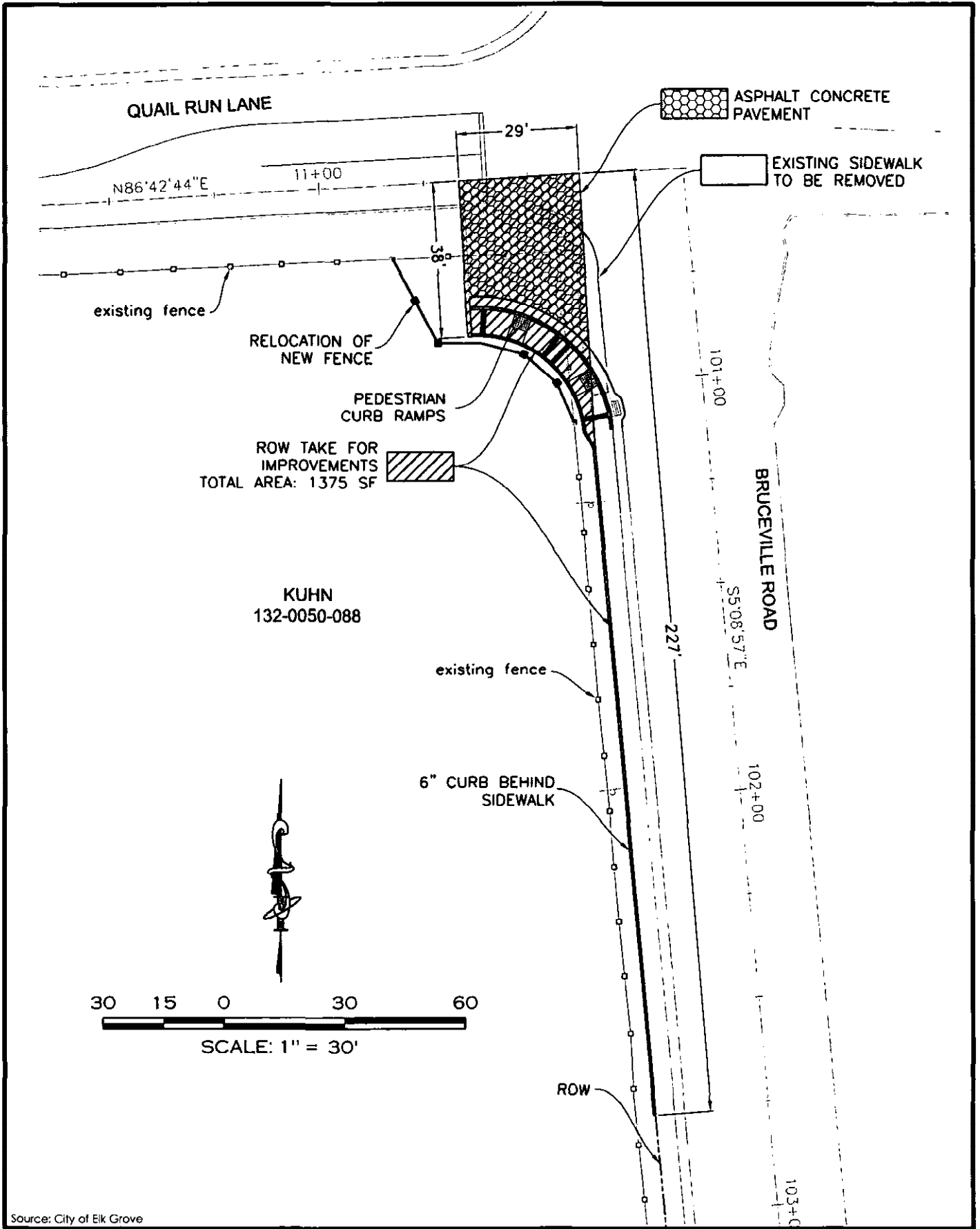
Proposed Project

The proposed project would remove existing asphalt concrete sidewalk and curb return at the southwest corner of the intersection of Bruceville Road and Quail Run Lane and move the new sidewalk and curb return approximately 30 feet to the south (refer to **Figure 2.0-3 Project Layout**). A concrete sidewalk and curb return with ADA accessible ramps would be installed for pedestrian access. The existing brick fence and wood posts will be relocated to accommodate the realigned sidewalk improvements.

Project improvements, including concrete pedestrian curb ramp meeting ADA requirements, 6-inch wide curb at the back of the sidewalk along Bruceville Road, new asphalt concrete pavement next to the newly installed curb ramp, and relocated private fence, would disturb approximately 2,235 square feet (about 0.05 acre). The improvements will require acquisition of right-of-way from private parcel APN 132-0050-088.

2.0 PROJECT DESCRIPTION

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Source: City of Elk Grove



City of Elk Grove
Development Services

FIGURE 2.0-3
Project Layout
Quail Run Lane/Bruceville Road
Southwest Corner Improvements Project

RIGHT-OF-WAY

The project will require acquisition of approximately 1,375 square feet of land from a private parcel (APN 132-0050-088) adjacent to the southwest corner of the intersection of Bruceville Road and Quail Run Lane. The portion of this private parcel proposed for Project acquisition is currently used as grazing land and is identified as agricultural land of local importance in the EFSP.

FUNDING

The City of Elk Grove will use local funding for this project.

2.5 PROJECT CONSTRUCTION

The proposed Project is anticipated to begin construction in summer of 2010 and be completed within 30 days. Analysis contained within this IS/MND has taken into consideration activities within the entire project area, including proposed contractor staging areas, and all mitigation measures included as part the Project would be implemented throughout these areas.

2.6 REQUIRED PROJECT APPROVALS

In order for the Project to be implemented, a series of actions and approvals would be required from agencies. Anticipated Project approvals/actions would include, but are not limited to the following:

- Elk Grove City Council - Adoption of the MND, Mitigation Monitoring and Reporting Program (MMRP), and other actions associated with Project approval;

2.7 OTHER PROJECT ASSUMPTIONS

This IS/MND assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, City of Elk Grove Improvement Standards, the Sacramento County Water Agency Code, the Guidance Manual for On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

2.8 TECHNICAL STUDIES

No technical studies were conducted as part of this IS/MND.

3.0 INITIAL STUDY CHECKLIST

3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/ Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities & Service Systems |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On behalf 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 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 the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Jed McLaughlin,
Environmental Project Manager

City of Elk Grove Development Services-Planning

Printed Name

For

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.1. AESTHETICS. Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The project area is located in the East Franklin Specific Plan Area (*Specific Plan*; *Plan*). The area is a mixture of undeveloped grazing lands and residential developments. Bruceville Road is a two lane, undivided north-south arterial roadway bordering the eastern edge of the Specific Plan Area. Quail Run Lane extends west into the Specific Plan Area from Bruceville Road. The area adjacent to the western side of Bruceville Road is not landscaped. The east side of Bruceville Road contains grasses, trees and overhead utility lines. The north side of Quail Run Lane is developed with single family residential structures and associated landscaping. The area on the south side of Quail Run Lane is covered with grasses and weeds and contains overhead utility lines. There are no designated state scenic highways in or adjacent to the project site.

DISCUSSION OF IMPACTS

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. There are no identified scenic vistas within or in the vicinity of the project site. Views from the project site are primarily of residential development on the north side of Quail Run Lane and vacant pasture land to the south of Quail Run Lane. The overall visual character of the area is not considered scenic as it has been disturbed by agricultural and urban development. Therefore, the proposed project would have no impact on a scenic vista.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less than Significant Impact. The nearest state highway is State Route (SR) 99, which is approximately 2 miles east of the project site. SR 99 does not have a scenic designation in Sacramento County. No rock outcroppings are located on the site nor would any historic buildings or trees be affected by the proposed project. Therefore, the proposed project would have no impact on these scenic resources.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less than Significant Impact. The proposed project would install a concrete sidewalk and curb return with Americans with Disabilities Act (ADA) accessible ramps at the southwest corner of

the intersection of Bruceville Road/Quail Run Lane. As part of the project, a portion of an existing wood and brick fence along the west side of Bruceville Road and the south side of Quail Run Lane would have to be relocated. Though the proposed project would disturb approximately 1,375 square feet of open vegetated land, overall, the project is not anticipated to substantially degrade the existing visual character of the area. The appearance of the exiting asphalt concrete sidewalk would change as the new concrete sidewalk and curb return will match typical sidewalks and curb returns in the surrounding area. This impact is considered less than significant.

- d) *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less than Significant Impact. Currently, the primary source of day and nighttime lighting and glare in the area is existing urban development to the north of Quail Run Lane and traffic along Bruceville Road and Quail Run Lane. The main sources of daytime glare in the area are from sunlight from reflective surfaces such as windows and windshields. Nighttime light sources in the area include, residential development lighting, vehicles (headlights), and overhead street lighting.

The components of the project (sidewalk and curb) would not result in creation of light or glare. A portion of the existing fence constructed of wood with brick posts would be relocated. No new lighting or reflective materials will be introduced as part of the project. Therefore, this project will have no impacts associated with daytime and nighttime glare.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <p>3.2. AGRICULTURE AND FOREST RESOURCES. 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>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.</p> <p>Would the project:</p> | | | | |
| 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 non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL SETTING

Agriculture has historically been an important part of Elk Grove's land use and economy. However, the majority of existing land zoned for agricultural uses within the City limits is considered fallow (vacant or underutilized). Few crops are grown in the city itself and there are no major intensive agricultural operations (though small family farm activities do exist) that occur within the city limits. Most of the proposed improvements will be within the existing right-of-way. However approximately 1,375 square feet (0.03 acre) of adjacent private property (APN 132-0050-088) will need to be acquired to complete the sidewalk improvements. The adjacent property is part of 700 acres in the southern portion of the East Franklin Specific Plan identified as agricultural land of statewide importance (City of Elk Grove, 2000b, p. 14-3). There is no designated forest land or conversion of forest land to non-forest use proposed for this project.

DISCUSSION OF IMPACTS

- a) *Would the project 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 non-agricultural use?*

Less Than Significant Impact. The proposed project site includes 0.03 acre of private property that will be dedicated for sidewalk improvements at the southwest corner of the intersection of Bruceville Road and Quail Run Lane. The private property is designated as Farmland of Statewide Importance in the EFSP Environmental Impact Report (City of Elk Grove, 2000b, p. 14-3). Mitigation Measure MM SG-1 as outlined in the EFSP EIR, addressed the loss of Farmland of Statewide Importance (City of Elk Grove, 2000b, p. 14-10). However, the Elk Grove General Plan EIR acknowledged the General Plan's contribution to cumulative important farmland conversion impacts as significant and unavoidable (City of Elk Grove, 2003b). A Statement of Overriding Considerations for the Elk Grove General Plan was adopted that included this impact. Thus, the proposed project's contribution will be no greater than what has been accounted for in the General Plan EIR and no further impact to loss of agricultural land would occur as a result of the proposed project. Therefore, this impact is considered less than significant.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. According to the Elk Grove General Plan Land Use Policy Map, there are no parcels designated or zoned exclusively for agriculture in the proposed General Plan area. Additionally, the affected parcel (APN 132-0050-088) was not identified as a parcel subject to a Williamson Act contract as shown in Table 1-2 of the East Franklin Specific Plan (City of Elk Grove, 2000b, p. 14-4). Therefore, the project would have no impacts to zoning for agricultural use or lands under 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))?*

No Impact. The project does not include forest land, timberland or timberland zoned Timberland Productions as defined by the Public Resources Code or by Government Code. No impact would occur.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. There is no designated forest land within Elk Grove. As a result, the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

- 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?*

Less Than Significant Impact. Refer to discussions a) and b), above. About 1,375 square feet (or 0.03 acres) of Farmland of statewide importance on adjacent private property will be acquired for sidewalk improvements. Based on the limited amount of agricultural land lost, the fact that loss of agricultural land has already been accounted for in the Elk Grove General Plan EIR (SCH# 2002062082) and associated Findings of Fact and Statement of Overriding Considerations (City of Elk Grove, 2003c), this impact is considered less than significant.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL SETTING

The project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB is regulated by several jurisdictions including the United States Environmental Protection Agency (US EPA), California Air Resources Board (CARB), and Sacramento Metropolitan Air Quality Management District (SMAQMD). The California Clean Air Act (CCAA) of 1988 requires the air districts, including SMAQMD, to endeavor to achieve and maintain the state ambient air quality standards by the earliest practicable date and develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards. In compliance with the CCAA, the SMAQMD prepared the 1991 Air Quality Attainment Plan (AQAP) to address Sacramento County's nonattainment status for ozone and CO, and although not required, PM. The 1991 AQAP was designed to make progress toward attaining the state ozone standard and contained preliminary implementation schedules for control programs. The CCAA requirement for the first triennial progress report and plan revision of the 1991 AQAP was fulfilled with the preparation and adoption of the 1994 Sacramento Area Regional Ozone Attainment Plan. This document was incorporated as part of the State Implementation Plan (SIP) to meet the requirements of the Federal Clean Air Act (FCAA) and replaced the 1991 AQAP. However, at that time the region could not show that the national ozone (one-hour) standard would be met by 1999. In exchange for moving the deadline to 2005, the region accepted a designation of "severe non-attainment" coupled with additional emission requirements on stationary sources. Additional triennial reports were also prepared in 1997, 2000, and 2003 in compliance with the CCAA that act as incremental updates (SMAQMD, 2004).

As a non-attainment area, the region is also required to submit rate-of-progress milestone evaluations in accordance with the CCAA. Milestone reports were prepared for 1996, 1999, and 2002. These milestone reports include compliance demonstrations that the requirements have been met for the Sacramento non-attainment area. The air quality attainment plans and reports present comprehensive strategies to reduce ROG, NO_x, and PM₁₀ emissions from stationary,

area, mobile, and indirect sources. Such strategies include the adoption of rules and regulations; enhancement of CEQA participation; implementation of a new and modified indirect source review program; adoption of local air quality plans; and stationary, mobile, and indirect source control measures.

The EPA recently promulgated a new 8-hour ozone standard. This change lowered the standard for ambient ozone from 0.08 ppm (parts per million) averaged over eight hours to 0.075 ppm. The newer 8-hour standard replaces the previous 1-hour standard. In general, the 8-hour standard is more protective of public health and more stringent than the 1-hour standard. The promulgation of this standard prompted new designations and nonattainment classifications in June 2004, and resulted in the revocation of the 1-hour standard in June 2005. The region has been designated as a nonattainment (serious) area for the national (8-hour) ozone standard with an attainment deadline of June 2013. SMAQMD has recently completed the *Federal 8-Hour Ozone Reasonable Further Progress Plan for the Sacramento Federal Ozone Nonattainment Area (2008)*. This Plan uses updated emissions inventories, existing control strategies, and approved control measure commitments to achieve emission reductions necessary for compliance with the Clean Air Act.

The SMAQMD has also adopted various rules and regulations pertaining to the control of emissions from area and stationary sources. Some of the more pertinent regulatory requirements applicable to the proposed project are identified as follows:

- *Rule 402: Nuisance.* 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 endanger the comfort, repose, health or safety of any such 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.

DISCUSSION OF IMPACTS

THRESHOLDS OF SIGNIFICANCE

For the purpose of this analysis, the following thresholds of significance, as identified by the SMAQMD or the State CEQA Guidelines (Appendix G), have been used to determine whether implementation of the proposed project would result in significant air quality impacts. Implementation of the proposed projects would result in significant air quality impacts if:

- Short-term Emissions of Criteria Air Pollutants. Construction-generated criteria air pollutant or precursor emissions exceed the SMAQMD-recommended threshold of 85 pounds per day (lbs/day) for NO_x, or substantially contribute to emissions concentrations (e.g., PM₁₀) that exceed the NAAQS or CAAQS. When emissions of NO_x can be reduced to below 85 lbs/day with implementation of all feasible mitigation measures and offsets, other construction-generated mobile-source pollutants can be considered to be less than significant

3.0 INITIAL STUDY CHECKLIST

The SMAQMD provides screening criteria that can also be used for the evaluation of construction-generated PM10, based on the overall maximum daily area of disturbance associated with proposed projects (refer to **Table 3.3-1**). In accordance with these criteria, areas of disturbance in excess of SMAQMD's screening criteria would be considered potentially significant. These screening levels are based on the maximum actively disturbed area of the project site. For example, assuming a maximum daily disturbance of less than 15 acres, implementation of recommended "Level Three Mitigation" would typically be considered sufficient to reduce fugitive dust-related impacts to a less-than-significant level. If the maximum daily area of disturbance would exceed the screening criteria or if the project cannot undertake the mitigation measures that would be required, a more detailed analysis, involving dispersion modeling, may be required (SMAQMD 2004).

**TABLE 3.3-1
SMAQMD PARTICULATE MATTER SCREENING LEVELS FOR CONSTRUCTION PROJECTS**

| Maximum Daily Area of Disturbance | Recommended Mitigation |
|--|--|
| 5 Acres and Below | No Mitigation Required |
| 5.1 – 8 Acres | Level One Mitigation Required: Water exposed soil twice daily. Maintain two feet of freeboard space on haul trucks. |
| 8.1 – 12 Acres | Level Two Mitigation Required: Water exposed soil three times daily. Water soil piles three times daily. Maintain two feet of freeboard space on haul trucks. |
| 12.1 – 15 Acres | Level Three Mitigation Required: Keep soil moist at all times. Maintain two feet of freeboard space on haul trucks. Use emulsified diesel or diesel catalysts on applicable heavy-duty diesel construction equipment. |

Source: SMAQMD 2004

- Long-term Emissions of Criteria Air Pollutants. Long-term regional criteria air pollutant or precursor emissions exceed the SMAQMD-recommended threshold of 65 lbs/day for ROG and NO_x, or substantially contribute to emissions concentrations (e.g., PM₁₀) that exceed the NAAQS or CAAQS.
- Local Carbon Monoxide Concentrations. Local mobile-source emissions exceed or substantially contribute to CO concentrations that violate the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm.
- Local Toxic Air Contaminant Concentrations. Exposure of sensitive receptors to TAC emissions exceeds 10 in one million for the Maximally Exposed Individual (MEI) to contract cancer and/or a Hazard Index of one for the MEI.
- Local Odor Concentrations. Frequent exposure of a substantial number of individuals to odorous emissions would be considered significant.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

No Impact. A project is considered to conflict with or obstruct implementation of the regional air quality plans if it would be inconsistent with the emissions inventories contained in the regional air quality plans. Emission inventories are developed based on projected increases in population growth and Vehicle Miles Traveled (VMT) within the region. The proposed project consists of installing a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. The project would not result in an increase in population or VMT. In addition, implementation of the proposed project would increase pedestrian connectivity along this segment of Bruceville Road and encourage the use of alternative modes of transportation, presumably reducing the use of personal motor vehicles. Long-term operation of the proposed project is anticipated to result in an overall beneficial air quality impact and would not be anticipated to conflict with existing or future air quality planning efforts. No impact would occur.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant Impact. Short-term increases in pollutant emissions would occur during construction. Grading for the project is anticipated to take 3 days and involve use of a backhoe, small roller, and pneumatic hand compactor. The total construction period is limited to 30 days maximum. The project would disturb about 0.05 acre and would not be subject to SMAQMD particulate matter screening levels for construction projects (projects 5 acres or less are exempt). Based on the small scale and limited duration of construction, the project is not anticipated to violate an air quality standard or contribute to an existing or projected air quality violation. No long-term air quality violations would occur. Therefore, this impact is considered less than significant.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

Less than Significant Impact. Air quality impacts associated with the proposed project would be limited to short-term construction emissions. Construction of the proposed project would result in the temporary generation of emissions resulting from site grading and paving, motor vehicle exhaust associated with construction equipment and worker trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities. Because the area disturbed is small (about 0.05 acre), the project's contribution to criteria pollutants is considered less than significant.

Ozone-Precursor Pollutants

The SMAQMD recommends that construction-generated emissions of ROG and NOX be quantified and presented as part of the analysis of project-generated emissions. However, because construction equipment emit relatively low levels of ROG and because ROG emissions from other construction processes (such as asphalt paving, architectural coatings) are typically regulated by the SMAQMD, the SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold of 85 lbs/day for NOX. In addition, if daily emissions of NOX from heavy-duty mobile equipment do not exceed the 85 lbs/day threshold, then SMAQMD considers exhaust emissions of other pollutants to also be less than significant (SMAQMD 2004).

3.0 INITIAL STUDY CHECKLIST

The SMAQMD's Road Construction Emissions Model (Version 6.3.2) was used to estimate emissions from construction. **Table 3.3-2** shows model results for regionally significant pollutants. As depicted, unmitigated construction emissions attributable to the proposed project would generate a maximum of approximately 4.3 lbs/day of ROG and 35.2 lbs/day of NOX. Predicted emissions of NOX would not exceed the SMAQMD's significance threshold of 85 lbs/day. As a result, short-term construction-generated emissions of ozone-precursor pollutants would be considered less than significant.

**TABLE 3.3-2
CONSTRUCTION EMISSION ESTIMATES FOR THE QUAIL RUN LANE/BRUCEVILLE ROAD
SOUTHWEST CORNER IMPROVEMENTS
(ROAD CONSTRUCTION EMISSIONS MODEL, VERSION 6.3.2)**

| Activity | ROG (lbs/day) | NOx (lbs/day) | PM10 | CO |
|--|---------------|---------------|------------|-------------|
| Grubbing / Land Clearing | 3.7 | 32.7 | 2.4 | 17.0 |
| Grading / Excavation | 4.3 | 35.2 | 2.8 | 18.8 |
| Drainage / Utilities / Sub-Grade | 3.8 | 29.8 | 2.6 | 15.5 |
| Paving | 2.4 | 13.6 | 1.2 | 13.6 |
| Maximum (lbs/day) | 4.3 | 35.2 | 2.8 | 18.8 |
| Sacramento Metropolitan AQMD Threshold | N/A | 85 | N/A | N/A |

Notes:

- Where Value is >1, then "0" is displayed
- project Start Year: 2010
- project Length (months): 1
- Total project Area (acres):0.05
- Maximum Area Disturbed/Day (acres): 0.05
- Total Soil Imported/Exported (yd³/day): 1
- PM₁₀ estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
- Total PM₁₀ emissions shown are the sum of exhaust and fugitive dust emissions.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The closest sensitive receptors in the project area are the residences along the north side of Quail Run Lane opposite the construction area.

Less than Significant Impact. By virtue of the nature of the project (sidewalk improvements), no long term air quality impacts would occur. Instead, air quality impacts are limited to the construction period. Particulate exhaust emissions from diesel-fueled engines (diesel-exhaust PM) were identified as a TAC by the CARB in 1998. Implementation of the proposed project would result in the generation of diesel PM emissions during construction from the use of off-road diesel equipment for site grading (such as a backhoe and small roller), paving and other construction activities.

Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. Since construction activities are anticipated to occur over 30 days or less, and the fact that the use of diesel-powered construction equipment would be temporary and episodic, diesel-exhaust PM generated by project construction, in and of itself, would not be expected to create conditions where there was a greater probability of contracting cancer for nearby receptors.

Furthermore, in accordance with current SMAQMD-recommended guidance for the analysis of air quality impacts, if emissions of NOX associated with on-site construction equipment are determined to be less than significant, then other pollutants from on-site mobile sources can also be assumed to be less than significant. As discussed in b) and in comparison to SMAQMD recommendations, predicted construction-generated emissions of NOX, as well as other mobile source emissions, would be considered to have a less than significant impact. For the above discussed reasons, health risks associated with short-term construction activities would be considered less than significant.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Less than Significant Impact. Typically odors are generally regarded as an annoyance rather than a health hazard. Odors generated by the proposed project would be limited to the construction period and associated with dust and equipment emissions.

During demolition and construction of the proposed project, a few pieces of diesel-powered equipment would be used that emit exhaust fumes. Diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. The construction period for the project is limited to 30 days or less. As a result, short-term construction activities would not expose a substantial number of people to construction emissions odors.

The proposed project would not install any equipment that would be considered major odor-emission sources. Instead the project would install a concrete sidewalk and curb return with Americans with Disabilities Act (ADA) accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Road thereby improving non-vehicular accessibility to the area. As a result, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.4 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

A field survey of the project area was conducted on March 25, 2010, by City of Elk Grove biologist Jeannette Owen. The biologist evaluated the potential for special-status species to occur in the project area. This involved a query of the California Natural Diversity Database (CDFG 2010), U.S. Fish and Wildlife Service (USFWS 2010), and the California Native Plant Society (CNPS 2010) for previously recorded occurrences of special-status species within the Elk Grove United States Geologic Survey (USGS) 7.5-minute quadrangle and surrounding eight quadrangles (Sacramento East, Carmichael, Buffalo Creek, Florin, Sloughhouse, Bruceville, Galt and Clay) to help determine which special-status plant or animal species have the potential to occur within or near the project site. The City of Elk Grove General Plan was also reviewed for information on biological resources within the City (City of Elk Grove 2003a). Results of the database searches are included in **Appendix A**.

The project area consists of portions of parcel 132-0050-088 that total approximately 0.03 acres. During the site inspection the biologist assessed the project site and surrounding area, paying special attention to areas with the potential to support special-status species. Vegetation types were noted and also used to help assess the likelihood of potential special-status species in the area. Species-specific protocol level surveys were not conducted during this survey.

A grassland community occurs within and adjacent to the project site. Vegetation at the site consists primarily of annual grassland containing low growing herbaceous plants and grasses such as perennial ryegrass (*Lolium multiflorum*) and wild oat (*Avena fatua*). Common forbs observed within these grasslands include Italian thistle (*Carduus pycnocephalus*), filaree (*Erodium* sp.), wild radish (*Raphanus sativus*), mustard (*Brassica nigra*), spring vetch (*Vicia sativa*), and field bindweed (*Convolvulus arvensis*). In addition, several large oak trees (*Quercus lobata*) are located on the east side of Bruceville Road, across the street from the site.

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?*

Less than Significant with Mitigation Incorporated. During the site survey many avian species were observed foraging and roosting within the area. Species observed include house sparrows (*Passer domesticus*), mocking birds (*Mimus polyglottus*), mourning doves (*Zenaida macroura*), scrub jay (*Aphelocoma californica*), and European starling (*Sturnus vulgaris*). Special-status species that have suitable habitat within the study area include migratory birds and raptors such as the state-listed Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus cyaneus*), loggerhead shrike (*Lanius ludovicianus*), and white tailed-kite (*Elanus leucurus*).

SPECIAL-STATUS SPECIES

Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state and/or federal resource agency as such. These include governmental agencies such as, California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS), or private organizations such as the California Native Plant Society (CNPS). The degree to which a species is at risk of extinction is the limiting factor on a species status designation. Risk factors to a species' persistence or population's persistence include but are not limited to: habitat loss, increased mortality factors (such as take or electrocution), invasive species, and environmental toxins.

In context of environmental review, special-status species are defined by the following codes:

- Species that are listed, proposed, or candidates for listing under the Federal Endangered Species Act (FESA) (50 CFR 17.11 – listed; 61 FR 7591)
- Species that are listed or proposed for listing under the California Endangered Species Act (CESA) (Fish and Game Code 1992 §2050 et seq.; 14 CCR §670.1 et seq.)
- Species that are designated as Species of Special Concern by CDFG.
- Species that are designated as Fully Protected by CDFG (Fish and Game Code, §3511, §4700, §5050, §5515)

3.0 INITIAL STUDY CHECKLIST

- Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR §15380)

The potential for each special-status species to occur within the project area was assessed based on previously recorded occurrences of the species within a 5-mile radius of the project site (CDFG 2010), suitability of habitat within the project area, and professional expertise. Those species with potential to in the area are addressed below.

Impacts to Special Status Species

Avian Species

Trees around the proposed project site provide nesting habitat for raptors and migratory birds. Grassland habitat at the site provides foraging opportunities for many avian species, including raptors and migratory birds. Raptors and raptor nests are considered to be special resources by federal and state agencies and are protected under the Migratory Bird Treaty Act (MBTA) and California Code of Regulations. Migratory birds are also protected under the MBTA. The construction of the project would impact the grassland that may provide suitable foraging habitat for protected avian species.

Construction activities associated with the project will not remove trees and vegetation, thus eliminating direct impacts to nesting raptors and migratory birds. The limited area and duration of project construction activities is not expected to result in significant noise, dust, increased human activity, or other indirect impacts to potential nesting raptors or migratory bird species in the project vicinity.

Swainson's Hawk

In addition to nesting habitat, raptor species, such as the state-listed Swainson's hawk, may utilize the project area and surrounding areas as foraging habitat. It is generally accepted that parcels of vacant land greater than 5 acres in size that contain suitable vegetation types are considered Swainson's hawk foraging habitat. Suitable vegetation types include row crop agricultural fields, short grass grasslands, and irrigated pastures. The proposed project site is adjacent to five acres of suitable Swainson's hawk habitat and is primarily characterized as annual grassland containing low growing herbaceous plants and grasses. The project is in close proximity to various other parcels greater than five acres in size which creates a fairly large portion of open land in which raptors could forage. Given that the project site is among an open area of the appropriate size, and contains the suitable vegetation type for Swainson's hawk foraging habitat, development of the site will have a potentially significant impact on Swainson's hawk foraging habitat unless mitigation is incorporated. The City of Elk Grove has developed the following mitigation to reduce impacts to Swainson's hawk foraging habitat to a less than significant level.

Mitigation Measure

- MM 3.4.1** 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:

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 CDFG and 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.

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.

Implementation of the above mitigation measures would reduce the project's impacts to Swainson's hawk and other special-status raptors to a less than significant level.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the California Fish and Game Code, or Section 404 of the Clean Water Act (CWA). A small linear depression is located along Quail Run Lane. However, this feature does not exhibit a defined bed or bank, and does not contain wetland vegetation. This depression does not have a culvert and does not meet the criteria for a United States Army Corps of Engineers (USACE) jurisdictional feature. Construction activities associated with the sidewalk improvements are not anticipated to result in any impacts on riparian habitat or sensitive natural community because none have been identified within or adjacent to the project site.

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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means?*

No Impact. As described in item b, above, a small linear depression along Quail Run Lane does not meet the criteria for a wetland or other USACE jurisdictional feature. Therefore, no impact would occur with regard to federally protected wetlands.

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?*

3.0 INITIAL STUDY CHECKLIST

No Impact. There are no known wildlife corridors or native wildlife nursery sites within the project area nor are there any water bodies that would be used by migratory fish. Implementation of the proposed project would therefore not interfere with the movement of any fish or wildlife species or impede the use of native nursery sites or corridors. Therefore, no impact would occur with regard to migratory wildlife.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less than Significant Impact. Several large oak trees (*Quercus lobata*) are located across from the project site along the east side of Bruceville Road opposite where construction would occur. The City protects all native oak trees with a single trunk of 6 inches (6") dbh or larger, or multiple trunks with an aggregate of 10 inches (10") at dbh or larger (City's Municipal Code Chapter 19.12. No tree removal or indirect impacts to these trees is proposed as part of the project. Therefore this impact is considered less than significant.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

No Impact. The City does not at present have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, there would be no impact to these types of plans.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.5. CULTURAL RESOURCES. Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in ? 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to ? 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL SETTING

A cultural resource overview of the East Franklin Specific Plan area, which covered the project site, and associated subdivision maps was prepared by Peak & Associates, Incorporated. This overview provided background on the cultural setting of the EFSP area, including a discussion of previous research conducted in the area and the results of current archival and field research. No prehistoric artifacts or evidence of prehistoric use of the EFSP area was found (City of Elk Grove, 2000b, p. 16-9). Twenty-nine historic structures were identified in the EFSP area, however none are within or adjacent to the right of way that would be affected by the proposed project.

DISCUSSION OF IMPACTS

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?*

No Impact. The project will install a concrete sidewalk and curb return with Americans with Disabilities Act (ADA) accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. The project site is along the eastern boundary of the East Franklin Specific Plan and would not affect any historic resources. Therefore, no impact would occur.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Less than Significant Impact. The project site and surrounding area has been highly disturbed by previous agricultural activities, urban development, and construction of existing right-of-way. There are no known archaeological resources within the project area. The amount of area disturbed would be limited (about 0.05 acres) and no deep excavation would occur. Therefore, the proposed project would not be expected to impact any archaeological resources. Per the City's General Plan Policy HR-6-Action 2 requirements would be included in the construction contract that the City shall be notified immediately if any archaeological resource is uncovered during construction. In the event of this type of discovery, construction would stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology would be retained to

3.0 INITIAL STUDY CHECKLIST

evaluate the finds and recommend appropriate action. Therefore, impacts to archaeological resources would be less than significant.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less than Significant Impact. Project construction would involve grading activities requiring a minimal amount of soil excavation. There are no identified paleontological resources within the project area, and discovery of this type of resource is not anticipated. Per General Plan Policy HR-6-Action 2 of the City's General Plan, requirements would be included in the construction contract that the City shall be notified immediately if any paleontological artifact is uncovered during construction. The City implements this policy according to the state CEQA Guidelines. Therefore, impacts to paleontological resources would be less than significant.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant Impact. Archaeological investigations for the EFSP project did not identify any human remains in the project area; therefore, the project would not be expected to impact any human remains. However, should human remains be discovered during project construction, per General Plan Policy HR-6-Action 2 requirements would be included in the construction contract that all construction must stop and the County Coroner be notified pursuant to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, City policy would dictate that the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. Therefore, impacts to human remains would be less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.6. 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? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

REGIONAL GEOLOGY

The City of Elk Grove is located within the Great Valley geomorphic province, which is primarily described as a relatively flat alluvial plain, about 50 miles wide and 400 miles long, with thick sequences of sedimentary deposits of Jurassic through Holocene age. The Great Valley geomorphic province is bounded on the north by the Klamath and Cascade mountain ranges, on the east by the Sierra Nevada Mountains, and on the west by the California Coast Mountain Range.

TOPOGRAPHY

The project site is located within the Sacramento Valley, which is primarily flat land with no hills or valleys. The site is located in an area of relatively level terrain. The existing wood and brick fence and grazing pasture on the private parcel is elevated approximately four feet from the existing roadways and intersection. The ground surface in the project area generally ranges from approximately +15 to +25 feet MSL (City of Elk Grove, 2000b, p. 13-17). The area along Bruceville Road approximately 800 feet south of Poppy Ridge Road is approximately 38 feet above mean sea level (City of Elk Grove, 2000b, p. 7-1).

3.0 INITIAL STUDY CHECKLIST

FAULTS AND SEISMICITY

No known active faults or Alquist-Priolo earthquake hazard zones occur in the City, although several inactive subsurface faults are identified in the Delta. According to the *Fault Activity Map of California*, the nearest faults to the City with activity within the last 200 years are the Concord, Hayward, and Cleveland Hill faults. The closest known fault to the City is the Willows fault zone, located approximately 10 miles north of the City. The *Safety Element of the County of Sacramento General Plan* identified two major subsurface fault zones on the eastern and western sides of the City. The Midland Fault Zone is located approximately 20 miles west, while the Bear Mountain Fault Zone is located approximately 20 miles east. The closest known active subsurface fault is the Dunnigan Hills Fault, located approximately 25 miles northwest of the City (City of Elk Grove, 2003b, p. 4.9-3).

SOILS

The predominant soils within the East Franklin Specific Plan Area consist of the San Joaquin silt loam (City of Elk Grove, 2000b, p. 14-1). The *San Joaquin silt loam* formed in alluvium from mixed granitic rocks. This soil is typically strong brown silt loam approximately 23 inches thick. The subsoil, approximately five inches thick, is a yellowish red clay loam claypan that is underlain by a 26-inch thick indurated hardpan. The substratum is light yellowish brown loam to a depth of 60 inches.

DISCUSSION OF IMPACTS

- a) *Would the project 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?*

No Impact. No known active faults or Alquist-Priolo earthquake hazard zones occur in the vicinity of the proposed project. Therefore, the project would have no impact concerning fault rupture hazards.

- ii) *Strong seismic ground shaking?*

Less than Significant Impact. Although the project area is not located within an Alquist-Priolo earthquake hazard zone, major seismic events occurring in adjacent areas, especially the San Francisco Bay Area, could potentially affect the project. The project is limited to installing a concrete sidewalk and curb return with Americans with Disabilities Act (ADA) accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. No habitable structures are proposed. The sidewalk improvements would be designed in accordance with requirements of the Uniform Building Code. As a result, the risk of adverse effects from ground shaking are considered less than significant.

- iii) *Seismic-related ground failure, including liquefaction?*

No Impact. Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. Based upon known soil, groundwater, and ground shaking conditions throughout Elk Grove, the potential for liquefaction is considered low (City of Elk Grove, 2003d, p. 6-3). Therefore there would be no impact associated with liquefaction.

- iv) *Landslides?*

No Impact. The project site and the surrounding vicinity are relatively flat. The possibility of landslide is unlikely. No impact would occur.

- b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact. Construction of the proposed project would involve minimal grading, cutting, and re-contouring the existing for foot high slope and pasture behind Bruceville Road and Quail Run Lane for installation of a concrete sidewalk and asphalt concrete street pavement. These activities may result in short-term wind driven erosion of soils. The project would disturb about 0.05 acre and would comply with the City's Land Grading and Erosion Control Ordinance (Title 16, Chapter 16.44 of the Municipal Code) that establishes procedures to minimize erosion and sedimentation during construction activities. The 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. With implementation of the City's NPDES permit requirements and Land Grading and Erosion Control Ordinance, impacts associated with soil erosion would be considered less than significant.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less than Significant Impact. According to the EFSP EIR, the potential for lateral spreading, liquefaction, land sliding, or earthquake-induced settlement beneath buildings constructed on the site is considered to be low (City of Elk Grove, 2000b, p. 14-6). The project involves installation of a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. No habitable structures are proposed as part of the project. In addition, the project would be constructed in accordance with requirements of the Uniform Building Code. Therefore, the project would be considered to have a less than significant impact.

- d) *Would the project 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?*

Less than Significant Impact. According to the EFSP EIR, the potential for liquefaction or earthquake-induced settlement beneath buildings constructed within the EFSP, which includes the project site, is considered to be low (City of Elk Grove, 2000b, p 14-6). The project involves installing a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. No habitable structures are proposed as part of the project. The project would be designed in accordance with requirements of the Uniform Building Code. Therefore, the project would be considered to have a less than significant impact.

- e) *Would the project 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?*

No Impact. The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. Such facilities are not needed as the project involves installing a concrete sidewalk and curb return with ADA accessible ramps. Therefore, there would be no impact.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.7. GREENHOUSE GAS EMISSIONS. Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The earth's climate has been warming for the past century. It is believed that this warming trend is related to the release of certain gases into the atmosphere. The greenhouse gases (GHG) include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons. GHGs absorb infrared energy that would otherwise escape from the earth. As the infrared energy is absorbed, the air surrounding the earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years.

Human activities have been attributed to an increase in the atmospheric abundance of GHGs. There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will have in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy (CARB 2005).

REGULATORY SETTING

The State of California has been studying the impacts of climate change since 1988, when AB 4420 was approved. This legislation directed the California Energy Commission (CEC), in consultation with CARB and other agencies, to study the implications of global warming on California's environment, economy, and water supply. The CEC was also directed to prepare and maintain the state's inventory of GHG emissions. That bill directed the CARB to adopt regulations to achieve the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles. CARB staff's proposal implementing these regulations was approved by the CARB in September, 2004. With implementation, the average reduction of greenhouse gases from new California cars and light trucks will be about 22 percent in 2012 and about 30 percent in 2016, compared to today's vehicles (CARB 2005). Most recently, California adopted AB 32, the Global Warming Solutions Act of 2006. AB 32 codifies the state's goal by requiring that the state's global warming emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, AB 32 directs CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels. At the present time, there are no adopted or recommended thresholds of significance established by federal, State, or local

agencies/jurisdictions for the evaluation of GHG emissions and result air quality impacts attributable to proposed development projects.

DISCUSSION OF IMPACTS

- a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact. The proposed project will install a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. When complete, the project would not affect local motor vehicle traffic patterns. The project does not include stationary sources of emissions. Long-term operation of the proposed project is expected to result in an overall beneficial air quality impact and reduction of greenhouse gases by improving pedestrian access along Bruceville Road. Improved access via sidewalks with ADA accessibility provides an alternative means of transportation, presumably reducing the use of personal motor vehicles.

Increases in emissions would occur during the construction process as a result of the combustion of fossil fuels to operate equipment and worker trips to the project site. These construction-generated emissions are temporary. In addition, because of the small scale of the project, construction emissions would not be substantial. Therefore, this impact is considered less than significant impact.

- b) *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. The proposed project would improve a segment of sidewalk along Bruceville Road. By its nature, the project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions. The project would increase connectivity along Bruceville Road, encourage walking and improve ADA access. This has the potential to reduce the use of personal motor vehicles which are the largest single source of greenhouse gas pollution.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.8. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL SETTING

The proposed project site is located along the eastern border of the EFSP Area. The EFSP Area was examined for hazardous materials as part of its environmental review. Potential contamination sites and associated uses were identified during the Preliminary Phase I Environmental Site Assessment prepared for the EFSP by Wallace, Kuhl and Associates, Inc. (EFSP Phase I ESA) in August 1995. The EFSP Phase I ESA is still applicable to the immediate project area, as no new industrial or commercial development that could store use, or release hazardous materials into the environment has occurred. Most, if not all, of the potential hazardous conditions existing within the EFSP Area can be attributed to some type of agricultural use or practice. No obvious evidence of significant hazardous materials contamination was observed during preliminary field reconnaissance of the EFSP Area (City of Elk Grove, 2000b, p. 13-8). However, certain features found in the EFSP Phase I ESA did indicate some properties have the potential for hazardous materials contamination. Conditions indicating potential contamination were observed from aerial photographs and on-site inspections. The project site

(including APN 132-0050-088) was not identified as having any potential hazardous materials requiring additional investigation (City of Elk Grove, 2000b, p. 13-8).

DISCUSSION OF IMPACTS

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

Less than Significant Impact. The proposed project would not include the routine transportation, use, or disposal of hazardous materials that could create a significant hazard to the public. Small amounts of hazardous materials (such as oil, fuel and solvents) would be used during construction activities for minor equipment maintenance. All equipment fueling and major maintenance activities will be performed off-site. Any use of hazardous materials would be in compliance with all applicable local, state, and federal standards associated with the handling of hazardous materials. Therefore, this impact is considered less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. Once construction is completed, the proposed project would not create a significant hazard to the public or the environment. No refueling or major maintenance of construction equipment will be performed on location, and no heavy equipment or hazardous materials will be staged on site. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements. These actions would minimize the potential and extent of any minor spill.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

No Impact. Currently there are no existing or proposed daycare/preschools, elementary, middle, or high schools within 0.25 mile of the project area. Franklin High School (located at 6400 Whitelock Parkway) is approximately one-half mile to the west of the site along Quail Run Lane.

The project, by its nature of being sidewalk improvements, would not generate hazardous emissions. Therefore, no impact is expected concerning hazardous emissions, materials, substances, or wastes near schools.

- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. Databases were reviewed regarding hazardous materials contamination for sites within the EFSP which included the proposed project site. No potential or confirmed county, state, or federal hazardous waste sites were identified within or adjacent to the project area (City of Elk Grove, 2000b, p. 13-18 – 13-20). Therefore, no impact would occur.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

3.0 INITIAL STUDY CHECKLIST

No Impact. The nearest airport/airstrip to the project site is the Sunset Skyranch Airport, located approximately three miles east of the project site. The project site is not located within the Comprehensive Land Use Planning Area (CLUP) of this facility, according to the City's General Plan, nor does the project include any structures or equipment anticipated to penetrate the navigable airspace of the Sunset Skyranch Airport. Therefore, no impact would occur.

- 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?*

No Impact. See discussion e), above. There are no private airstrips within the vicinity of the project. No impact would occur.

- g) *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

No Impact. The proposed project would not impede or conflict with the objectives or policies of emergency response plans and evacuation plans. No road closures or traffic detours would be required during project construction. Once completed, the sidewalk improvements would have no impact on emergency access or evacuation. No impact would occur.

- h) *Would the project 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?*

Less than Significant Impact. The project site is located in an urbanizing area. While there is some vacant grazing land adjacent to the site, the risk of loss, injury, or death due to wildland fires is considered low. In the event of a fire, the Elk Grove Community Services District Fire Department would provide fire and emergency services for the project area (refer to Section 3.14, Public Services), and impacts are considered less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.9. HYDROLOGY AND WATER QUALITY. Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The project site is located on the eastern border of the EFSP Area. The EFSP Area is located within a large drainage basin which flows from SR 99 in the east to Interstate 5 in the west. This basin is separated into three artificially created sub-basins from north to south.

The EFSP Area, including the project site, is relatively flat but does drain gradually from east to west at a slope of approximately 0.15 percent. The highest elevation is 38 feet located on Bruceville Road approximately 800 feet south of Poppy Ridge Road. The lowest point in the EFSP

3.0 INITIAL STUDY CHECKLIST

Area is at elevation 14.8 located immediately east of the Union Pacific Railroad tracks approximately 2,000 feet north of Bilby Road (City of Elk Grove, 2000b, p. 7-1).

All traces of natural drainage patterns east of Franklin Boulevard have been destroyed by 80 years of agricultural practices. Storm water run-off is channeled into agricultural or roadside ditches. As development has occurred in the EFSP area, storm drains and associated storm water infrastructure routing storm water to three large storm water *drainage* channels, (Shed A, B and C channels) have been installed to accommodate runoff. Storm water runoff from Quail Run Lane near the project site flows into a roadside drainage depression on the south side of the road, where it flows to the west and percolates into the ground. An underground storm drain system is installed on the north side of the road, associated with the residential development, and flows are routed to the Shed B channel. Storm water from on Bruceville Road flows into an existing drain inlet at its intersection with Quail Rune Lane and is routed north on Bruceville Road then west along Quail Run Lane in 12-15" drain pipes.

GROUNDWATER

According to the EFSP EIR, ground water beneath the project area is typically encountered approximately 70 feet below the ground surface (City of Elk Grove, 2000b, p. 13-17).

FLOODPLAIN

The FEMA Flood Insurance Rate Map (FIRM) encompassing the project area, accessed online on April 12, 2010 by the City's Planning Department, indicates that the project site is not within the 100 year or 500 year flood zones.

DISCUSSION OF IMPACTS

a) *Would the project violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. Dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Although the project itself involves less than one acre of soil disturbance, because it involves roadway improvements associated with the ultimate build out of the East Franklin Specific Plan, the Laguna Ridge Specific Plan (including widening of Poppy Ridge Road just east of the project site), and the City of Elk Grove General Plan, it is considered part of a larger plan of development and must comply with the General Storm Water Permit. Effective July 1, 2010 all dischargers are required to obtain coverage under the Construction General Permit Order 2009-0009-DWQ adopted on September 2, 2009. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program:

a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

In addition, measures would be included in the grading plans to minimize erosion potential and water quality degradation of the project area in accordance with Elk Grove Municipal Code Title 16, Chapter 16.44, Land Grading and Erosion Control. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage, and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Additionally, the State has published a set of best management practices (BMPs) for both pre- and post-construction periods, which would be applied to the project. The City would identify the appropriate BMPs for the proposed project. Compliance with the provisions of BMPs, and Chapter 16.44 of the Municipal Code would reduce impacts associated with water quality standards and discharge requirements to a less than significant level.

- b) *Would the project 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)?*

Less than Significant Impact. The overall area disturbed by the project, including paving, is about 0.05 acre. A portion of the project would replace existing asphalt sidewalk and pave over existing open vegetation, resulting in a slight increase in impervious surfaces. However, impacts to groundwater resources would be minimal as the proposed project does not contain elements that add to or draw from groundwater. Additionally, the project would not be constructed immediately above any pre-existing well, nor would areas known to contain wells be disturbed by project construction. Therefore impacts to groundwater supply would be less than significant.

- c) *Would the project 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?*

Less than Significant Impact. Activities related to the construction of the proposed project would result in localized loss of vegetation and general disturbance to the soil. Removal of vegetation and soil can accelerate erosion processes. While a natural drainage ditch is located adjacent to the south side of Quail Run Lane, no receiving water bodies are located in the immediate vicinity of the project site. The project would be required to implement appropriate BMPs to prevent erosion and provide sedimentation control during construction. Once completed, the project would not impact drainage patterns or cause erosion or siltation. This impact is considered less than significant.

The project would also be subject to Chapter 16.44 of the City's Municipal Code. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Compliance with the provisions of BMPs, and Chapter 16.44 of the Municipal Code would reduce impacts associated with erosion and siltation to a less than significant level.

3.0 INITIAL STUDY CHECKLIST

- d) *Would the project 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 that would result in flooding on- or off-site?*

Less than Significant Impact. The project would remove existing asphalt concrete sidewalk along Bruceville Road and replace it with sidewalk facilities that include ADA accessible ramps. Construction would result in minimal change to the existing drainage pattern. No streams or rivers would be altered by the project. The project would not result in on- or off-site flooding in the area. This impact is considered less than significant.

- e) *Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant Impact. The project would cause a very slight increase in the quantity of runoff generated as a result of the new concrete sidewalk. The minor increase in impervious surface would not contribute to runoff water which would exceed the capacity of existing or planned storm water drainage systems in the vicinity of the project. This impact is considered less than significant.

- f) *Would the project otherwise substantially degrade water quality?*

Less than Significant Impact. The project, by virtue of its nature and scale, is not anticipated to substantially degrade water quality once completed. This impact is considered less than significant.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The project is limited to install a concrete sidewalk and curb return with ADA accessible ramps and relocation of an existing fence along Bruceville Road and Quail Run Lane. The project does not include any habitable structures, nor is it located within the 100-year flood plain. Therefore, no impact would occur relative to placing housing in a 100-year flood hazards.

- h) *Would the project place structures within a 100-year flood hazard area that would impede or redirect flood flows?*

No Impact. Refer to d) above. The proposed project would realign and construct an asphalt concrete sidewalk at one intersection, resulting in a minor increase in impervious surfaces. However, the project will not place any structures within the 100-year flood plain. Therefore, the proposed project would have no impact with regard to impeding or redirecting flood flows.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

No Impact. Refer to discussion g and h), above. The proposed project site is located outside the Folsom Dam Failure Flood Area and therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam.

j) *Would the project be subject to inundation by seiche, tsunami or mudflow?*

No Impact. The proposed project area 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, no impact is anticipated with regard to inundation by seiche, tsunami or mudflow.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.10 LAND USE AND PLANNING. Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The project area is located along Bruceville Road and Quail Run Lane within the EFSP boundary. Areas on the north side of Quail Run Lane consist of single family residential development. The area of the south of Quail Run Lane on the west side of Bruceville Road is currently vacant grazing land but is designated for High Density Residential development in the EFSP. The area to the east is currently mostly undeveloped land associated with rural residential zoning, but is also designated High Density Residential on the Elk Grove General Plan Land Use Map.

DISCUSSION OF IMPACTS

a) *Would the project physically divide an established community?*

No Impact. The proposed project would not install any barriers to movement between various segments of the community. The project would install a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. The proposed improvements are anticipated to improve local pedestrian circulation. No impact would occur relative to physically dividing an established community.

b) *Would the project 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?*

No Impact. The proposed project is consistent with local plans, policies, and regulations and is a Capital Improvement project for the City. Moreover, the project meets the goals of the EFSP regarding pedestrian access and circulation. No impact would occur with regard to conflicting with existing plans and policies.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. No habitat conservation plans or natural community conservation plans are in place now or applicable to the project site. Therefore, no impact would occur.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.11. MINERAL RESOURCES. Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to inventory and classify selected mineral resources within California. The area surrounding the project site has historically been used for agricultural activities. No mineral extraction activities occur in the vicinity of the project site. In addition, none of the roadways in the vicinity of the project serve as routes for traffic involved in mineral extraction activities.

DISCUSSION OF IMPACTS

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. The proposed project involves installing a concrete sidewalk and curb return with ADA accessible ramps. Based on the nature of the project, it would not result in the use or extraction of any mineral or energy resources nor would it restrict access to known mineral resource areas. No impact would occur.

b) *Would the project 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?*

No Impact. Refer to discussion a), above. The proposed project would have no impact on mineral resources.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.12. NOISE. Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The project site is located along the eastern border of the East Franklin Specific Plan Area. The area is a mixture of urban and agricultural lands. Motor vehicle traffic is the major contributor to the existing noise environment near the project site. Vehicular noise in the project vicinity occurs along Bruceville Road, and to a lesser extent, Quail Run Lane. Noise-sensitive land uses in the immediate vicinity of the project include the residential development on the north side of Quail Run Lane and the south side of Quail Run Lane west of the project.

DISCUSSION OF IMPACTS

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

Less than Significant Impact. Noise associated with the proposed sidewalk improvements will be limited to the construction period. Construction noise typically occurs intermittently and varies depending upon the nature or phase (such as demolition/land clearing, grading and excavation, erection) of construction. Noise generated by construction equipment, can reach high levels. Only a few pieces of construction equipment will be used for the project including a backhoe, small roller, and pneumatic hand compactor. Grading is anticipated to last only 3 days and total construction time is anticipated to be 30 days or less. No construction will occur prior to 7 AM or after 7 PM during the more noise sensitive night time hours.

During construction, noise from equipment will cause short-term localized increases in ambient noise levels. Typical construction noise from such equipment is in the 75-80 decibel range at a distance of 50 feet, the approximate distance to the nearest residences from the project activities. The actual noise levels at any particular location would depend on a variety of factors, including the type of construction equipment or activity involved, distance to the source of the noise, obstacles to noise that exist between the receptor and the source, time of day, and similar factors.

Construction of the proposed project will result in a temporary, periodic increase in ambient noise levels. However, the project's work hours will comply with Policy NO-3, Action 1 of the Noise Element of the City's General Plan that limits construction activity to the hours of 7AM-7PM. Because noise increases during construction will be temporary, intermittent, and limited to daytime hours, this is considered a less than significant impact.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. Construction activities associated with the proposed project will include demolition of existing asphalt pavement along Bruceville Road. Demolition will be temporary and occur for a very limited duration based on the small amount of pavement requiring removal. Homes along Quail Run Lane are setback a sufficient distance (50 feet or greater) from demolition activities that they will not be affected by groundborne vibration. Therefore, groundborne vibration and noise levels are considered less than significant.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No Impact. Due to the nature of the project (sidewalk with ADA accessible ramps), implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels following construction. No impact would occur.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant Impact. During construction, temporary increases in ambient noise levels will occur in the vicinity of the project. These increases will be intermittent and limited to daytime hours and, therefore, will result in less than significant impacts.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The proposed project is not located within an airport land use plan or within two miles of a public airport. No impact would occur.

- f) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The proposed project is not located within the vicinity of a private airstrip. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.13. POPULATION AND HOUSING. Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

In the ten years prior to the incorporation of the City of Elk Grove in July 2000, the population increased by 70.5 percent, which equals a seven-percent average annual increase. The City began to rapidly develop as a result of an increase in jobs to the Sacramento County region and the availability of land outside the downtown Sacramento area. Projections from the Sacramento Area Council of Governments (SACOG) provide population estimates to 2015 and show a gradual increase of four to six percent per year. Based on the SACOG projections, population is projected to increase by 25 percent between 2005 and 2010 or an approximate increase of 24,490 persons (City of Elk Grove General Plan, 2005).

DISCUSSION OF IMPACTS

a) *Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

No Impact. The proposed project does not include the construction of new homes or businesses, nor does it include extension or construction of new roadways which could potentially induce growth. Given that the project would involve installing a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane, the project is not anticipated to induce growth above that which is planned from development in the area. No impact would occur.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. No residential structures would be displaced as a result of the proposed project. No impact would occur.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. As discussed in b) above. The proposed project would not involve the removal or relocation of any housing that would displace people or necessitate construction of any replacement housing. No impact would occur.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.14 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 following public services: | | | | |
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The City receives general public safety and law enforcement services from the City of Elk Grove Police Department. The Consumnes Community Services District Fire Department provides fire protection services, emergency services, and hazardous materials response to the project area. The Elk Grove Unified School District provides educational services to the project area. Additionally, the City provides maintenance of public facilities, including those intended for bicycle and pedestrian uses.

DISCUSSION OF IMPACTS

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 following public services:

a) *Fire protection?*

No Impact. The proposed project does not include a residential or commercial component that would increase human presence in the area, and therefore, would not result in an increased demand for fire protection service or reduce response times. No impact would occur.

b) *Police protection?*

No Impact. The proposed project would install a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Road. The nature of the project as sidewalk improvements would not generate increased demand for police services. No impact would occur.

c) *Schools?*

No Impact. The proposed project does not include a residential or commercial component that would increase demand for schools. The nearest school to the project site is Toby

3.0 INITIAL STUDY CHECKLIST

Johnson Middle School, approximately one half mile to the west. Thus, no impact would occur.

d) *Parks?*

No Impact. The proposed project does not include a residential or commercial component that would increase demand for parks. Improved sidewalk and ADA accessibility along Bruceville Road and Quail Run Lane are not anticipated to increase visits to parks in the EFSP area. The nearest public park to the project site is Bartholomew Sports complex, approximately one quarter mile to the west. Thus, no impact would occur.

e) *Other public facilities?*

No Impact. The proposed project does not include a residential or commercial component that would increase human presence in the area or demand for public facilities. No impact would occur.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.15. RECREATION. | | | | |
| a) Would the project 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The City's General Plan contains goals and policies established to conserve existing national, state, and regional recreation areas, as well as encouragement for the development of additional recreational opportunities to meet the City's needs. In addition, the City of Elk Grove Trails Master Plan also includes goals that encourage the extension of the City's off-street multi-use trail system in an effort to provide connectivity throughout the City and the wider Sacramento region in order to offer recreational opportunities and an alternative method for transportation for Elk Grove residents. The nearest public park to the project site is Bartholomew Sports complex, approximately one quarter mile to the west.

DISCUSSION OF IMPACTS

a) *Would the project 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?*

No Impact. The proposed project would install a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. The project does not include a residential or commercial component that would increase human presence in the area which could result in increased use of existing parks or other recreational facilities. No impact would occur.

b) *Does the project include recreational facilities, or require the construction or expansion of existing facilities, which might have an adverse physical effect on the environment?*

No Impact. Refer to item a), above. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.16 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The proposed project would construct a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane. The project's improvements will be constructed approximately 30 feet south of the current southwest corner of the intersection to accommodate and match the future widening of Quail Run Lane/Poppy Ridge Road to the south. The project does not involve construction of new roadways or any improvements to existing roadways.

DISCUSSION OF IMPACTS

- a) *Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the*

number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

No Impact. The project does not involve new roadway construction or significant physical alteration of an existing roadway. No changes in local motorized vehicle traffic patterns would occur as a result of installing the proposed sidewalk improvements. No traffic control plan or detours would be needed during construction. Therefore, no impact would occur with regard to existing traffic conditions..

- b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

No Impact. See (a) above. The proposed project does not involve new roadway construction or significant physical alteration of an existing roadway and would therefore have no impact on an established level of service standard. No impact would occur.

- c) *Would the project 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?*

No Impact. The proposed project involves construction of sidewalk improvements on one corner of an intersection approximately three miles from the nearest airport. Thus, the project would not result in a change in air traffic patterns. In addition, the project does not propose any structures that would impede a height limitation in close proximity to an airport. No impact would occur.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. The proposed project would be designed in accordance with the City's Building Code and standard specifications. The project would include ADA accessible ramps which would be an improvement in the current design features of the sidewalk at Bruceville Road and Quail Run Lane. No impact would occur with regard to hazards.

- e) *Would the project result in inadequate emergency access?*

No Impact. Construction activities for the proposed project would be off-street and are not expected to interfere with emergency access on local roadways. No impact would occur.

- f) *Would the project result in inadequate parking capacity?*

No Impact. The proposed sidewalk improvements do not include any land uses that would generate a demand for parking. On-street parking is not permitted on Bruceville Road and Quail Run Lane within the proposed project construction area. No impact would occur.

- g) *Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. The proposed project involves improving pedestrian access and movement at this intersection and is consistent with adopted policies, plans, and programs supporting alternative transportation including the Elk Grove General Plan, the Elk Grove Trails Master Plan, and the Elk Grove Bicycle and Pedestrian Master Plan.

3.0 INITIAL STUDY CHECKLIST

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.17. UTILITIES AND SERVICE SYSTEMS. Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

WASTEWATER SERVICE

The Sacramento Regional County Sanitation District (SRCSD) provides public wastewater conveyance, treatment, and disposal in the urbanized portions of Sacramento County. The SRCSD is a publicly owned wastewater agency serving over one million people in the major Sacramento Metropolitan Area through its three contributing agencies: the City of Folsom, the City of Sacramento, and Sacramento County Sanitation District 1 (CSD-1). Service for the proposed project area falls under CSD-1.

SOLID WASTE SERVICE

Solid waste collection and service in the City is under the jurisdiction of the Sacramento County Public Works Agency, Waste Management and Recycling. Single-family residential customers in the City are serviced by Central Valley Waste Services. Solid waste within the City limits is typically delivered to Sacramento County's Kiefer Landfill, located at the intersection of Grant Line Road and Kiefer Boulevard. The Kiefer Landfill is the primary municipal solid waste disposal facility in Sacramento County. It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Waste is accepted from the general public, businesses and private waste haulers.

At present, the Kiefer Road Landfill, which comprises approximately 1,084 acres, is the only landfill within the jurisdiction of Sacramento County that is permitted to accept solid waste for disposal. The maximum tons per day (tpd) allowed at the Kiefer Road Landfill is 10,815 tpd, with an average intake of 6,362 tpd. The landfill has a total capacity of 117 million cubic yards (58 million tons). The Kiefer Road Landfill is classified as a major landfill, which is defined as a facility that receives more than 50,000 tons of solid waste per year. Currently, the Kiefer Road Landfill is operating below permitted capacity and will have capacity for the next 30 to 40 years based on current disposal rates.

ELECTRICAL, TELEPHONE, AND NATURAL GAS SERVICES

The Sacramento Municipal Utilities District (SMUD) provides electrical service within the Elk Grove City limits. Frontier Communications (formerly Citizens Communications) and Pacific Bell provide telephone service within the City. Pacific Gas and Electric Company (PG&E) provides natural gas to customers within the City limits.

UTILITY RELOCATIONS

Minimal utility relocation will be necessary associated with the proposed project. One telephone pull box and telephone riser will be relocated, as will one natural gas riser. No underground or overhead utility lines will require relocation.

DISCUSSION OF IMPACTS

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed project consists of sidewalk improvements and does not include any uses that would generate wastewater. Therefore, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. No impact would occur.

- b) *Would the project 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?*

No Impact. The proposed project consists of sidewalk improvements does not include any uses that would generate wastewater. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities. No impact would occur.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than Significant Impact. Minor changes in impervious surfaces would occur as a result of constructing the sidewalk and curb return along Bruceville Road and Quail Run Lane. Existing drainage in the project area consists of roadside ditches and infrastructure in the residential development on the north side of Quail Run Lane. The segment of the roadside drainage ditch near the intersection will be moved slightly and re-graded to maintain its original function. The proposed project is not anticipated to generate runoff beyond existing storm drainage capacity. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. No increase in demand for water would occur as a result of the proposed project. There may be a temporary need for water during construction to control dust. However, no increase in demand for long-term water supply would be generated. No impact would occur.

- e) *Would the project result in a determination by the wastewater treatment provider that 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?*

No Impact. The proposed sidewalk improvements do not include any uses that would generate wastewater. Therefore, the proposed project would not affect capacity of the local wastewater treatment provider. No impact would occur.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

No Impact. Solid waste generated during demolition would be transported off site for disposal at a location to be determined by the City's construction contractor. The most likely disposal site would be the Kiefer Road Landfill that is currently operating below permitted capacity and will have capacity for the next 30 to 40 years based on current disposal rates.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. No generation of solid waste is associated with the proposed sidewalk improvements. No impact would occur.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 3.18. MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
| a) Does the project 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION OF IMPACTS

a) *Does the project 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant with Mitigation Incorporated. The project would have the potential to impact foraging habitat for the State threatened Swainson's hawk. However, with implementation of mitigation measure **MM3.4.1** included in Section 3.4 of this IS/MND), impacts to Swainson's hawk and its habitat would be reduced to a less than significant level. The potential for discovery of or disturbance of historical, archaeological, or paleontological resources, or human remains, is not anticipated. Should such discovery occur, City policy would be followed and appropriate measures implemented to ensure a less than significant impact to these resources; therefore, the project would not be expected to degrade the quality of the environment, reduce the habitat or population of any plant or wildlife species, or eliminate important examples of California history or prehistory.

b) *Does the project 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.*

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the

3.0 INITIAL STUDY CHECKLIST

cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects.

The purpose of the proposed project is to install a concrete sidewalk and curb return with ADA accessible ramps at the southwest corner of the intersection of Bruceville Road/Quail Run Lane while reconfiguring the southwest corner of this intersection to match the planned Quail Run Lane/Poppy Ridge Road alignment. Because the project improves an existing intersection, involves minimal right-of-way acquisition, and conforms with the EFSP and Laguna Ridge Specific Plans, it, would make no significant contribution to cumulatively adverse impacts associated with existing or proposed development projects in the Elk Grove area. Construction of the proposed project, along with other construction in the Elk Grove area, would contribute to cumulative environmental impacts; however, the proposed project's contribution would be minimal, and impacts are considered less than cumulatively considerable.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant. The proposed project will improve pedestrian access and movement at an existing intersection and accommodate future planned road widening on the south side of Quail Run Lane. The proposed project, in and of itself, will not create a significant hazard to the public or the environment.

Construction of the proposed project will result in a temporary, periodic increase in ambient noise levels. However, because noise increases during construction will be temporary, intermittent, and limited to daytime hours, this is considered a less than significant impact.

4.0 LIST OF MITIGATION MEASURES

4.1 SUMMARY OF MITIGATION MEASURES

BIOLOGICAL RESOURCES (SECTION 3.4)

Special-Status Species

MM3.4.1 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:

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 CDFG and 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.

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.

5.0 LIST OF PREPARERS

5.1 LIST OF PREPARERS

CITY OF ELK GROVE PUBLIC WORKS DEPARTMENT

Ann Herner Senior Engineer

CITY OF ELK GROVE PLANNING DEPARTMENT

Taro Echiburu Interim Planning Director

Jed McLaughlin Environmental Project Manager

Melanie Halajian Environmental Planner

Jeannette Owen Biological Resources

Jonathon Faoro GIS/Graphics

6.0 REFERENCES

6.1 REFERENCES

- California Air Resources Board (ARB). Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.
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- Federal Emergency Management Agency. Flood Insurance Rate Map (FIRM) of Elk Grove, CA. Accessed online by City of Elk Grove on April 12, 2010 at: <http://map1.msc.fema.gov/idms/IntraView.cgi?>
- Sacramento Metropolitan Air Quality Management District (SMAQMD). *Guide to Air Quality Assessment in Sacramento County*. July 2004.
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- United States Fish and Wildlife Service (USFWS). 2010. Federal Endangered and Threatened Species that may be Affected by Projects in the Elk grove and surrounding eight 7.5 Minute USGS Quadrangles. Document #100323110216USFWS, Sacramento Fish and Wildlife Office, Sacramento, California March 23, 2007.

**APPENDIX A – SPECIAL
STATUS SPECIES DATABASE SEARCH**



United States Department of the Interior
FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



March 23, 2010

Document Number: 100323110216

Jeannette Owen
City of Elk Grove
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: Species List for Markofer Trail Project

Dear: Ms.

We are sending this official species list in response to your March 23, 2010 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be June 21, 2010.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 100323110216

Database Last Updated: December 1, 2009

Quad Lists

Listed Species

Invertebrates

Branchinecta conservatio

Conservancy fairy shrimp (E)

Branchinecta lynchi

Critical habitat, vernal pool fairy shrimp (X)

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

Critical habitat, valley elderberry longhorn beetle (X)

valley elderberry longhorn beetle (T)

Lepidurus packardii

Critical habitat, vernal pool tadpole shrimp (X)

vernal pool tadpole shrimp (E)

Fish

Acipenser medirostris

green sturgeon (T) (NMFS)

Hypomesus transpacificus

Critical habitat, delta smelt (X)

delta smelt (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run chinook salmon (T) (NMFS)

Critical Habitat, Central Valley spring-run chinook (X) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Critical habitat, CA tiger salamander, central population (X)

Rana aurora draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Plants

Castilleja campestris ssp. succulenta

Critical habitat, succulent (=fleshy) owl's-clover (X)

succulent (=fleshy) owl's-clover (T)

Orcuttia tenuis

Critical habitat, slender Orcutt grass (X)

slender Orcutt grass (T)

Orcuttia viscida

Critical habitat, Sacramento Orcutt grass (X)

Sacramento Orcutt grass (E)

Quads Containing Listed, Proposed or Candidate Species:

SLOUGHHOUSE (495B)

CLAY (495C)

ELK GROVE (496A)

FLORIN (496B)

BRUCEVILLE (496C)

GALT (496D)

BUFFALO CREEK (511C)

SACRAMENTO EAST (512C)

CARMICHAEL (512D)

County Lists

No county species lists requested.

Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.

Critical Habitat - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be June 21, 2010.

California Department of Fish and Game
 Natural Diversity Database
 Markofer Trail Project

| Scientific Name/Common Name | Element Code | Federal Status | State Status | GRank | SRank | CDFG or CNPS |
|--|--------------|----------------|-----------------|-------|-------|--------------|
| 1 <i>Accipiter cooperii</i> Cooper's hawk | ABNKC12040 | | | G5 | S3 | |
| 2 <i>Actinemys marmorata</i> western pond turtle | ARAAD02030 | | | G3G4 | S3 | SC |
| 3 <i>Agelaius tricolor</i> tricolored blackbird | ABPBXB0020 | | | G2G3 | S2 | SC |
| 4 <i>Ambystoma californiense</i> California tiger salamander | AAAAA01180 | Threatened | unknown code... | G2G3 | S2S3 | SC |
| 5 <i>Andrena blennospermatis</i> Blennosperma vernal pool andrenid bee | IIHYM35030 | | | G2 | S2 | |
| 6 <i>Aquila chrysaetos</i> golden eagle | ABNKC22010 | | | G5 | S3 | |
| 7 <i>Ardea alba</i> great egret | ABNGA04040 | | | G5 | S4 | |
| 8 <i>Ardea herodias</i> great blue heron | ABNGA04010 | | | G5 | S4 | |
| 9 <i>Athene cunicularia</i> burrowing owl | ABNSB10010 | | | G4 | S2 | SC |
| 10 <i>Branchinecta lynchi</i> vernal pool fairy shrimp | ICBRA03030 | Threatened | | G3 | S2S3 | |
| 11 <i>Branchinecta mesovallensis</i> midvalley fairy shrimp | ICBRA03150 | | | G2 | S2 | |
| 12 <i>Buteo regalis</i> ferruginous hawk | ABNKC19120 | | | G4 | S3S4 | |
| 13 <i>Buteo swainsoni</i> Swainson's hawk | ABNKC19070 | | Threatened | G5 | S2 | |
| 14 <i>Carex comosa</i> bristly sedge | PMCYP032Y0 | | | G5 | S2? | 2.1 |
| 15 <i>Coastal and Valley Freshwater Marsh</i> | CTT52410CA | | | G3 | S2.1 | |
| 16 <i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle | IICOL48011 | Threatened | | G3T2 | S2 | |
| 17 <i>Downingia pusilla</i> dwarf downingia | PDCAM060C0 | | | G3 | S3.1 | 2.2 |
| 18 <i>Dumontia oregonensis</i> hairy water flea | ICBRA23010 | | | G1G3 | S1 | |
| 19 <i>Elanus leucurus</i> white-tailed kite | ABNKC06010 | | | G5 | S3 | |
| 20 <i>Elderberry Savanna</i> | CTT63440CA | | | G2 | S2.1 | |
| 21 <i>Falco columbarius</i> merlin | ABNKD06030 | | | G5 | S3 | |
| 22 <i>Gratiola heterosepala</i> Boggs Lake hedge-hyssop | PDSCR0R060 | | Endangered | G3 | S3.1 | 1B.2 |
| 23 <i>Great Valley Mixed Riparian Forest</i> | CTT61420CA | | | G2 | S2.2 | |
| 24 <i>Great Valley Valley Oak Riparian Forest</i> | CTT61430CA | | | G1 | S1.1 | |
| 25 <i>Hibiscus lasiocarpus var. occidentalis</i> woolly rose-mallow | PDMAL0H0R3 | | | G4 | S2.2 | 2.2 |

California Department of Fish and Game
Natural Diversity Database
Markofer Trail Project

| Scientific Name/Common Name | Element Code | Federal Status | State Status | GRank | SRank | CDFG or CNPS |
|---|--------------|----------------|--------------|-------|-------|--------------|
| 26 <i>Hydrochara rickseckeri</i> Ricksecker's water scavenger beetle | IICOL5V010 | | | G1G2 | S1S2 | |
| 27 <i>Juglans hindsii</i> Northern California black walnut | PDJUG02040 | | | G1 | S1.1 | 1B.1 |
| 28 <i>Juncus leiospermus var. ahartii</i> Ahart's dwarf rush | PMJUN011L1 | | | G2T1 | S1.2 | 1B.2 |
| 29 <i>Lathyrus jepsonii var. jepsonii</i> Delta tule pea | PDFAB250D2 | | | G5T2 | S2.2 | 1B.2 |
| 30 <i>Legenere limosa</i> legenere | PDCAM0C010 | | | G2 | S2.2 | 1B.1 |
| 31 <i>Lepidurus packardi</i> vernal pool tadpole shrimp | ICBRA10010 | Endangered | | G3 | S2S3 | |
| 32 <i>Lilaeopsis masonii</i> Mason's lilaeopsis | PDAPI19030 | | Rare | G3 | S3.1 | 1B.1 |
| 33 <i>Linderiella occidentalis</i> California linderiella | ICBRA06010 | | | G3 | S2S3 | |
| 34 <i>Northern Hardpan Vernal Pool</i> | CTT44110CA | | | G3 | S3.1 | |
| 35 <i>Nycticorax nycticorax</i> black-crowned night heron | ABNGA11010 | | | G5 | S3 | |
| 36 <i>Orcuttia tenuis</i> slender Orcutt grass | PMPOA4G050 | Threatened | Endangered | G3 | S3.1 | 1B.1 |
| 37 <i>Orcuttia viscidia</i> Sacramento Orcutt grass | PMPOA4G070 | Endangered | Endangered | G1 | S1.1 | 1B.1 |
| 38 <i>Phalacrocorax auritus</i> double-crested cormorant | ABNFD01020 | | | G5 | S3 | |
| 39 <i>Pogonichthys macrolepidotus</i> Sacramento splittail | AFCJB34020 | | | G2 | S2 | SC |
| 40 <i>Progne subis</i> purple martin | ABPAU01010 | | | G5 | S3 | SC |
| 41 <i>Riparia riparia</i> bank swallow | ABPAU08010 | | Threatened | G5 | S2S3 | |
| 42 <i>Sagittaria sanfordii</i> Sanford's arrowhead | PMALI040Q0 | | | G3 | S3.2 | 1B.2 |
| 43 <i>Scutellaria lateriflora</i> side-flowering skullcap | PDLAM1U0Q0 | | | G5 | S1.2 | 2.2 |
| 44 <i>Spea hammondii</i> western spadefoot | AAABF02020 | | | G3 | S3 | SC |
| 45 <i>Taxidea taxus</i> American badger | AMAJF04010 | | | G5 | S4 | SC |
| 46 <i>Thamnophis gigas</i> giant garter snake | ARADB36150 | Threatened | Threatened | G2G3 | S2S3 | |
| 47 <i>Valley Oak Woodland</i> | CTT71130CA | | | G3 | S2.1 | |
| 48 <i>Xanthocephalus xanthocephalus</i> yellow-headed blackbird | ABPBXB3010 | | | G5 | S3S4 | SC |

Status: search results - Tue, Mar. 23, 2010 12:54 c

{QUADS_123} = ~ m/496A|512C|512D|495B|495C|511C|496B|496C

Tip: +Lathyrus + "coastal dunes" returns only those Lathyrus in coastal dunes. Note the "+" and quotes.[all tips and help.][search history]

Your Quad Selection: Elk Grove (496A) 3812143, Sacramento East (512C) 3812154, Carmichael (512D) 3812153, Sloughhouse (495B) 3812142, Clay (495C) 3812132, Buffalo Creek (511C) 3812152, Florin (496B) 3812144, Bruceville (496C) 3812134, Galt (496D) 3812133

Hits 1 to 15 of 15

Requests that specify topo quads will return only Lists 1-3.

To save selected records for later study, click the ADD button.

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|--------------------------|--------------------------|------|--|----------------------------------|------------------|-----------|
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Carex comosa</u> | bristly sedge | Cyperaceae | List 2.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Cicuta maculata</u> var. <u>bolanderi</u> | Bolander's water-hemlock | Apiaceae | List 2.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Downingia pusilla</u> | dwarf downingia | Campanulaceae | List 2.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Gratiola heterosepala</u> | Boggs Lake hedge-hyssop | Scrophulariaceae | List 1B.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Hibiscus lasiocarpus</u> var. <u>occidentalis</u> | woolly rose-mallow | Malvaceae | List 1B.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Juglans hindsii</u> | Northern California black walnut | Juglandaceae | List 1B.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Juncus leiospermus</u> var. <u>ahartii</u> | Ahart's dwarf rush | Juncaceae | List 1B.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Lathyrus jepsonii</u> var. <u>jepsonii</u> | Delta tule pea | Fabaceae | List 1B.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Legenere limosa</u> | legenere | Campanulaceae | List 1B.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Lilaeopsis masonii</u> | Mason's lilaeopsis | Apiaceae | List 1B.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Limosella subulata</u> | Delta mudwort | Scrophulariaceae | List 2.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Orcuttia tenuis</u> | slender Orcutt grass | Poaceae | List 1B.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Orcuttia viscida</u> | Sacramento Orcutt grass | Poaceae | List 1B.1 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Sagittaria sanfordii</u> | Sanford's arrowhead | Alismataceae | List 1B.2 |
| <input type="checkbox"/> | <input type="checkbox"/> | 1 | <u>Scutellaria lateriflora</u> | side-flowering skullcap | Lamiaceae | List 2.2 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press

check all

check none

Selections will appear in a new window.

No more hits.

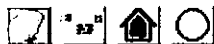


EXHIBIT B – MITIGATION MONITORING AND REPORTING PROGRAM
City of Elk Grove
Quail Run Lane/Bruceville Road Southwest Corner Improvements Project

| MITIGATION MEASURES | TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT): | MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN) |
|---|--|---|
| <p>1.</p> <p>MM3.4.1 Swainson’s Hawk Foraging Habitat Mitigation</p> <p>In order to mitigate for the loss of foraging habitat for Swainson’s hawk, a State-listed special status species, the applicant shall implement one of the following City of Elk Grove’s approved mitigation alternatives.</p> <p><u>Monitoring Action</u></p> <p>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:</p> <p>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 CDFG and 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</p> <p>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 the chapter remains in effect.</p> | <p>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.</p> <p>Responsible Party: City of Elk Grove</p> | <p>City of Elk Grove Development Services Planning in consultation with CDFG.</p> |

**CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2010-129**

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

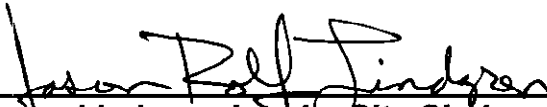
I, Jason Lindgren, Interim City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on June 23, 2010 by the following vote:

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**