

RESOLUTION NO. 2017-117

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION AND
MONITORING REPORTING PROGRAM (MMRP) FOR THE OLD TOWN ELK GROVE
STREETSCAPE PROJECT – PHASE 2 (WTR012) AND APPROVING THE PROJECT**

WHEREAS, the Old Town Elk Grove Streetscape Project – Phase 2 (WTR012) (Project) will result in streetscape improvements to an approximately 2,400-foot-long segment of Elk Grove Boulevard between School Street to the west and Waterman Road to the east in the City of Elk Grove, California; and

WHEREAS, the City prepared an Initial Study/Mitigated Negative Declaration pursuant to CEQA, attached hereto as Exhibit A and incorporated herein by reference, evaluating the potential environmental effects of the Project; and

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

WHEREAS, based on staff's review of the Project, no special circumstances exist that would create a reasonable possibility that this Project will have a significant effect on the environment beyond what was analyzed in the Mitigated Negative Declaration prepared for the Project and disclosed; and

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

WHEREAS, the City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on December 28, 2016. It was posted at the Sacramento County Clerk's office, distributed through State Clearinghouse and at the City offices, pursuant to Section 15072 of Chapter 3 of Title 14 of the California Code of Regulations (State CEQA Guidelines). A 30-day review and comment period was opened on December 28, 2016. The document was then recirculated for an additional 30 days on January 27, 2016 and closed on February 27, 2017. The Mitigated Negative Declaration was made available to the public during this review period; and

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

WHEREAS, the City has considered the comments received during the public review period, and in response to comments regarding the concern for increased traffic on School Street and Rancho Drive, the project will no longer be installing a traffic signal at the intersection of Kent Street and Elk Grove Boulevard, but will instead install

a Rectangular Rapid Flashing Beacon (RRFB) to accommodate safe pedestrian crossings, and will also conduct volume and speed studies before and after Project implementation at School Street and Elk Grove Boulevard; and

WHEREAS, the City Council has considered the written comments on the proposed Project and the Mitigated Negative Declaration; 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 Mitigated Negative Declaration is based; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby adopts the Mitigated Negative Declaration and the Mitigation and Monitoring Reporting Program for the proposed Project for the Old Town Elk Grove Project – Phase 2 attached hereto as Exhibits A and B, respectively, and incorporated herein by this reference based on the following findings:

- 1) On the basis of the whole record, there is no substantial evidence that the Project as designed and mitigated will have a significant effect on the environment. A Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA). The Mitigated Negative Declaration reflects the independent judgment and analysis of the City.
- 2) Pursuant to Public Resources Code, Section 21081 and CEQA Guidelines, Section 15091, all of the proposed mitigation measures described in the Mitigated Negative Declaration are feasible, and therefore shall become binding upon the City.
- 3) To the extent that these findings conclude that various proposed mitigation measures outlined in the Mitigated Negative Declaration are feasible and have not been modified, superseded or withdrawn, the City Council hereby binds itself and their assigns and successors in interest to implement those measures. These findings are not merely informational, but constitute a binding set of obligations that will come into effect when the City constructs the Project.

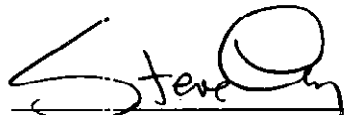
Evidence: Pursuant to CEQA and the CEQA guidelines, staff prepared an Initial Study for the Old Town Elk Grove Streetscape Project – Phase 2 and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. The Initial Study identified potentially significant adverse effects in the areas of aesthetics, air quality, biological resources, cultural resources, greenhouse gases, noise, hazardous waste and materials, traffic and transportation, and water quality; mitigation measures that avoid or mitigate the potentially significant effects to a

point where no significant effects would occur were identified in the Initial Study and staff prepared a Mitigated Negative Declaration. Preparation of a Mitigation and Monitoring Reporting Program (MMRP) is required in accordance with the City of Elk Grove regulations and is designed to ensure compliance during project implementation. The City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on December 28, 2016. It was posted at the Sacramento County Clerk's office, distributed through State Clearinghouse and at the City offices, pursuant to Section 15072 of Chapter 3 of Title 14 of the California Code of Regulations (State CEQA Guidelines). A 30-day review and comment period was opened on December 28, 2016. The MND was then recirculated on January 27, 2017 and closed on February 27, 2017. The Mitigated Negative Declaration was made available to the public during this review period. The City received written comment letters within the two 30-day public review periods. In response to comments regarding the concern for increased traffic on School Street and Rancho Drive, the project will no longer be installing a traffic signal at the intersection of Kent Street and Elk Grove Boulevard. Instead the project will install a rectangular Rapid Flashing Beacon (RRFB) and conduct volume and speed studies before and after Project implementation.

On the basis of the Mitigated Negative Declaration, environmental analysis, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment above those addressed within the adopted Mitigated Negative Declaration. A Mitigation and Monitoring Reporting Program (MMRP), which is incorporated herein by this reference, has been prepared to ensure compliance during project implementation. 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 Mitigated Negative Declaration is based.

BE IT FURTHER RESOLVED that the City Council hereby approves the Project.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 24th day of May 2017.



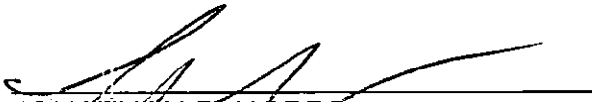
STEVE LY, MAYOR of the
CITY OF ELK GROVE

ATTEST:



JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,
CITY ATTORNEY

EXHIBIT A

OLD TOWN ELK GROVE STREETScape PHASE 2 PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



CITY OF
ELK GROVE

— PROUD HERITAGE. BRIGHT FUTURE. —

PREPARED BY

CITY OF ELK GROVE
PUBLIC WORKS DEPARTMENT
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

DECEMBER 2016

**OLD TOWN ELK GROVE STREETScape PHASE 2 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Prepared by:

CITY OF ELK GROVE
PUBLIC WORKS DEPARTMENT
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

DECEMBER 2016

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Appendix A: Biological Assessment Memorandum

Appendix B: Historic Property Survey Report, Historic Resources Evaluation Report and Archaeological Survey Report (Due to resource sensitivity, the ASR and HRER are not included in public circulation).

Appendix C: Initial Site Assessment

Appendix D: AB 52 Consultation Log

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 Old Town Elk Grove Streetscape Project Phase 2 (proposed 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 proposed Project may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence that any aspect of the proposed 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 proposed 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 proposed Project or any of its aspects may cause a significant impact on the environment with mitigation, an MND is 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 (ND) will 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 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 proposed 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 of Elk Grove.

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 Old Town Elk Grove Streetscape Project Phase 2. 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 the Project background, a detailed description of the proposed Project, and 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 impact," "less than significant impact with mitigation incorporated," or "potentially significant impact" in response to the environmental checklist; provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the proposed 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 identifies staff and consultants responsible for preparation of this document.

6.0 LIST OF ABBREVIATIONS

This section is an alphabetical list of abbreviations used throughout this document.

7.0 REFERENCES

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

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Old Town Elk Grove Streetscape Project Phase 2 (proposed Project; Project) is located in Elk Grove, Sacramento County, California. Specifically, the Project site is located on Elk Grove Boulevard between School Street at the western end and Waterman Road at the eastern end. Refer to **Figure 2.0-1** and **Figure 2.0-2** for the regional vicinity and Project location maps.

2.2 PROJECT PURPOSE AND OBJECTIVES

The Project implements the community's vision expressed in the Old Town Elk Grove Special Planning Area (SPA) Design Standards and Guidelines. These proposed improvements are consistent with the Sacramento Area Council of Governments' Blueprint principles by improving pedestrian and bicycle features in a mixed-use corridor that is also a bus route. The goals of the Project are to make the area more pedestrian-friendly; improve streetlight consistency and appearance; enhance landscaping throughout; and provide more formalized traffic lanes, consisting of one through lane in each direction with bike lanes, as well as a center two-way left-turn lane.

2.3 PROJECT DESCRIPTION

EXISTING SETTING

The first phase of the Old Town Elk Grove Streetscape Project currently extends along an approximately 2,400-foot-long segment of Elk Grove Boulevard in Old Town Elk Grove between School Street to the west and Waterman Road to the east. Existing land uses surrounding the proposed Project include mostly commercial properties with a few residential properties to the west of Webb Street and one residential property on the south side of Elk Grove Boulevard near the Waterman Road/Elk Grove Boulevard intersection. There is an open lot on the south side of Elk Grove Boulevard between Webb Street and Waterman Road. Elk Grove Boulevard is a major connector that runs from I-5 on the west, over Highway 99, through the Project area, to Grant Line Road to the east. Refer to **Figure 2.0-3** for the Project design.

PROPOSED PROJECT

The City of Elk Grove is proposing streetscape and infrastructure improvements to an approximately 2,400-foot-long segment of Elk Grove Boulevard between School Street to the west and Waterman Road to the east. The existing alignment extends east-west and serves as one of the main travel corridors in the City (**Figure 2.0-3**).

The existing roadway provides one traffic lane in each direction with varying shoulder widths and intermittent curb, gutter, and sidewalk. Existing on-street parking is limited to areas with wider shoulders and sporadic throughout the Project limits. The existing intersections within the improvement limits are unsignalized. The Project will make the site more pedestrian-friendly by providing continuous sidewalks on both the north and south sides of the road, along with crosswalks across Elk Grove Boulevard and the various side streets. A rectangular Rapid Flash Beacon (RRFB) will be added at the intersection of Porto Rosa Drive and Elk Grove Boulevard to enhance pedestrian crossing safety. The RRFB contains four pedestrian signs, each with 2 small yellow rectangular sources of light which flash when a pedestrian triggers the crosswalk. The light is produced in a direction parallel to Elk Grove Boulevard to warn vehicles of crossing pedestrians. A 4-way traffic signal will be placed at the intersection of Kent Street and Elk Grove Boulevard. Existing street lighting will be improved with more decorative streetlights consistent

2.0 PROJECT DESCRIPTION

with the streetlights in the existing section of Old Town Elk Grove. A few trees along the roadway may be removed to construct improvements, but improvements to landscaping throughout the Project site will also include tree and shrub planting along sidewalks. The Project will provide one through traffic lane in each direction with bike lanes, as well as a center two-way left-turn lane. The proposed Project would realign driveways in the Project area to conform to the new sidewalks and streetscape design.

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

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

RIGHT-OF-WAY

The proposed Project will require minor right-of-way acquisition.

FUNDING

Federal and local funds have been received for Phase 2 of the Old Town Elk Grove Streetscape Project. The Federal grant has been received from the Sacramento Area Council of Governments Community Design Funding Program. Additional federal and local funding is currently available for right-of-way capital and right-of-way support once the Categorical Exclusion is issued by Caltrans and the request for authorization is approved. It is expected that the Project will receive federal funding as part of the Sacramento Area Council of Governments Community Design Grant Program Round 8 (2017-2019) in early 2018. Local funds are available for the required 11.47% match.

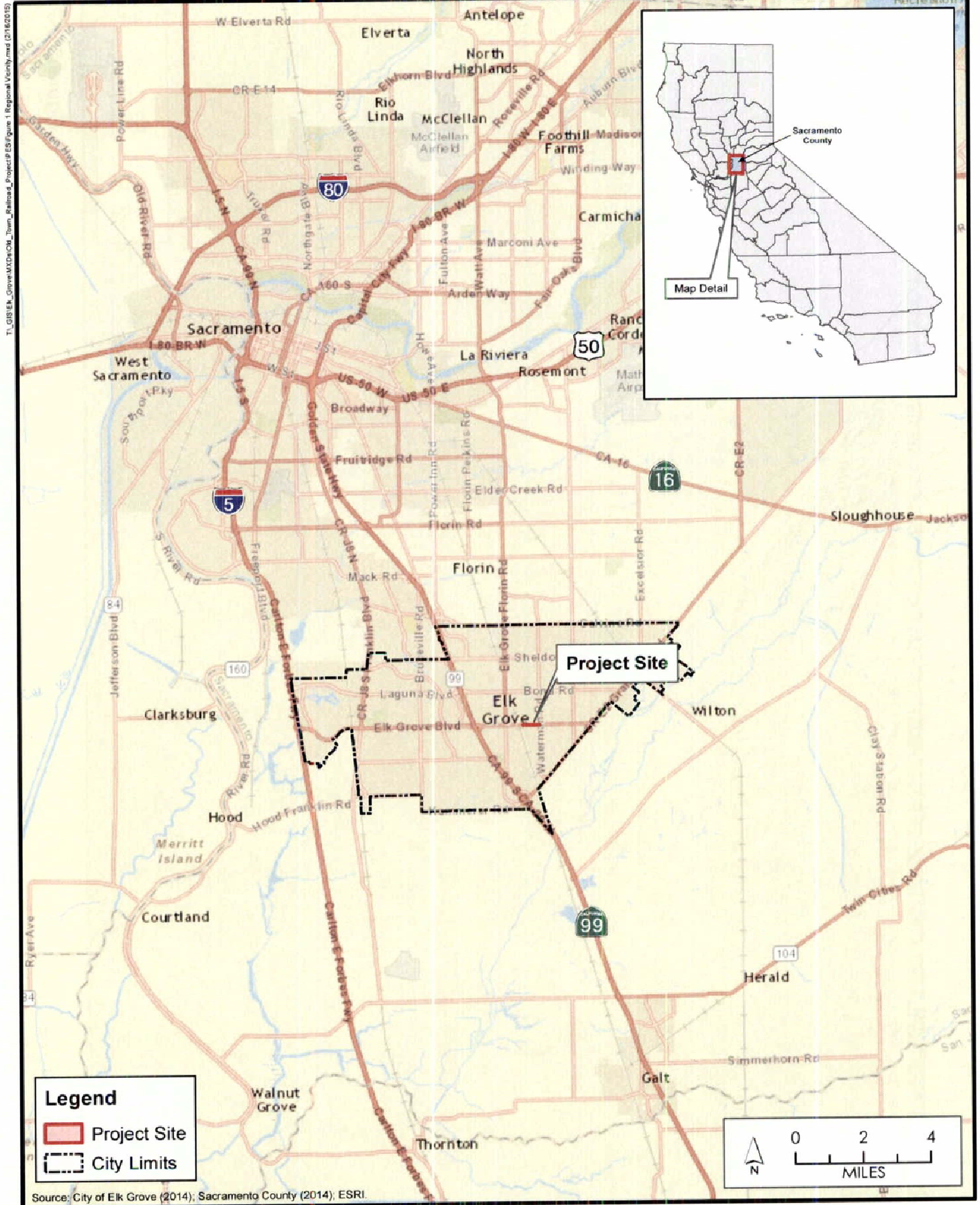
2.4 PROJECT CONSTRUCTION

Analysis in this IS/MND has taken into consideration activities within the entire Project area, including proposed contractor staging areas. All mitigation measures included as part the Project would be implemented throughout these areas.

2.5 REQUIRED PROJECT APPROVALS

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

- Elk Grove City Council – adoption of the MND, Mitigation Monitoring and Reporting Program, and other actions associated with Project approval
- California Department of Transportation (Caltrans) – issuance of National Environmental Policy Act (NEPA) Categorical Exclusion



T:\GIS\Elk_Grove\MXD\CON_Town_Railroads_Project\ESFigure 1 Regional Vicinity.mxd (2/16/2015)

Figure 2.0-1

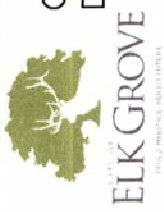
Regional Vicinity



City of Elk Grove
Development Services



Source: City of Elk Grove (2015); ESRI aerial.



City of Elk Grove
Development Services

Figure 2.0-2
Project Location



Source: Dekken Engineering



City of Elk Grove
Development Services

FIGURE 2.0-3
Project Design

2.6 OTHER PROJECT ASSUMPTIONS

This IS/MND requires compliance with all applicable State, federal, and local codes and regulations, and, as such, relies on these requirements being in place to mitigate potential impacts in some instances.

2.7 TECHNICAL STUDIES

The following technical studies were conducted as part of this IS/MND and are available in Appendices A through C:

- Biological Assessment Memorandum, Caltrans, September 2015 (Appendix A)
- Historic Property Survey Report, Cogstone, March 2016 (Appendix B)
- Initial Site Assessment, Kleinfelder, October 2015 (Appendix C)

2.0 PROJECT DESCRIPTION

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3.0 INITIAL STUDY CHECKLIST

3.0 INITIAL STUDY CHECKLIST

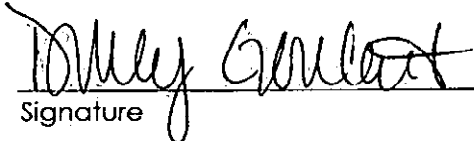
The environmental factors checked below would be potentially affected by this Project as indicated by the checklist on the following pages:

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



12-27-16

Signature

Date

Darcy Goulart Planning Manager

City of Elk Grove Planning Department

Printed Name

For

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The proposed Project is located along Elk Grove Boulevard in the Historic Old Town Elk Grove District. Where Elk Grove Boulevard runs through Old Town Elk Grove, it narrows to one traffic lane in each direction with varying shoulder widths and intermittent curbs, gutters, and sidewalks. Existing land uses surrounding the proposed Project include mostly commercial properties with a few residential properties to the west of Webb Street and one residential property on the south side of Elk Grove Boulevard near the Waterman Road/Elk Grove Boulevard intersection. It is a highly urbanized/built environment with both business and residential uses along Elk Grove Boulevard. Old Town Elk Grove has an established pedestrian corridor along shopfronts that offers established sidewalks, crosswalks, decorative medians, and lighting. However, this pedestrian corridor tapers and disappears toward the eastern end of the Project area. Existing on-street parking is limited to areas with wider shoulders and is sporadic throughout the Project limits. The proposed Project will make the site more pedestrian-friendly by providing continuous sidewalks on both the north and south sides of the road, along with crosswalks across Elk Grove Boulevard and various side streets. A few trees along the roadway may be removed to construct improvements. Existing lighting will be improved with more aesthetically pleasing fixtures that reflect the historic feel of Old Town Elk Grove. Also, the existing overhead utilities will be placed underground, thereby improving the views of the area.

DISCUSSION OF IMPACTS

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

No Impact. There are no designated scenic vistas in Elk Grove (City of Elk Grove 2003b). The Project is located in Old Town Elk Grove along Elk Grove Boulevard, which is not part of a scenic vista or scenic corridor. Therefore, no impact would occur.

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 proposed Project requires the removal of some trees due to their location or the quality of their health. The removal of established trees and vegetation will be minimized and avoided where feasible. Environmentally sensitive fencing will be installed to demarcate where vegetation is being preserved. Decorative landscaping and evenly spaced trees will be planted along the corridor. The nearest

State highway is State Route 99, which is approximately 2 miles west of the Project area; however, the highway does not have a scenic designation in Sacramento County. No rock outcroppings are present in or near the Project area. Several historic buildings are present in the Project area; however, they will be unobstructed and visually consistent with the proposed changes. Therefore, impacts are considered less than significant.

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

Less than Significant Impact. The Project will be consistent with the existing visual character of the surrounding areas. The proposed Project will add aesthetically pleasing landscaping and lighting treatments with more decorative streetlights consistent with the streetlights in the existing section of Old Town Elk Grove, and would relocate overhead utilities to underground. Sidewalks will enhance the visual character along the streets and provide a continuous pedestrian access route. A point of interest sign was recommended by the Old Town Foundation to help travelers recognize Old Town Elk Grove and improved recognition of Old Town as a destination. The sign is currently designed to possibly be added between Porto Rosa Drive and Waterman Road marking Old Town Elk Grove. The sign will be roughly 20 feet above the street and span the roadway. The sign would not be lit, but would offer the same aesthetic characteristic as the existing signage within Old Town Elk Grove. The sign is not expected to impact any long-range views or visual resources, or create a visual barrier. The unlit sign would be congruous with the surrounding visual character and existing signage. Two standard City bus turnouts will be added, which will match existing bus stop designs in the area and have the same minimal visual footprint. The current Project area is visually inconsistent with the adjacent portion of Elk Grove Boulevard in Old Town Elk Grove which contains historic visual infrastructure treatments. The proposed Project will improve the existing character of the Project area by adding more decorative streetlights, sidewalks, and landscaping to match the neighboring portion of Old Town Elk Grove. In addition the proposed Project would remove existing utility lines and large power poles from the skyline views and replace the visual dominance of the existing streetlights with smaller, more consistent street lamps. Therefore, impacts are 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. The new signalized intersection at Kent Street and Elk Grove Boulevard would not create a substantial new source of light. The intersection currently contains several overhead cobra streetlights which provide a substantial source of light in the area and are noticeable by the residences at the northeast and southeast corner of the intersection. The structure on the southwest corner is a business and would not be impacted by nighttime light operation. The existing cobra lights provide a stronger source of light in the area and less focused than the light that would be generated by the new traffic signal, which would be focused strictly along the roadways by the cylindrical shielding around each color of the signal.

The addition of a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Porto Rosa Drive and Elk Grove Boulevard would not create substantial light for the surrounding area. The RRFB contains four pedestrian signs, each with 2 small yellow rectangular sources of light which flash when a pedestrian triggers the crosswalk. The light is produced in a direction parallel to Elk Grove Boulevard to warn vehicles of crossing pedestrians. There are no residences near the intersection of the proposed RRFB. There is one business at the northeast corner of the intersection, and a residence at the far

3.0 INITIAL STUDY CHECKLIST

northwest corner which contains large trees that effectively screens out any light that may be produced by the RRFB. Similar to the intersection at Kent Street, existing cobra lights provide a substantial source of light over the entire area which would not disrupt the effectiveness of the RRFB for pedestrian safety, but would diffuse the light outside of the roadway to surrounding areas. Therefore, impacts are considered less than significant.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 45260), 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 forestland or conversion of forestland 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 nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 City limits is considered fallow (vacant or underutilized). Few crops are grown in the City itself, and there are no major intensive agricultural operations that occur within City limits, though small family farm activities do exist. There is no land within or adjacent to the Project area enrolled in a Williamson Act contract (DOC 2013). Furthermore, there are no forestlands, timberlands, or timberlands zoned Timberland Production in the vicinity of the Project area.

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 nonagricultural use?*

No Impact. Land with Farmland of State Importance is not located within the proposed Project area and the Project improvements will take place entirely within the existing roadway right-of-way. Therefore, the Project would not convert Farmland to nonagricultural use, and no impact would occur.

3.0 INITIAL STUDY CHECKLIST

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

No Impact. According to the Sacramento County Williamson Act Map for the 2011–2012 fiscal year, no parcels of land in the Project area are enrolled in a Williamson Act contract (DOC 2013). Therefore, no impact would occur.

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production?*

No Impact. There are no forestlands, timberlands, or timberlands zoned Timberland Production in the vicinity of the Project area. Thus, no impact would occur.

- d) *Would the project result in the loss of forestland or conversion of forestland to non-forest use?*

No Impact. No forestlands, timberlands, or timberlands zoned Timberland Production are present in the vicinity of the Project area. No impact would occur.

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?*

No Impact. The proposed Project would create a more pedestrian-friendly corridor in Old Town Elk Grove by providing continuous sidewalks on both sides of Elk Grove Boulevard and various side streets. Other improvements include tree/shrub landscaping, sidewalks, bike lanes along Elk Grove Boulevard, as well as an upgrade of the existing lighting. The majority of the Project elements will be included within the existing right-of-way. Therefore, the Project will not result in land use changes that would convert Farmland to nonagricultural use or forestland to non-forest use. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3. AIR QUALITY. 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 nonattainment 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

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed in this section, together with the current regulatory structure that applies to the Sacramento Valley Air Basin (SVAB) pursuant to the regulatory authority of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

REGULATORY SETTING

Air quality in the SVAB is regulated by several jurisdictions including the US Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the SMAQMD. Each of these agencies develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. State and local regulations must be as stringent as EPA regulations and may be more stringent.

Pollutants subject to federal ambient standards are referred to as "criteria" pollutants because the EPA publishes criteria documents to justify the choice of standards. One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution. The term "sensitive receptors" refers to specific population groups as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, child care centers, retirement homes or convalescent homes, hospitals, and clinics.

The federal and State ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and State standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone, PM_{2.5}, and PM₁₀.

3.0 INITIAL STUDY CHECKLIST

Federal Air Quality Regulations

At the federal level, the EPA has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was signed into law in 1970. Congress substantially amended the CAA in 1977 and again in 1990.

The Clean Air Act required the EPA to establish national ambient air quality standards (NAAQS) and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions.

California Air Quality Regulations

The California Clean Air Act (CCAA), 1988, requires that all air districts in the State endeavor to achieve and maintain California ambient air quality standards (CAAQS) for O₃, CO, SO₂, and NO₂ by the earliest practical date. Plans for attaining CAAQS were to be submitted to CARB by June 30, 1991. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5 percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each nonattainment pollutant or its precursors, or (2) provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act. Any additional development in the region would impede the reduction goals of the CCAA.

Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts), establishing CAAQS (which in many cases are more stringent than the NAAQS), and setting emissions standards for new motor vehicles. The emissions standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel, and engine used.

Sacramento Metropolitan Air Quality Management District

The SMAQMD, in coordination with the air quality management districts and air pollution control districts of El Dorado, Placer, Solano, Sutter, and Yolo counties, prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the CCAA, which specifically addressed the nonattainment status for ozone and to a lesser extent, CO and PM₁₀. The CCAA also requires a triennial assessment of the extent of air quality improvements and emissions reductions achieved through the use of control measures. The region is currently holds a "severe-nonattainment designation for the national ozone (1-hour) standard.

As a nonattainment area, the region is also required to submit rate-of-progress milestone evaluations in accordance with the CCAA. In July 1997, the EPA promulgated a new 8-hour ozone standard and The region was designated as a nonattainment (serious) area for the national (8-hour) ozone standard with an attainment deadline of June 2013; however, the EPA reclassified the region from a "serious" to a "severe" 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019 (EPA 2015a). On January 9, 2015, the EPA approved CARB's plan for the region to attain the 1997 8-hour ozone NAAQS by June 15, 2019 (EPA 2015a).

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 listed below.

- *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

- Long-Term Emissions of Criteria Air Pollutants. Long-term regional criteria air pollutant or precursor emissions exceed the SMAQMD-recommended threshold of 65 pounds per 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 to contract cancer and/or a Hazard Index of one for the Maximally Exposed Individual.
- 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 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 VMT in the region. The proposed Project involves improvements to an existing roadway and will make the site more pedestrian-friendly by providing continuous sidewalks on both the north and south sides of the road, along with crosswalks across Elk Grove Boulevard and the various side streets. This Project is exempt from the federal requirement to determine conformity under 40 Code of Federal Regulations (CFR) 93.126 because it is considered a bicycle and pedestrian facilities project. No increases in population or VMT would result from implementation of the Project. Any increases in particulate matter and emissions would be construction-related and temporary. The Project would comply with the regional air quality plan thresholds. In

3.0 INITIAL STUDY CHECKLIST

In addition, implementation of the proposed Project would improve the continuity of the pedestrian system in Old Town Elk Grove and encourage the use of alternative modes of transportation. The proposed Project could potentially result in a reduction of personal motor vehicle use, as it would improve bicycle and pedestrian access between residential and commercial areas. Long-term operation of the proposed Project is anticipated to result in overall beneficial air quality impacts and would not be anticipated to conflict with existing or future air quality planning efforts. For these reasons, 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. The proposed Project does not involve construction of a new roadway, nor would it cause a substantial change in local motorized vehicle traffic patterns. The proposed Project includes a new signalized intersection at Kent Street and Elk Grove Boulevard. This intersection is included for pedestrian safety and will only be activated when a car is in the queue on Kent Street or a pedestrian has activated the crosswalk. The Project will also add a RRFB at the intersection of Porto Rosa Drive and Elk Grove Boulevard. This beacon would activate to slow or stop traffic when activated by a crossing pedestrian. If the signalized intersection or beacon is not activated, traffic will flow as normal. The Project does not include the operation of any major stationary sources of emissions. Implementation of the proposed Project would improve the pedestrian and bicycle facilities in the Old Town Elk Grove area and encourage the use of alternative modes of transportation, as the Project would improve bicycle and pedestrian access between residential and commercial areas. This could result in a reduction in the use of personal motor vehicles. Therefore, long-term operation of the Project is anticipated to result in overall beneficial air quality impacts.

Short-term increases in emissions would occur during construction. The construction period would be limited and temporary. The Project has a footprint of approximately 3 acres and would disturb less than 35 acres. Therefore, it does not surpass the SMAQMD screening threshold for construction-generated NOx emissions. The Project is exempt from a conformity determination under 40 CFR 93.126 for bicycle and pedestrian projects and so regional compliance is only required for emissions and particulate matter thresholds. The Project would not surpass the SMAQMD particulate matter screening levels for construction projects, as the area of disturbance is less than 5 acres. Therefore, construction-generated air pollutants associated with the proposed Project would be less than significant and no emissions quantification is required. Additionally, once in operation, the proposed Project would not contribute to any stationary, mobile, or indirect sources of air pollution. The proposed Project would not violate an air quality standard or contribute to an existing or projected air quality violation. Therefore, impacts would be 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 nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

Less than Significant Impact. For the purpose of this analysis, the following thresholds of significance, as identified by the SMAQMD, have been used to determine whether implementation of the proposed Project would result in significant air quality impacts. Implementation of the proposed Project 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 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 pounds per day with implementation of all feasible mitigation measures and offsets, other construction-generated mobile-source pollutants can be considered to be less than significant (SMAQMD 2004).

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 Project. In accordance with these criteria, areas of disturbance in excess of the SMAQMD's screening criteria would be considered potentially significant. These screening levels are based on the maximum actively disturbed area of a 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 a Project cannot undertake the mitigation measures that would be required, a more detailed analysis, involving dispersion modeling may be required (SMAQMD 2004).

SMAQMD considers projects that are consistent with the air quality plan and below SMAQMD significance thresholds of the ozone precursor pollutants (i.e., ROG and NO_x) to have less than significant cumulative impacts. As discussed in Issue a), the proposed Project would not conflict with the air quality plan since it would not result in an increase in population or VMT. As discussed in Issue b), predicted construction emissions attributable to the proposed Project would not exceed SMAQMD screening thresholds. Therefore, cumulative impacts would be less than significant per the SMAQMD significance threshold since the Project would be consistent with the applicable air quality plan and would not exceed SMAQMD significance thresholds. Impacts are considered less than significant.

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

Less than Significant Impact. Long-term operation of the proposed Project is anticipated to result in overall beneficial air quality impacts, as it will improve bicycle and pedestrian access between residential and commercial areas, improve the safety of the bicycle and pedestrian system in Old Town Elk Grove, and encourage alternative modes of transportation, potentially reducing the use of personal motor vehicles. Idling time may increase when the signalized intersection or RRFB is activated; however, any emissions caused by stopped or slowed traffic at these two locations will be minor because it would only occur when signal was activated by a pedestrian or cyclist and would be temporary as the light changes to allow traffic to flow again. CARB identified particulate exhaust emissions from diesel-fueled engines (diesel-exhaust PM) as TACs in 1998. Construction of the proposed Project would result in diesel PM emissions from the use of off-road diesel equipment for site construction activities. There are homes along the Project corridor to the west of Webb Street and one residential property on the north side of Elk Grove Boulevard near the Waterman Road/Elk Grove Boulevard intersection. A privately funded and operated preschool and day care center is located in the Project area between Porto Rosa Drive and Waterman Road, which operates during normal business hours. The health risks of diesel exhaust emissions are primarily linked with long-term exposure and the associated risk of contracting cancer. Construction activities for the proposed Project would be limited and temporary, and the use of diesel-powered

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construction equipment would be temporary and episodic. Diesel-exhaust PM generated by Project construction would not be expected to create conditions where there would be a greater probability of risks to the health of nearby sensitive receptors.

In accordance with 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 Issue b) and in comparison to SMAQMD recommendations, predicted construction-generated emissions of NOx, as well as other mobile source emissions, would be considered less than significant. For these reasons, impacts would be less than significant.

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

Less than Significant Impact. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

As stated above, idling time may increase when the signalized intersection or RRFB is activated; however, any emissions caused by stopped or slowed traffic at these two locations will be minor because it would only occur when activated. Construction of the proposed Project would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during Project construction would also emit temporary odors. However, construction-generated emissions would be limited, temporary, occur intermittently throughout the workday, and would dissipate rapidly with increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. In addition, the proposed Project would not result in the installation of any equipment that would be considered an odor-emission source. Therefore, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

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	Potentially Significant Impact	Less Than Significant Impact 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 Wildlife or US 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 Wildlife or US 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"/>

This section describes the natural resources present within and immediately surrounding the Project area and includes a discussion of the special-status species and sensitive habitats potentially occurring in the area. Also included is an analysis of impacts that could occur to biological resources due to implementation of the proposed Project and appropriate mitigation measures to reduce or avoid those impacts. The analysis of biological resources in this section is based on a review of the current Project description, biological technical memorandum, and available literature, as well as aerial and database searches.

ENVIRONMENTAL SETTING

An associate environmental planner with the Caltrans Department of Natural Sciences conducted an evaluation of the Project to characterize the environmental setting on and adjacent to the Project area (Caltrans 2015). The evaluation involved a thorough query of available data and literature from local, State, federal, and nongovernmental agencies, and aerial surveys to collect site-specific data regarding habitat suitability for special-status species

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and identify any potentially jurisdictional waters. A technical memorandum was drafted discussing potential impacts to biological resources.

Database searches were performed on the following websites:

- US Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) Service (2015)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (2015a)
- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)

A search of the USFWS IPaC database was performed for the Project area to identify federally listed species under USFWS jurisdiction that may be affected by the proposed Project. The CNDDDB was queried for the Elk Grove, Florin, Bruceville, and Galt California, US Geological Survey (USGS) 7.5-minute quadrangles (quads) to provide a list of processed and unprocessed occurrences of special-status species identified within the aforementioned USGS quads. The CNPS database was also queried to identify special-status plant species with the potential to occur in the aforementioned USGS quads. A copy of the environmental technical memo can be found in Appendix A.

The Project area was defined using a 100-foot buffer from the center of Elk Grove Boulevard (**Figure 3.4-1**). The Project area contains almost entirely urban land uses with a mix of residential and mixed commercial/industrial. It is relatively flat and ranges in elevation between 50 and 55 feet above mean sea level.

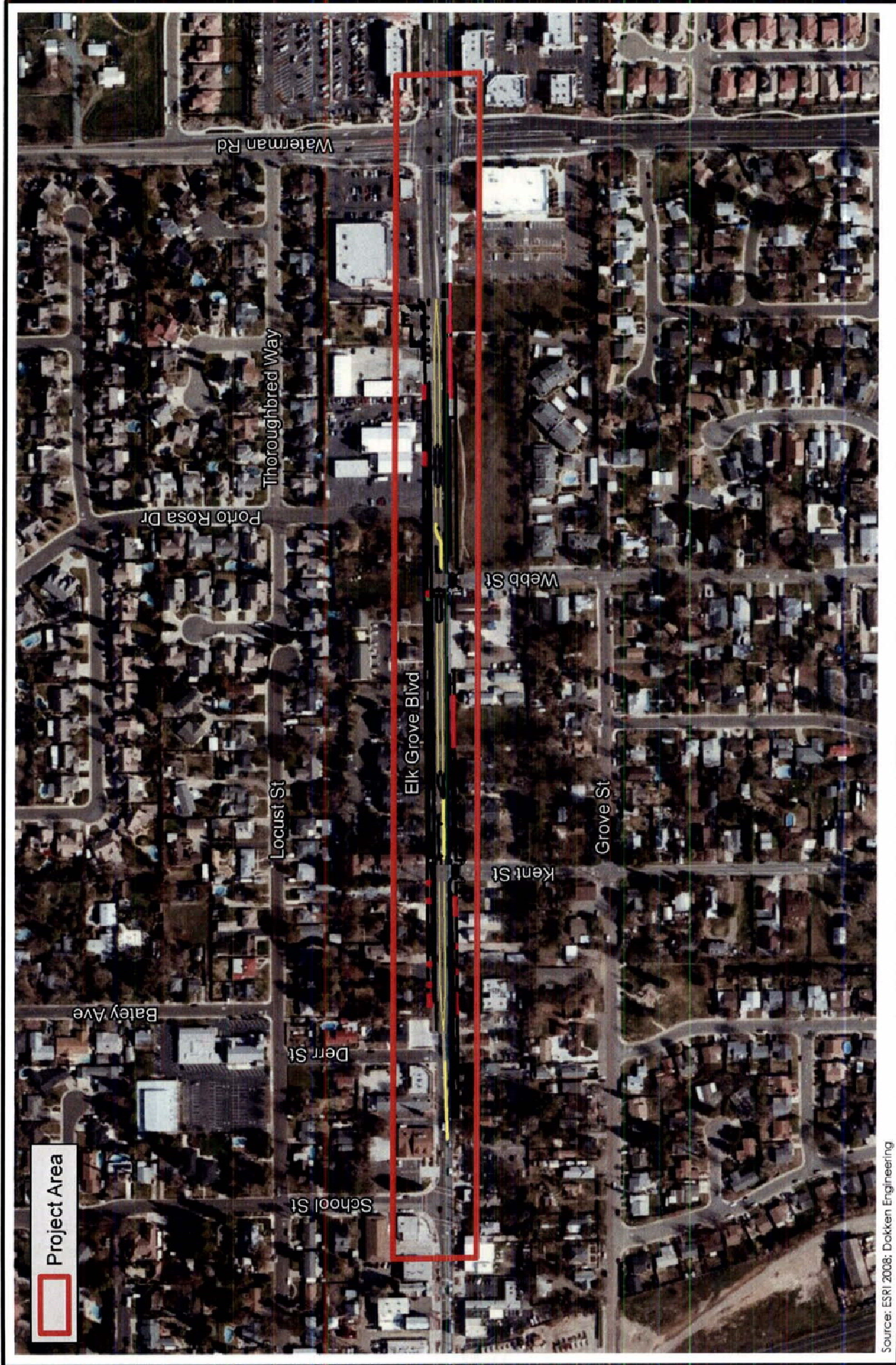
The Project area is highly urbanized and is almost exclusively composed of developed land. The vegetation present in the Project area is mostly ornamental trees and landscaped lawns; however, there are some native oak trees present along Elk Grove Boulevard, and several small fallow lots near Porto Rosa Drive. These lots are characterized by ruderal grassland lots with signs of disturbance and may provide suitable foraging habitat for raptors and migratory birds.

REGULATORY SETTING

Federal

Endangered Species Act

The Endangered Species Act of 1973 (ESA), as amended, provides protective measures for federally listed threatened and endangered species, including their habitats, from unlawful take (16 United States Code (USC) Sections 1531–1544). The ESA defines "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Title 50, Part 222, of the Code of Federal Regulations (50 CFR-Section 222) further defines "harm" to include "an act which actually kills or injures fish or wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns including feeding, spawning, rearing, migrating, feeding, or sheltering."



T1_CSIWork\Elk Grove, City of\Capital Improvements_24-0018\Old Town Area Streetscape Phase 2

Source: ESRI 2008; Dokken Engineering



City of Elk Grove
Development Services

FIGURE 3.4-1
Project Area

ESA Section 7(a)(1) requires federal agencies to utilize their authority to further the conservation of listed species. ESA Section 7(a)(2) requires consultation with the USFWS or the National Marine Fisheries Service (NMFS) if a federal agency undertakes, funds, permits, or authorizes (termed the federal nexus) any action that may affect endangered or threatened species, or designated critical habitat. For projects that may result in the incidental take of threatened or endangered species, or critical habitat, and that lack a federal nexus, a Section 10(a)(1)(b) incidental take permit can be obtained from the USFWS and/or the NMFS.

Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Sections 703–711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Section 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR Section 21). The majority of birds found in the Project vicinity would be protected under the MBTA.

State

California Endangered Species Act

Under the California Endangered Species Act (CESA), the CDFW has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code [FGC] Section 2070). The CDFW also maintains a list of "candidate species," which are species formally noticed as being under review for potential addition to the list of endangered or threatened species, and a list of "species of special concern," which serve as species "watch lists."

Pursuant to the requirements of the CESA, an agency reviewing a proposed Project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present and determine whether the proposed Project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed Project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. Take of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

California Fish and Game Code

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Fully Protected Species

California statutes also afford "fully protected" status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be taken, even with an incidental take permit.

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Delegated Permit Authority

California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program including stormwater permits for all areas except tribal lands.

Local

City of Elk Grove Tree Preservation and Protection Chapter 19.12

Chapter 19.12 of the City Municipal Code, Tree Preservation and Protection, protects and preserve trees of local importance, including coast live oak (*Quercus agrifolia*), valley oak (*Q. lobata*), blue oak (*Q. douglasii*), interior live oak (*Q. wislizeni*), oracle oak (*Q. x moreha*), California sycamore (*Platanus racemosa*), and black walnut (*Juglans hindsii*) with a single trunk 6 inches diameter at breast height or greater or a multi-trunk with a combined diameter at breast height of 6 inches or greater. Chapter 19.12 requires mitigation for the removal of trees of local importance with the dimensions described above, trees that have been selected for preservation, all portions of adjacent off-site native trees that have driplines that extend onto a Project site, and all off-site native trees that may be impacted by utility installation and/or improvements associated with a Project. Current policies require that every inch lost will be mitigated by an inch planted or equivalent credit, obtained from a tree mitigation bank.

City of Elk Grove General Plan

The City's General Plan identifies specific goals, objectives, and policies regarding natural resources (City of Elk Grove 2003a). The General Plan serves as the overall guiding policy document for land use, development, and environmental quality for the City. The Conservation and Air Quality Element and the Parks, Trails, and Open Space Element include goals and policies to preserve, protect, enhance, and promote the City's valuable natural resources. The General Plan identifies specific goals and policies regarding biological and natural resources. The following policies are applicable to the proposed Project.

Policy CAQ-8: Large trees (both native and non-native) are an important aesthetic (and in some cases, biological) resource. Trees which function as an important part of the City's or a neighborhood's aesthetic character or as natural habitat should be retained to the extent possible during the development of new structures, roadways (public and private, including roadway widening), parks, drainage channels, and other uses and structures.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 CFR 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)

2. Listed or proposed for listing under the California Endangered Species Act (FGC 1992 Section 2050 et seq.; 14 CCR Section 670.1 et seq.)
3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1B and 2

DISCUSSION OF IMPACTS

- a) *Would the project 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 Wildlife or US Fish and Wildlife Service?*

Less than Significant Impact With Mitigation Incorporated. The query of the USFWS, CNPS, and CNDDDB databases identified bank swallow (*Riparia riparia*) and Swainson's hawk (*Buteo swainsoni*) as the only special-status species with the potential to occur in the Project area. No other special-status species or plants have the potential to occur in the Project area. However, various migratory birds and raptor species also have the potential to inhabit the Project area. The nests of all raptor species are protected under the MBTA and Section 3503.5 of the FGC. The nests of all migratory birds are protected under the MBTA, which makes it illegal to destroy any active migratory bird nest. Swainson's hawks and bank swallows are afforded additional protection by State laws. They are both listed in California as threatened species under the CESA. The trees, shrubs, and small grassland field in the Project area provide potential nesting habitat for migratory birds that occur in the region. If nesting migratory birds and/or raptors are present during Project construction, the proposed Project may cause direct mortality through impacts to habitats that contain active nests. Excessive noise, disturbance, and vibrations can cause nesting raptors and birds to abandon their nests. The loss of active nests or direct mortality is prohibited by the MBTA and FGC Section 3503.5. The proposed Project could result in indirect impacts to migratory birds and raptors through habitat degradation and removal of trees/shrubs suitable for nesting, as well as from increased human presence. Implementation of mitigation measures **MM 3.4.1** through **MM 3.4.3** would reduce potential impacts to Swainson's hawk, bank swallow, and other raptors and migratory birds to a **less than significant level** by requiring preconstruction surveys for nesting birds during the appropriate season and implementing buffers for active nests and coordination with CDFW if necessary.

- b) *Would the project 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 Wildlife or US Fish and Wildlife Service?*

No Impact. Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in FGC Section 1600; (e) areas regulated under CWA Section 404; and (f) areas protected under local regulations and policies. There are no sensitive habitats, natural communities, or other areas regulated by federal or local agencies or protected under CEQA located in the Project area; therefore, no impacts are expected to occur and no minimization or mitigation measures proposed.

3.0 INITIAL STUDY CHECKLIST

- c) *Would the project 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. No jurisdictional features or other Waters of the United States have been identified in the Project area. Therefore, no impacts are expected to occur. No avoidance and minimization measures are proposed.

- d) *Would the project 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?*

No Impact. A review of the CDFW Biogeographic Information & Observation System (BIOS) (2015b) was performed for the Project to determine whether the Project area is located within an Essential Connectivity Area. The review of the BIOS viewer indicated that the Project area does not occur within an Essential Connectivity Area. Furthermore, the Project is surrounded by urban land uses which further impairs any corridor function. As such, no impact is anticipated, and no additional avoidance and minimization measures are proposed.

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

Less than Significant Impact The proposed Project would comply with the Elk Grove General Plan and Chapter 19.12 of the City of Elk Grove Municipal Code: Tree Preservation and Protection Policy. Several established trees and vegetation are planned to be removed due to their location or quality of health. The removal of established trees and vegetation will be minimized and avoided as required by the General Plan and Municipal Code. A tree replacement planting plan will be reviewed by the City and is subject to approval by the City Arborist to mitigate for any protected tree slated for removal. Compliance with the Elk Grove Tree Preservation Plan will reduce impacts to a less than significant level by requiring replacement or mitigation trees to be planted for every protected tree removed, or by paying a fee to a program which will result in the planting of trees for every protected tree removed.

- 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 proposed Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. The Project area is located within the South Sacramento County Habitat Conservation Plan planning area; however, this plan has not been adopted to date. As a result, the proposed Project would not conflict with the plan, and no impact is anticipated. No avoidance and minimization measures are proposed.

Mitigation Measures

- MM 3.4.1** If clearing and/or construction activities would occur during the raptor nesting season (February 15–September 15), preconstruction surveys to identify active nests shall be conducted by a qualified biologist within 14 days prior to construction initiation. Surveys must be performed by a qualified biologist for the purpose of determining presence/absence of active nest sites

within the proposed impact area, including construction access routes and a 250-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.4.2

If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 400 meters (1,320 feet) for active Swainson's hawk nests, 60 meters (200 feet) around a non-Swainson's hawk active raptor nest and a 30-meter (100-foot) radius around an active migratory bird nest) or alteration of the construction schedule. Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW and/or the City.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.4.3

Trees containing active migratory bird and/or raptor (excluding Swainson's hawk) nests that must be removed as a result of Project implementation shall be removed during the non-breeding season (September 16–February 14). Swainson's hawks are State-listed as threatened species; therefore, impacts to Swainson's hawk nest trees require regulatory authorization from the CDFW prior to removal.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Historic Property Survey Report (HPSR), which included an Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), and Extended Phase I Report (XPI), was approved by Caltrans in December, 2016, and is included in Appendix B.

There are two Areas of Potential Affect (APEs) for the proposed Project; the archaeological APE defines the limits of ground disturbance and the architectural APE defines the limits of ground disturbance and potential indirect impacts. The vertical limit of the APE extends to a maximum of 12 feet below the existing ground surface. Refer to **Figure 3.5-1** for the APE map for the proposed Project.

ENVIRONMENTAL SETTING

The City of Elk Grove General Plan EIR (City of Elk Grove 2003b) and Old Town Elk Grove Special Planning Area Design Standards and Guidelines (City of Elk Grove 2005) identify the Project area as part of the Elk Grove Historic District, which was listed in the National Register of Historic Places in March 1988. Old Town Elk Grove is subject to unique development regulations which serve to enhance and protect the historic character of this section of town, which extends along Elk Grove Boulevard between Elk Grove Florin Road on the west and Waterman Road on the east.

Cultural resources in the Sacramento Valley are often found along rivers and creeks because the villages built by Native Americans over periods of hundreds of years were located along waterways for the food and water benefits. Approximately eight Plains Miwok tribelets existed along the Cosumnes River drainage and Sacramento River within the Elk Grove Planning Area. The proposed Project is located 3.8 miles west of the Cosumnes River, and Laguna Creek is roughly 0.5 miles north of the Area of Potential Effect (APE).



Figure 3.5-1

Area of Potential Effects

BACKGROUND

A record and information search was conducted with the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) on October 23, 2015. The following resources were consulted for the NCIC. (for a full list of resources consulted please see Appendix B):

- Bureau of Land Management (BLM) and General Land Office (GLO) Records
- The California Historical Landmarks (State of California 1995 and supplements to 2010)
- The California Inventory of Historic Resources (State of California 1976–2010)
- The California Points of Historical Interest (State of California 1992–2010)
- Caltrans Historic Highway Bridge Inventory
- Caltrans Cultural Resources Database (CCRD)
- The Elk Grove Historical Society
- Historic US Department of Agriculture Aerial Photographs
- Historic USGS topographic maps
- Local Historical Register Listings
- National Register of Historic Places (NRHP) and California Register of Historic Resources listings (1979–2002 and Updates) (State of California 2010)
- The Native American Heritage Commission
- The Sacramento Historical Society
- The Sanborn Fire Insurance Map Library (1985, 1905, 1912, 1926, and 1941)
- An AB 52 consultation letter was sent out to 15 Native American Tribes on October 22, 2015

The background research identified 19 cultural resources studies which were conducted within a 0.5-mile radius of the APE. Sixteen cultural resources have been previously documented outside the APE but within a 0.5-mile radius of the APE; each is a historical architectural resource, three of which are listed in the California Register of Historical Resources (CRHR) but are ineligible for inclusion into the NRHP.

One cultural resources study has been completed within portions of the APE and six known cultural resources have been identified within the APE, of which, five are listed in the NRHP and/or CRHR.

3.0 INITIAL STUDY CHECKLIST

CULTURAL RESOURCES FINDINGS

Built Environment

Built environment surveys were conducted during the weeks of November 2–6, 2015, and November 9–13, 2015. A total of 19 built environment properties were surveyed for historic significance in support of the proposed Project.

Table 3.5-1 shows four resources within the APE which were previously determined ineligible for inclusion in the NRHP, and are not historical resources for the purposes of CEQA.

TABLE 3.5-1 – PROPERTIES INELIGIBLE FOR LISTING

Name	Address	NRHR Eligibility	Historical Resource for CEQA
George Fouls House	9156 Elk Grove Blvd.	Not Eligible	No
Percy Webb House and Shop	9206-8 Elk Grove Blvd.	Not Eligible	No
Gage House	9239 Elk Grove Blvd.	Not Eligible	No
N/A	92451 Elk Grove Blvd.	Not Eligible	No

Table 3.5-2 shows five properties within the APE which were previously listed in the NRHP and/or CRHR. One property, Grange #86, was evaluated as not eligible for the NRHP in support of this Project. These five properties are historical resources for the purposes of CEQA.

TABLE 3.5-2 – PROPERTIES PREVIOUSLY LISTED

Name	Address	NRHR Eligibility	CRHR Eligibility	Historical Resource for CEQA
Elk Grove Historic District	N/A	Listed	Listed	Yes
Brainard/Markofer House	9112 Elk Grove Boulevard	Listed	Listed	Yes
George Markofer Residence	9120 Elk Grove Boulevard	Listed	Listed	Yes
Methodist Parsonage	9120 Elk Grove Boulevard	Listed	Listed	Yes
Grange #86	9125 Elk Grove Boulevard	Recommended Not Eligible	Listed	Yes

Lastly, 13 properties were evaluated for listing in the NRHP and CRHR in support of the proposed Project as shown in **Table 3.5-3**. Of these 13 properties, 11 properties do not appear eligible for listing in either the NRHP or CRHR; one property does not appear eligible for listing in the NRHP but was previously listed in the CRHR (Grange #86), and one property appears eligible for inclusion in the NRHP and CRHR. Below is a table identifying evaluated resources within the APE.

TABLE 3.5-3. – PROPERTIES EVALUATED FOR LISTING

Name	Address	NRHR Eligibility	CRHR Eligibility	Historical Resource for CEQA
N/A	9124-6 Elk Grove Blvd	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9132 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9148-52 Elk Grove Blvd	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9192 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9196 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
Reginald Rolfe House	9248 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9271 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9157 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9153 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9149 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
N/A	9143-45 Elk Grove Blvd.	Recommended Not Eligible	Recommended Not Eligible	Not determined
Earl Tribble House	9141 Elk Grove Boulevard	Recommended Eligible	Recommended Eligible	Not determined
Grange #86	9125 Elk Grove Boulevard	Recommended Not Eligible	Listed	Yes

Therefore, there are six historical resources, as defined by CEQA, within the APE. **Table 3.5-4** shows six historical resources which occur within the APE.

3.0 INITIAL STUDY CHECKLIST

TABLE 3.5-4 HISTORICAL RESOURCES WITHIN THE APE

Name	Address	NRHR Eligibility	CRHR Eligibility	Historical Resource for CEQA
Earl Tribble House	9141 Elk Grove Boulevard	Recommended Eligible	Recommended Eligible	Not determined
Grange #86	9125 Elk Grove Boulevard	Recommended Not Eligible	Listed	Yes
Elk Grove Historic District	N/A	Listed	Listed	Yes
Brainard/Markofer House	9112 Elk Grove Boulevard	Listed	Listed	Yes
George Markofer Residence	9120 Elk Grove Boulevard	Listed	Listed	Yes
Methodist Parsonage	9120 Elk Grove Boulevard	Listed	Listed	Yes

A brief description of the historic significance of each resource is as follows:

Elk Grove Historic District

On March 1, 1988, the Elk Grove Historic District was listed in the NRHP under Criterion A for its significance in the early settlement of Elk Grove, and Criterion C for its late nineteenth and early twentieth century architectural significance. It has a period of significance of 1876 to 1930. The Elk Grove Historic District consists of 46 contributing properties and 18 noncontributing resources. Contributing properties dated and retained integrity to the district's period of significance.

Brainard/Markofer House

The Brainard/Markofer House located at 9112 Elk Grove Boulevard is listed in the NRHP as a contributor to the Elk Grove Historic District. It is a 1902-built Queen Anne residence with coach house.

George Markofer Residence

The George Markofer Residence located at 9120 Elk Grove Boulevard is listed in the NRHP as a contributor to the Elk Grove Historic District. It is a one-and-a-half-story Queen Anne house built between 1905 and 1912.

Methodist Parsonage

The Methodist parsonage is a two-story Italianate house built circa 1873. It has been converted for commercial use. It is listed on the NRHP as a contributor to the Elk Grove Historic District.

Earl Tribble House

The Earl Tribble House, built 1885, was recommended eligible for the NRHP under Criterion B and CRHR Criterion 2 for its association with Earl Tribble and under NRHP Criterion C and CRHR Criterion 3 as a good example of late 19th century Italianate design.

Grange #86

Grange #86 is California Registered Historical Landmark #817. It is the site of the Fire County Free Library Branch in California. The original 1873 building was demolished between 1932 and 1954. In 1954, the current building located at 9125 Elk Grove Boulevard was constructed, and in 1967 the building was designated as the site of the First County Free Lending Library in California. The building is listed in the CRHR, because all California Historical Landmarks #770 and above are automatically listed.

Archaeological Resources

An archaeological pedestrian survey of the APE was conducted on November 10, 2015, and did not identify any archaeological resources within or adjacent to the APE. The Sanborn Fire Insurance Maps identify a potential for historic archaeological deposits to be discovered, but Project-related impacts and construction activities are not expected to result in the discovery of any archaeological resources because prior research in the Morrison Creek Stream Group Basin and previous studies nearby indicate a very low probability of discovering buried archaeological deposits. However, members of Wilton Rancheria and the Lone Band of Miwok Indians identified cultural resources in the APE, and because of this, the APE was considered sensitive for archaeological resources. Consequently, an Extended Phase One (XPI) excavation was completed to determine the presence/absence of prehistoric archaeological cultural resource in the APE. No cultural resources were identified during the XPI.

ASSEMBLY BILL 52 CONSULTATION

On October 21, 2015, the City invited the following individuals to begin Assembly Bill (AB) 52 consultation on the proposed Project: Mr. Randy Yonemura of the Lone Band of Miwok Indians, Mr. Marcos Guerrero of the United Auburn Indian Community, and Steven Hutchason of the Wilton Rancheria. All three tribes replied with phone calls, emails and letters requesting a meeting to discuss prehistoric archaeological resources sensitivity within the APE. On February 8, 2016, the City held an on-site tribal consultation meeting with these three tribes. On February 26, 2016, Michael Baker sent follow-up letters requesting to close consultation, which the tribes rejected and Caltrans did not approve.

On June 23, 2016, consultation efforts were continued by Nichole Jordan Davis of Michael Baker. On June 23, 2016, Mrs. Jordan Davis and the City (Kevin Bewsey, Gary Grunwald, and Joyce Hunting) met with Mr. Yonemura and Mr. Anthony Burris of the Lone Band of Miwok Indians, and Mr. Antonio Ruiz and Mr. Steven Hutchason of the Wilton Rancheria. Mr. Guerrero and Mr. Moore of the United Auburn Indian Community declined the invitation to the meeting and deferred consultation to Wilton Rancheria and the Lone Band of Miwok Indians. During this meeting, the City presented the Project to the tribes and discussed cultural resources sensitivity within the APE.

On July 6, 2016, Mrs. Jordan Davis met with Mr. Yonemura, Mr. Burris and Mr. Steven Hutchason; the tribes provided a map of cultural resources locations in the APE and described the resources along with the expressed need for an ethnography to document the resources. Ms. Davis explained that an ethnography will not be possible given the scope of this project and what little is known about the resources within the APE. The tribes have requested that the resource locations and descriptions be kept confidential and only be shared with Caltrans and the local agency. The Confidential Appendix A shall not be shared with other agencies or interested parties.

3.0 INITIAL STUDY CHECKLIST

On August 29, 2016, Mrs. Jordan met with Gary Grunwald of the City, Ann Grava of the City, Ryan Neves of Dokken Engineering, Mr. Yonemura, and Mr. Antonio Ruiz to discuss XPI excavation locations and methodology. During the meeting, excavation locations were agreed upon. On October 7, 2016, Mr. Yonemura and Mr. Ruiz provided the excavation methodologies that are incorporated into the XPI Proposal.

Consultation with the Lone Band of Miwok Indians and the Wilton Rancheria was closed on November 30, 2016, with no further cultural resources work recommended.

DISCUSSION OF IMPACTS

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

Less than Significant Impact. The HPSR, ASR, HRER, and XPI prepared for the proposed Project identified six historical resources within the APE. The proposed Project would not significantly impact the historical significance of the resources because there is no physical demolition, destruction, relocation, or alteration of the resources; and there would be no material alterations of the resources which convey historical significance.

The proposed Project would create infrastructure and streetscape improvements along a 2,400-foot segment of Elk Grove Boulevard from School Street to Waterman Road. The improvements will occur mostly within the existing right-of-way. Overhead utilities would be undergrounded into a new joint trench, and street lamps, landscaping, bike lanes, crosswalks, sidewalks, and two ADA-compliant bus stops would be added. These improvements would create visual characteristics which match those of the adjacent old town section of Elk Grove. Implementation of the proposed Project will not result in direct damage to known historical resources and the Project would not negatively affect the historic context of the area. Historical resources in the APE listed or eligible for listing into the NRHP and CRHR will not be adversely affected by the proposed Project; therefore impacts are considered less than significant.

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

Less than Significant Impact with Mitigation Incorporated. According to the HPSR, HRER, ASR, and XPI prepared for the proposed Project, there are no known archaeological resources within the APE. Prehistoric and ethnographic habitation sites in this part of Sacramento County are primarily found near watercourses on high ridges, knolls, elevated levees, or the sandy islands in the Delta; none of these features occur on or adjacent to the APE. The results of the ASR show that majority of the APE is located in previously disturbed areas for the construction of Elk Grove Boulevard and nearby development. The Sanborn Fire Insurance maps indicate there is a potential for discovery of archaeological deposits in the APE; however, the results of the XPI indicate there are no historical resources within the excavated portions of the APE. Further, the high disturbance of the area, lack of discovery of resources in similar projects in the vicinity, and negative results from other research and literature searches indicates low potential for discovery of historic archaeological resources during construction activities.

In addition, a majority of the Project will be constructed within the immediate right-of-way of Elk Grove Boulevard which includes primarily built surfaces such as roadway, sidewalks, and driveways. Therefore, the proposed Project would not be expected to impact any archaeological resources. However, pursuant to Policy HR-6-Action 2 of the City's General Plan, requirements would be included in the construction contract requiring immediate notification of the Planning Department 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 evaluate the finds and recommend appropriate action. Adherence to the City policy and incorporation of mitigation measure **MM 3.5.1**, which mandates the stop of work if buried archeological or paleontological resources are found, will further reduce impacts, ensuring a less than significant impact.

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

Less than Significant Impact with Mitigation Incorporated. There are no known prehistoric or archaeological resources in the vicinity of the Project area; therefore, the proposed Project would not be expected to impact paleontological resources and a Paleontological Identification Report was not completed for the proposed Project. However, the ASR states that the surficial sediments in the APE are 1.9 million to 22,000 years old and the Wagner et al. 1981 map indicates that the APE is within the Riverbank Formation. The age of surficial sediments on the APE and the presence of Riverbank Formation make the APE very sensitive for paleontological resources.

However, Project construction would involve minor grading activities requiring minimal soil excavation for the creation of a new joint trench for undergrounding overhead utilities. All other construction activities would occur on top of existing hard surfaces or other built environments. The depth of the Project's impact would be no greater than 12 feet below ground surface.

Pursuant to Policy HR-6-Action 2 of the City's General Plan, requirements would be included in the construction contract that the Planning Division shall be notified immediately if any paleontological artifact is uncovered during construction. The City's implementation of this policy, according to the State CEQA Guidelines, would result in less than significant impacts to paleontological resources. Adherence to the City policy and incorporation of mitigation measure **MM 3.5.1** will further reduce impacts to less than significant.

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

Less than Significant Impact with Mitigation Incorporated. According to the HPSR, HRER, ASR, and XPI prepared for the proposed Project, there is a low potential for discovery of human remains within the APE. No archeological resources or human remains were observed within the APE during the intensive pedestrian survey conducted in November 2015, or as part of the November 2016 XPI excavation. However, the potential to discover or disturb unknown human remains exists during any ground-disturbing activity. Implementation of mitigation measure **MM 3.5.2** will be incorporated to ensure impacts are less than significant.

3.0 INITIAL STUDY CHECKLIST

Mitigation Measures

MM 3.5.1 In accordance with California Public Resources Code Section 5097.5, which prohibits knowing and willful excavation of undiscovered cultural resources without permission from the appropriate public agency with jurisdiction over the lands, and in order to mitigate for the potential discovery of archaeological or paleontological resources, the following measure will be implemented during construction and be included in the construction contract:

If buried archaeological and/or paleontological resources, such as chipped or ground stone, historic debris, building foundations, human bone, or fossils, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist or paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City and all other appropriate agencies.

Timing/Implementation: Throughout Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.5.2 In order to mitigate for the potential discovery or disturbance of any human remains, the protocol of California Health and Safety Code Section 7050.5(b) will be adhered to as follows:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with California Government Code Section 27460 et seq., that the remains are not subject to the provisions of Section 27492 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code.

If the remains are determined to be Native American, City policy dictates that the procedures outlined in CEQA Section 15064.5(d) and (e) be followed.

Timing/Implementation: Throughout Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

	Potentially Significant Impact	Less Than Significant Impact 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

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, and on the west by the California Coast Range.

Topography

The Project area is located in the Sacramento Valley, which is primarily flat land with no hills or valleys. The area around the proposed Project consists of relatively level terrain with elevations ranging between approximately 50 and 55 feet above mean sea level.

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 (CGS 2010). The closest known fault to the City is the Willows fault zone, located approximately 10 miles to the north. The Safety Element of the Sacramento County General Plan (2011) identifies 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.

Ground Shaking

In populated areas, the greatest potential for loss of life and property damage is a result of ground shaking from a nearby earthquake. Because the Project area is not located in an area near any active faults or fault zones, the potential for ground shaking in the immediate area is diminished. However, major seismic events occurring in adjacent areas, especially the San Francisco Bay Area, could cause the Project area to experience ground shaking activity.

Liquefaction

Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. The potential for liquefaction must account for soil types and density, the groundwater table, and the duration and intensity of ground shaking.

Soils

According to the Web Soil Survey provided by the US Department of Agriculture, Natural Resources Conservation Service, soil types in the Project area include Redding gravelly loam (0 to 8 percent slopes), San Joaquin silt loam leveled (0 to 1 percent slopes), San Joaquin silt loam (0 to 3 percent slopes), and San Joaquin-Urban land complex (0 to 2 percent slopes). Soils in the Project area are generally well drained to moderately well drained and more than 80 inches above the water table (NRCS 2015).

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 Project area. Therefore, the Project would have no impact associated with fault rupture hazards.

- ii) *Strong seismic ground shaking?*

Less than Significant Impact. The Project area is not located within an Alquist-Priolo earthquake hazard zone; however, major seismic events occurring in adjacent areas, especially the San Francisco Bay Area, could cause the Project area to experience ground-shaking activity. The proposed Project would involve improvement of the section of Elk Grove Boulevard from Waterman Road to School Street. The proposed Project would underground existing utility lines and poles and create new sidewalks and landscaping. There will not be any new habitable structures or other development that would typically cause an increase in population which could be adversely affected by seismic ground shaking. The undergrounding of utilities would reduce the danger caused by falling utility poles and lines which may result from a seismic event. Therefore, impacts are considered to be 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. The Project area is underlain by Redding gravelly loam, San Joaquin silt loam, and San Joaquin Urban land complex, which are moderately well-drained soils (NRCS 2015). Elk Grove is not in an area of Sacramento County known to be susceptible to liquefaction. Additionally, the depth to the groundwater table at the Project area is approximately 80 to 90 feet below the ground surface. Therefore, no impact would occur.

iv) *Landslides?*

No Impact. The Project area and surrounding area are relatively flat. The possibility of a landslide is unlikely, as there are no topographical features in the vicinity of the Project area that would create a risk of exposure to landslide. 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 create improvements along Elk Grove Boulevard including new sidewalks for pedestrian safety and travel, landscaping, bike lanes along Elk Grove Boulevard, and a center left-turn lane. Construction activities may result in short-term erosion of soils. The City's Land Grading and Erosion Control Chapter 16.44 establishes procedures to minimize erosion and sedimentation during construction activities. The Regional Water Quality Control Board (RWQCB) requires that a National Pollutant Discharge Elimination System (NPDES) construction activity permit be issued prior to construction. The permit requires the City to impose water quality and watershed protection measures for all development projects, including erosion control. Compliance with Elk Grove Municipal Code Chapter 16.44 would reduce impacts associated with soil erosion to 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. The Project area is relatively flat; therefore, landslides are not anticipated. The depth to groundwater at the Project area is approximately 80 to 90 feet below ground surface, and Elk Grove is not in an area of Sacramento County known to be susceptible to liquefaction, lateral spreading, subsidence, or collapse. The Project area is underlain by Redding gravelly loam, San Joaquin silt loam, and San Joaquin Urban land complex which are moderately well-drained soils. This base geological

3.0 INITIAL STUDY CHECKLIST

condition does not contribute to structure failures such as subsidence or lateral spreading. Impacts would be less than significant.

- 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. Expansive soils are typically those with high clay contents. Minerals in certain clays swell with increased moisture and contract during dry periods. According to the NRCS Web Soil Survey, the Project area is underlain by Redding gravelly loam, San Joaquin silt loam, and San Joaquin Urban land complex. Typically, Redding gravelly loam soils have 10 to 30 percent clay content and silt loam soils have less than 30 percent clay content. The Redding soils group has a range of 35 to 60 percent clay content in the upper 20 inches of the argillic horizon. The San Joaquin soils group contains approximately 5 inches of claypan in the subsoil, which causes a high shrink swell-potential. Properly designed roads and paved surfaces can help to prevent potential damage caused by expansive soils. Construction of the proposed Project would not include any buildings or large structures and would remove large utility poles by undergrounding utility lines. Designs will incorporate necessary planning to prevent water from collecting on or adjacent to pavements, thereby discouraging soil saturation adjacent to the proposed improvements. Low impact stormwater improvements will be included to address potential water quality and erosion impacts and will ensure water is adequately removed from the system. Therefore, impacts would be less than significant.

- 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 proposed Project would not use or construct septic tanks or alternative wastewater disposal systems. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact 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 (GHGs) 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 nineteenth century, with the most rapid warming occurring over the past two decades.

Human activities have contributed 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 2004).

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 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 CARB in September 2004. With implementation of these regulations, the average reduction of greenhouse gases from new California cars and light trucks will be about 30 percent by 2016 (CARB 2013).

In 2006, California adopted AB 32, the Global Warming Solutions Act. AB 32 codifies the State's goal by requiring that California'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 was 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.

3.0 INITIAL STUDY CHECKLIST

The SMAQMD adopted significance thresholds for GHG emissions on October 23, 2014. The SMAQMD GHG significance thresholds are 1,100 metric tons of carbon dioxide equivalent per year for the construction and operational phases of projects and 10,000 direct metric tons of carbon dioxide equivalent per year for stationary source projects. The Sacramento County Climate Action Plan, adopted November 9, 2011, and the City of Elk Grove Climate Action Plan, adopted March 27, 2013, do not identify thresholds of significance for GHG emissions.

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 Project does not include the operation of any major stationary sources of emissions. While there may be intermittent idling of cars to accommodate pedestrian or bicycle crossings, the proposed improvements have the potential to result in overall beneficial air quality impacts and reduction of GHGs by reducing the use of personal motor vehicles. The proposed Project would encourage the use of pedestrian and bicycle alternatives and increase safety throughout the corridor. Temporary increases in GHG emissions would occur during the construction period due to the use of construction equipment and worker trips to the Project area. Once the Project is implemented, there will be no resultant increases in automobile trips to the area because there would be no increases in population and the creation of bicycle and pedestrian facilities may lead to a reduction in vehicle use in the area. Construction-generated emissions would be minor and limited to the construction period and would not result in a cumulatively considerable increase in emissions such that it would affect the environment. Therefore, impacts are considered less than significant.

- 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 Project could potentially reduce the use of personal motor vehicles in the City, which is often the largest single source of GHG pollution, as it will improve bicycle and pedestrian facilities in the corridor and encourage alternative modes of travel. Any increases in GHG emissions would be temporary and be caused by construction activities. These activities will be limited and comply with the SCAQMD Air Quality Significance Thresholds. Therefore, by its nature, the Project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 2 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Kleinfelder prepared an Initial Site Assessment (ISA) for the proposed Project on November 13, 2014, and submitted a revised ISA on October 30, 2015 (Appendix C). As part of the ISA, a review and survey was conducted for the Project area along Elk Grove Boulevard between School Street and Waterman Road. A search of the California Department of Toxic Substances Control (DTSC) EnviroStor database and the California Environmental Protection Agency's Cortese List was performed to determine the presence of hazardous materials or hazardous waste sites in the vicinity of the Project area (DTSC 2015). The EnviroStor database did not identify any resources;

3.0 INITIAL STUDY CHECKLIST

however, the Cortese List identified several sites within the Project area with underground storage tanks and/or cleanup sites.

The Sunset Sky Ranch Airport is a privately owned airport located approximately 1.25 miles southeast of the Project area; however, this facility is closed and no longer in operation. The closest airport is the Borges-Clarksburg Airport, located approximately 8 miles northwest of the Project area.

REGULATORY SETTING

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (CCR, Title 22, Section 66260.10).

Chemical and physical properties that cause a substance to be considered hazardous, including the properties of toxicity, ignitability, corrosivity, and reactivity, are defined in the CCR, Title 22, Sections 66261.20–66261.24. Factors that influence the health effects of exposure to hazardous material include the dose to which the person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility. In addition, the release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code Section 65962.5, the DTSC maintains a list of hazardous substance sites. This list, referred to as the Cortese List, includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the Sacramento County Environmental Management Department (SCEMD) maintains records of toxic or hazardous material incidents, and the RWQCB keeps files on hazardous material sites.

Most hazardous materials regulation and enforcement in Sacramento County, and therefore in Elk Grove, is managed and overseen by the SCEMD, which refers large cases of hazardous materials contamination or violations to the Central Valley RWQCB and the CDTC. It is not at all uncommon for other agencies such as the SMAQMD and both the federal and California Occupational Safety and Health Administrations (OSHA) to become involved when issues related to hazardous materials arise.

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 transport, use, or disposal of hazardous materials that would create a significant hazard to the public. Small amounts of hazardous materials would be used during construction

(e.g., equipment maintenance, fuel, solvents). Any use of hazardous materials would be in compliance with applicable local, State, and federal standards associated with the handling of hazardous materials. Therefore, impacts would be 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 with Mitigation Incorporated. Once construction is finished, 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 OSHA requirements. During construction activities hydrocarbons and aerially deposited lead (ADL) may be present in soil along Elk Gove Boulevard as a result of previous vehicle accident/leaks in the Project area. The areas south of Elk Grove Boulevard between Webb Street and Waterman Road may contain organochloride pesticides from historic agricultural uses. In addition, yellow traffic markings (thermoplastic and paint) along Elk Grove Boulevard may contain traces of lead chromate. Construction activities which involve removal of traffic striping may expose workers and the environment to lead chromate. Electrical transformers in the Project area may contain creosote and their removal may expose workers or the environment to creosote. In order to reduce impacts associated with the release and exposure to ADLs, organochloride pesticides, and lead chromate, mitigation measures **MM 3.8.1** through **MM 3.8.5** will be implemented. These actions would minimize the potential and extent of any minor spill. Therefore, impacts are considered less than significant.

- 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?*

Less than Significant Impact with Mitigation Incorporated. The nearest schools to the Project area are Joseph Kerr Middle School, located approximately 0.5 mile west of the Project area at the intersection of Elk Grove Florin Road and Elk Grove Boulevard and Radcliff Academy, (a privately funded and run preschool and day care center) located within the Project area on the north side of Elk Grove Boulevard just west of Waterman Road.

As discussed in above in checklist item c), hazardous materials may be encountered during construction activities. Hydrocarbons and ADL may be present in soil along Elk Gove Boulevard, organochloride pesticides may be present from historic agricultural uses, yellow traffic markings may contain traces of lead chromate, and electrical transformers in the Project area may contain creosote. Activities involving these materials may emit hazardous materials or substances near Radcliff Academy. Due to the proximity of the Radcliff Academy and based on recommendations in the Phase I, a Phase II Preliminary Site Investigation will be conducted to test for ADL and organochlorine pesticides. Impacts associated with exposure to ADLs, organochloride pesticides, and lead chromate will be reduced through implementation of mitigation measures **MM 3.8.1** through **MM 3.8.5**. The Phase II evaluation will determine if contamination has occurred and will ensure proper removal and disposal of any known contaminated site before construction begins in or adjacent to known contamination sites. In addition, the mitigation measures will require testing of encountered groundwater and special handling of electrical transformers and traffic striping.

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Therefore, impact related to hazardous emissions, materials, substances, or waste near schools would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The provisions in Government Code Section 65962.5 are commonly referred to as the Cortese List. An online search of the Cortese List was conducted on December 17, 2015. Several facilities located within the Project area have underground storage tanks (UST) and/or cleanup sites. These properties are discussed below.

The Harcrow property adjoins the Project area to the north and a release of diesel impacted soil was reported. However, according to the review by the ISA, this property is not considered to be a potential impact to the Project due to the medium in which the release occurred and the closure of the case in 1994. Elk Grove Paint and Wallpaper is located 200 feet west of the Project area and had a documented release and effect to soil and groundwater. The facility used soil vapor extraction, the impacts were considered remediated, and the case was closed on December 29, 2010. This facility is not considered to be a potential impact to the Project. Elk Grove Muffler was located within the Project area and was reported to store and generate hazardous wastes related to muffler and truck repairs for seven years until 2001. No USTs or potential hazardous waste impacts to the Project were reported or expected from this facility. After Elk Grove Muffler's closure, Ultra Truck Works Inc. operated at the same location until 2014. Hazardous materials such as resin, polyurethane bed-liner spray, and compressed gases are maintained at this location. In October 2012, a Notice of Violation was issued for accumulation of "oversprayed" material; however, no USTs were present and no indication of hazardous material releases were present during the time of the ISA survey. Therefore, no impacts to the Project are expected from this facility.

Automotive Solutions Inc. is located in the eastern portion of the Project area and has been in operation since 2002. This facility maintains vehicle-related hazardous materials such as motor oil, antifreeze, and compressed gases, and generates wastes related to use and replacement of those materials in vehicles. Materials are properly stored and no violations have been recorded from this facility; no impacts to the Project from this facility are anticipated.

Elk Grove Auto Care and Elk Grove Water Works were located in the eastern side of the Project area. The auto care facility was found to spray engines with a clear coat and satin paint which washed off into a wash box. The water works facility is reported to maintain sodium hypochlorite on site, but no USTs were reported. Neither of these facilities are expected to create a hazardous waste impact to the Project.

Several facilities operated at an intersection in the eastern portion of the Project area. Elk Grove Equipment (1992–1996), US Rentals and United Rentals (1998–2004), and Any-Event Part Rentals (since 2006) each operated at this location. Elk Grove Equipment contained hazardous materials such as gases, oils, and propane and reportedly generated waste oil and sump waste. Two USTs were removed and the facility filed an Underground Storage Tank Unauthorized Release Contamination Site Report in 1994 when soil contamination was discovered. The SCEMD conducted a site visit after the report was filed, and soil was found to be affected but groundwater was not affected. The closure of the site and type of medium affected shows the facility is not expected to impact the Project. US Rentals

and United Rentals stored similar hazardous materials and generated wastes such as antifreeze, batteries, and oil. A Hazardous Materials Incident Report was filed in 2000 for oil discharge to soil, but an inspection by SCEMD did not reveal any contamination. Other soils contaminated by diesel and fuel were located and removed, as well as acrylic roof paint which was washed off of the roof into the street and subsequently pumped out and removed. These contamination issues were resolved and are not considered to be a potential impact to the Project according to the ISA. Any-Event Party Rentals stores propane, and waste oil was generated from a truck oil change.

Based on the findings of the assessment and reviews by the ISA, none of the facilities located within or near the Project area are determined to be a hazardous waste impact to the proposed Project.

A Phase II Preliminary Site Investigation is recommended to test for aerially deposited lead and organochlorine pesticides in mitigation measure **MM 3.8.1** to further reduce impacts to a less than significant level. The Phase II evaluation will determine if contamination has occurred and will ensure proper removal and disposal of any known contaminated site before construction begins in or adjacent to known contamination sites.

Additional discoveries of contamination can occur during construction. Though potentially hazardous sites listed above have either been determined to not present a health risk or have been considered closed cases, a possibility remains that impacted soil from these facilities could occur during construction. Historical agricultural land use to the south of the Project area between Webb Street and Waterman Road may have left residual pesticides or asbestos-containing pipes (transite) underground. Finally, residual hydrocarbons from possible vehicle accidents/leaks may be present in the Project area.

Implementation of **MM 3.8.2** will ensure that upon discovery, areas which may meet these conditions will be appropriately sampled, analyzed, recovered and disposed of at the correct facility.

Older roadways sometimes contain elevated concentrations of lead and other metals. The historical use of Elk Grove Boulevard since at least 1895 creates the potential for lead to be present in the Project area. Elk Grove Boulevard is an asphalt-paved roadway containing yellow-dashed and solid markings. These markings may contain hazardous levels of lead chromate. Mitigation measure **MM 3.8.3** is proposed which would separately remove yellow-dashed lines and markings and test them for lead chromate, thereby reducing impacts to a less than significant level. Some of the wooden utility poles located along Elk Grove Boulevard have dark stains on them and may contain substances such as creosote to treat the wood. Therefore, contact with the Sacramento Municipal Utility District (SMUD) and sampling of specific utility poles and appropriate disposal shall occur prior to removal as stated in mitigation measure **MM 3.8.4**. This would reduce impacts to a less than significant level.

Groundwater is not expected to be impacted by the proposed Project due to its reported depth, at over 80 feet below ground surface according to the ISA. If groundwater is encountered during construction potential impacts to ground water quality and the environment may occur. Implementation of mitigation measure **MM 3.8.5** will reduce impacts to a less than significant level by adhering to all regulatory requirements for water quality and requiring sampling.

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- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 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?*

No Impact. The nearest airport/airstrip to the Project area is Borges-Clarksburg Airport, located approximately 8 miles northwest of the Project area. The Project area is located approximately 1.25 miles northwest of Sunset Sky ranch Airport; however, this airport is closed. The proposed Project would not result in a safety hazard associated with airports for people residing or working in the Project area since the Sunset Sky ranch Airport is no longer in operation and the Project is not in an airport land use plan. The proposed Project does not include any structures or equipment that would obstruct navigable airspace. 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. The Project area is not located in the vicinity of any private airstrips. Therefore, the Project would not result in any safety hazards for people residing or working in the Project area, and no impact would occur.

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

Less than Significant Impact. Upon incorporation, the City adopted the Sacramento County Multi-Hazard Disaster Plan, which was established to address planned response to extraordinary emergency situations associated with natural disasters and technological incidents. The Project would not impede or conflict with the objectives or policies of the Multi-Hazard Disaster Plan. Implementation of the proposed Project would provide an additional route for emergency vehicles through the Project area or through detours, if necessary. Therefore, impacts are considered less than significant.

- 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?*

No Impact. The Project area is surrounded by commercial, industrial, and residential land uses. The Project would not result in new development that would induce population growth. There are no wildlands, forest lands, or open grasslands located in the Project area. No Project-related construction activities or improvements will result in increased risk from wildland fires. Therefore, there would be no impact.

Mitigation Measures

- MM 3.8.1** A Phase II Preliminary Site Investigation shall be conducted prior to initiation of construction activities. The Phase II shall test for aerially deposited lead along Elk Grove Boulevard in the areas south of Elk Grove Boulevard between Webb Street and Waterman Road. Soil samples will be tested for organochlorine pesticides using EPA Method 8081.

Timing/Implementation: Prior to Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.2 Should impacted soils (as evidenced by staining and/or odors) be encountered during construction activities, the Caltrans Unknown Hazard Procedures shall be implemented during construction activities.

If any signs of unknown damaged transite piping are observed during construction activity; sampling and analysis appropriate recovery and disposal shall occur at time of discovery.

If signs of potential impacts from vehicle accidents/leaks (as evidenced by discolored soil, accident materials, odors) are observed during construction activity, sampling and analysis and appropriate recovery and disposal shall occur. Analysis shall include total petroleum hydrocarbon testing with carbon chain analysis using US EPA Method 8015B and volatile organic compounds testing by US EPA Method 8015B and 8260B.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.3 Yellow traffic markings (thermoplastic and paint) along Elk Grove Boulevard planned for removal shall be removed in accordance with Caltrans guidelines and disposed of at a permitted facility for lead chromate. Removal and disposal methods shall be consistent with Caltrans' Standard Special Provision (SSP) 14-001.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.4 The Sacramento Municipal Utility District shall be contacted for removal and handling of electrical transformers along Elk Grove Boulevard or in the Project area. (Poles will be disposed of in accordance with required State standards for creosote treated waste.)

Timing/Implementation: Prior to Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.5 If groundwater is encountered during construction/excavation activities and dewatering becomes necessary, regulatory compliance and permitting consistent with the Central Valley Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements shall be adhered to, and groundwater sampling shall be conducted.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 type="checkbox"/>	<input checked="" 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 stormwater 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

Surface Water

Elk Grove is part of the Sacramento River watershed, a 27,000-square-mile watershed including portions of the Sacramento River and Cosumnes River (City of Elk Grove 2003b). Laguna Creek is part of the Morrison Creek Stream Group, one of the main hydrologic features within the City Planning Area, and the main creek that flows through Elk Grove. Portions of the creek have

been altered by development. The proposed Project is located roughly 1.25 miles northeast of Elk Grove Creek, and roughly 0.5 mile south of Laguna Creek.

Groundwater

The depth to groundwater at the Project area is estimated at approximately 25 to 35 feet below sea level (approximately 80 to 90 feet below ground surface). General groundwater depth may be influenced by local pumping, rainfall, and irrigation patterns. The proposed Project is underlain by the Sacramento Valley Groundwater Basin and, more specifically, by the South American Subbasin. The South American Subbasin is defined by the American River to the north, the Cosumnes and Mokelumne Rivers to the south, the Sierra Nevada range to the east, and the Sacramento River to the west.

Floodplain

The City of Elk Grove General Plan EIR (2003b) Planning Area Floodplain Map shows the Project area partially within a 100-year floodplain and adjacent to a 500-year floodplain area, as the Project crosses Laguna Creek and extends north and south of Laguna Creek.

REGULATORY SETTING

The State Water Resources Control Board and the RWQCB enforce state of California statutes, which are equivalent to or more stringent than the federal statutes. The RWQCBs are responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters. In the Project area, the Central Valley RWQCB is responsible for protecting surface waters and groundwater from both point sources of pollution (i.e., discharge from a pipe, ditch, or other well-defined source), and non-point sources (i.e., diffuse sources with no discernible distinct point of source, often referred to as runoff or polluted runoff from agriculture, urban areas, mining, construction sites, and other sites). The City of Elk Grove has a current MS4 NPDES General Permit, reissued by the Central Valley RWQCB in 2008, which regulates stormwater discharges associated with construction activities. Preparation of a stormwater pollution prevention plan (SWPPP) would be required for the proposed Project to minimize polluted runoff during construction.

DISCUSSION OF IMPACTS

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

Less than Significant Impact.

Construction Water Quality Impacts

The State Water Resources Control Board requires 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, to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ). The Project footprint covers an area of approximately 3 acres; therefore, the Project 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 September 2, 2009. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation.

3.0 INITIAL STUDY CHECKLIST

The Construction General Permit requires the development and implementation of an SWPPP. The SWPPP must contain a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project area. The SWPPP must list best management practices (BMPs) that the discharger will use to protect stormwater 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 the 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 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 the BMPs and with Municipal Code Chapter 16.44 would reduce impacts associated with water quality standards and discharge requirements to a less than significant level by requiring water quality BMPs and compliance with the City's NPDES and all water quality regulations.

Operational Water Quality Impacts

The proposed Project consists of streetscape and infrastructure improvements along Elk Grove Boulevard. Impervious surfaces would be incrementally increased within the Project footprint; however, these surfaces would be added in an already urbanized area on top of existing impervious surfaces. A majority of the Project area includes asphalt roads, sidewalks, and residential/business structures. The amount of contaminants discharged in stormwater during drainage varies based on a variety of factors, including pollutants on sidewalks and the amount of rainfall.

Development of the proposed Project would be subject to the requirements of MS4 NPDES Stormwater Permit No. CAS617002, which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or resulting in conditions that create a nuisance or water quality impairment in receiving waters. The proposed Project would include permanent BMPs to reduce water quality impacts and comply with the City's NPDES and all water quality regulations. Permanent BMPs which would be included as part of the proposed Project may include inlet stencils and stormwater planters. The inclusion of these BMPs would reduce water quality impacts associated with operations in the Project area 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)?*

No Impact. The proposed Project does not contain elements that either add to or draw from groundwater. The addition of sidewalks and landscaping would not substantially increase runoff due to the creation of impervious surfaces. The construction of these improvements would be constructed on existing impervious surfaces such as concrete and asphalt. Substantial increase in runoff is not expected to occur; therefore no effects to groundwater would occur. Additionally, the proposed Project would not be constructed immediately above any preexisting well, nor would areas known to contain wells be disturbed by construction of the proposed Project. Therefore, no impacts to groundwater supplies would occur.

- 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. The proposed Project would not permanently alter or change existing drainage patterns or create substantial erosion. It would result in a minor increase in impervious surfaces. However, these would occur in an urbanized area with existing infrastructure facilities and surfaces such as concrete and asphalt. Permanent BMPs would be included to control erosion and siltation. Potential permanent BMPs may include inlet stencils and stormwater planters.

Construction of the proposed Project may result in temporary alteration of on-site drainage patterns, which could increase erosion and siltation on- and off-site. These would be construction-related and would not affect permanent drainage patterns or cause erosion. The proposed Project would be required to meet the existing MS4 NPDES permit obligations, requiring that the City prepare a SWPPP for the proposed Project and submit it to the Central Valley RWQCB in support of NPDES regulations. The SWPPP would identify activities that may cause pollutant discharge (including sediment) during storms and the appropriate corresponding BMPs, and would identify the erosion and sedimentation control measures to implement during construction. The Project would also be subject to Chapter 16.44, Land Grading and Erosion Control, of the City's Municipal Code, which 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 the BMPs and with Municipal Code Chapter 16.44 would reduce impacts associated with water quality standards and discharge requirements to a less than significant level by requiring water quality BMPs and compliance with the City's NPDES and all water quality regulations.

- 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 is not located within the 100-year floodplain of Laguna Creek. The proposed Project would result in an incremental increase in impervious surfaces; however, Project improvements would be constructed on existing impervious surfaces such as concrete and asphalt. Any increases in runoff would be minor and would not result in flooding on- or off-site because the Project would not result in a substantial alteration of the existing drainage pattern. No streams or rivers would be altered by the proposed Project. This impact is considered less than significant.

3.0 INITIAL STUDY CHECKLIST

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

Less than Significant Impact. The proposed Project would result in an incremental increase in impervious surfaces within the urbanized Project area which would result in a minor increase in the quantity of runoff generated in storm event. The quantity of additional runoff generated from the proposed Project would not be substantial. Construction of impervious surfaces would occur on existing impervious surfaces such as asphalt and concrete. The quantity of additional runoff generated from the proposed Project would be minimal and would not contribute to exceeding the capacity of existing or planned stormwater drainage systems in the Project vicinity. Permanent BMPs would be included to control stormwater runoff and reduce water quality impacts associated with runoff after storm events. Potential permanent BMPs may include inlet stencils and stormwater planters. The proposed Project would not include facilities which would contribute to substantial increases in polluted runoff and would not exceed existing facility capacities.

Construction of the proposed Project may result in temporary increases in stormwater runoff and sources of polluted runoff during and after storm events. These would be construction-related and would not affect permanent sources of runoff or the capacity of existing facilities. The proposed Project would be required to meet the existing MS4 NPDES permit obligations, requiring that the City prepare a SWPPP for the proposed Project and submit it to the Central Valley RWQCB in support of NPDES regulations. Compliance with the provisions of the BMPs and with Municipal Code Chapter 16.44 would reduce impacts associated with temporary construction-related increases in runoff to a less than significant level by requiring water quality BMPs and compliance with the City's NPDES and all water quality regulations.

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

Less Than Significant Impact. Refer to Issue a) above. The proposed Project is located in an urbanized area with impervious surfaces and structures throughout the Project area. Project construction and operation may degrade water quality through erosion and siltation entering stormwater runoff. The proposed Project would comply with the provisions of the NPDES, the SWPPP, and Municipal Code Chapter 16.44. These will ensure that impacts to water quality are reduced to a less than significant level.

- 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 proposed Project is not located within the 100-year or 500-year floodplain. No impact would occur.

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

No Impact. The Project is not located within a 100-year or 500-year floodplain hazard area. The proposed Project does not include the construction of any structures that would impede or redirect flood flows. Therefore, no impact would occur.

- 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. The proposed Project does not include any housing or structures and therefore would not expose people or structures to the risks of flooding as a result of a failure of a levee or dam. No impact would occur.

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

No Impact. The 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 proposed Project would not expose people to potential impacts involving seiche or tsunami. No potential for mudflows is anticipated. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 checked="" type="checkbox"/>	<input 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

On March 1, 1988, Old Town Elk Grove became nationally recognized as the Elk Grove Historic District. The City of Elk Grove General Plan Land Use Map (City of Elk Grove 2009) designates the Project area as Special Planning Area – Old Town (SPA-OT). The Special Planning Area for Historic Old Town Elk Grove extends west along Elk Grove Boulevard from Elk Grove Florin Road to Waterman Road. Zoning within the Project area includes commercial, single-family residential, and multi-family residential zoning under SPA-OT. The Project area occurs within the eastern portion of SPA-OT along Elk Grove Boulevard from School Street to Waterman Road. The current conditions of the Project area do not match the characteristics of the Old Town section. They include overhead utilities, large street lights, absence of sidewalks or crosswalks, and discontinuous driveways in front of residences.

REGULATORY SETTING

City of Elk Grove General Plan

The City of Elk Grove General Plan (adopted November 2003 and reflecting amendments through July 2009) is a broad framework for planning the City's future. It is the official policy statement of the City Council to guide the private and public development of the City in a manner to gain the maximum social and economic benefit for citizens. All other City codes and standards, including specific plans and the Development Code, must be consistent with the General Plan. The General Plan includes policies that relate to the proposed Project. **Table 3.10-1** summarizes these policies.

Old Town Elk Grove Special Planning Area

On August 10, 2005, the City of Elk Grove adopted the Old Town Elk Grove Special Planning Area Design Standards and Guidelines. These regulatory guidelines are meant to provide development standards to preserve the historical character and cultural integrity of Old Town Elk Grove within SPA-OT. These guidelines specify architectural, land use, signage, pedestrian access, and design standards for new construction and development.

DISCUSSION OF IMPACTS

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

No Impact. The proposed Project would not physically divide an established community. The proposed Project would enhance pedestrian and bicycle access and safety through Elk Grove Boulevard and nearby communities. No barriers to movement through communities would be installed; therefore no impact would occur.

- 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?*

Less than Significant Impact. The proposed Project would improve the existing characteristics of the section of Elk Grove Boulevard to match those of the adjacent Old Town section. The Project is located within the SPA-OT, which contains guidelines for development to ensure the preservation of the historic characteristics of this area. SPA-OT also addresses parking within the Old Town area. The SPA goal is to provide sufficient parking to meet the needs of each land use in a manner that enhances pedestrian safety and mobility. The standards do not require parking to be on street, but offers onsite parking behind facilities or at an off-site parking facility within the Old Town Planning Area. The Old Town Foundation, City Trails Committee, and public were consulted for this Project and are in agreement that there is no strong need for street parking in this area. This group considered bike facilities and bike lanes a better use of the paved area outside of the lanes. The proposed Project will offer parking spaces in front of a nearby business as a replacement for the parking removed along the street as a part of the proposed Project. The Project improvements will comply with all guidelines and regulations under the Elk Grove General Plan and/or Old Town Elk Grove Special Planning Area Design Standards and Guidelines. The proposed Project would comply with the General Plan policies by encouraging alternative modes of transportation, maintain and improve the character of historic Old Town Elk Grove, reduce overhead utility lines. The Old Town Foundation, City Trails Committee and public were consulted for this Project and are in agreement that there is no strong need for street parking in this area. The group considered bike lanes to be a better use of the paved area outside of the lanes. The proposed Project will offer parking spaces in front of a nearby business along with repaved driveways.

The proposed Project would preserve the historic district and enhance the characteristics to match those of the existing Historic Old Town section of Elk Grove. The visual treatments of the infrastructure improvements will comply with the Old Town Elk Grove Special Planning Area Design Standards and Guidelines.

Design standards including landscaping and sidewalk plans comply with the goals laid out in the Special Planning Area Guidelines. Two ADA-compliant bus stops would be added along Elk Grove Boulevard. Furthermore, Project improvements would enhance existing conditions of the Project area to match those of the Old Town characteristics. Conspicuous overhead utilities would be undergrounded, and sidewalks, crosswalks, landscaping, bike lanes, and street lamps would be added. The proposed Project not only preserves the Special Planning Area characteristics, but enhances the corridor's current conditions to those of the Elk Grove Historic district. Therefore, impacts would be considered less than significant.

3.0 INITIAL STUDY CHECKLIST

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

No Impact. Currently, no habitat conservation plans or natural community conservation plans are in place in the Project region. The South Sacramento Habitat Conservation Plan is a planned conservation plan that will cover the City of Elk Grove, including the Project area. However, no habitat conservation plans or natural community plans applicable to the Project area have been adopted. Therefore, no impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 requires the State Geologist to inventory and classify selected mineral resources in California. The proposed Project area is located in an area of Elk Grove that is covered by the MRZ-3 classification for mineral resources. The MRZ-3 classification covers areas "containing aggregate deposits, the significance of which cannot be evaluated from available data" (City of Elk Grove 2003b). No mineral extraction activities occur in the vicinity of the Project area. None of the roadways in the vicinity of the Project area 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 roadway and streetscape improvements would not result in the use or extraction of any mineral or energy resources and would not restrict access to known mineral resource areas. The Project would not conflict with energy conservation plans, use non-renewable resources in a wasteful manner, or result in the loss of availability of a known mineral resource. Therefore, no impact would occur.

The proposed Project would not result in the use or extraction of substantial amounts of mineral or energy resources and would not restrict access to known mineral resource areas. Furthermore, the proposed Project would not result in the loss of availability of a known mineral resource. Therefore, 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 Issue a) above. The proposed Project would have no impact on mineral resources. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 2 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

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. The City's General Plan does not define noise-sensitive land uses, but typical noise-sensitive land uses include receptors such as residences, parks, schools, and/or hospitals. Mixed commercial and industrial and residential land uses are in the Project vicinity. Motor vehicle traffic along Elk Grove Boulevard is the primary contributor to the existing noise environment at the southern end of the Project area. There are no hospitals, or parks, within the Project area. Radcliff Academy is a privately funded and run preschool and day care located in the Project area between Porto Rosa Drive and Waterman Road. This facility operates during normal business hours similar to the commercial and industrial facilities along Elk Grove Boulevard.

Acoustic Fundamentals

Sound is mechanical energy transmitted through a medium (air) in the form of a wave from a disturbance or vibration. Noise, however, is generally defined as sound that is loud, unpleasant, unexpected, or disagreeable.

Amplitude

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 10 dB sound is 10 times the pressure difference of a 0 dB sound; a 20 dB sound is 100 times the pressure difference of a 0 dB sound. Another feature of the decibel scale is the way in which sound amplitudes from multiple sources are added together. A 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

Frequency

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA.

Sound and the Human Ear

Because of the ability of the human ear to detect a wide range of sound pressure fluctuations, sound pressure levels are expressed in logarithmic units called decibels. The sound pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold.

In addition, because the human ear is not equally sensitive to all sound frequencies, a specific frequency-dependent rating scale was devised to relate noise to human sensitivity. A dBA scale performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. The basis for compensation is the faintest sound audible to the average ear at the frequency of maximum sensitivity. This dBA scale has been chosen by most authorities for purposes of environmental noise regulation. **Table 3.12-1** includes examples of A-weighted noise levels from common indoor and outdoor activities.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual experiences with noise.

Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment, referred to as the "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the hearers. With regard to increases in A-weighted noise level, knowledge of the following relationships will be helpful in understanding this report (EPA 1971):

- Except in carefully controlled laboratory experiments, a change of one dB cannot be perceived by humans.

3.0. INITIAL STUDY CHECKLIST

- Outside of the laboratory, a three dB change is considered a just-perceivable difference.
- A change in level of at least five dB is required before any noticeable change in community response would be expected.

A 10 dB change is subjectively heard as approximately a doubling in loudness.

TABLE 3.12-1
NOISE ENVIRONMENT

Indoors	A-weighted decibels		Perceived loudness relative to 60 dba	Outdoors
	140	Threshold of Pain	x256	
	130	Deafening	x128	Military Jet Takeoff with Afterburner (at 50 feet)
	120		x64	Jet Takeoff at 200 Feet
Rock Band	110	Uncomfortably Loud	x32	
Inside Subway Train, New York	100		x16	747-100 Takeoff (4 miles from start of roll)
Noisy Cocktail Bar	90	Very Loud	x8	Power Lawnmower (at 50 feet) Ambulance Siren (at 100 feet)
Jet Aircraft Cabin, at Cruise Shouting (at 3 Feet)	80		x4	727-200 Takeoff (4 miles from start of roll) Diesel Truck, 40 mph (at 50 feet)
Noisy Restaurant	70	Moderately Loud	x2	Automobile, 65 mph (at 50 feet) Busy Street (at 50 feet)
Vacuum Cleaner at 3 Feet	60		x1	757-200 Takeoff (4 miles from start of roll) Automobile, 30 mph (at 50 feet)
Large Business Office	50	Moderately Quiet	x1/2	Cessna 172 Landing (3,300 feet from runway end)
Normal Conversation (at 3 Feet)	40		x1/4	
Quiet Library	30	Very Quiet	x1/8	Quiet Urban Area, Nighttime Quiet Suburban Area, Nighttime
Concert Hall, Background	20		x1/16	Quiet Rural Area, Nighttime
Recording Studio	10	Barely Audible	x1/32	Leaves Rustling
	0		Threshold of Hearing	x1/64

Sources: Caltrans 2002; Egan 1972; HUD 2009

3.0 INITIAL STUDY CHECKLIST

Negative Effects of Noise on Humans

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time, while traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period of time. However, gradual and traumatic hearing loss both may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases is dependent on the noise frequency, bandwidth, level, and exposure time.

Characteristics of Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources is typically reduced at a rate between 3.0 and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6.0 and about 7.5 dBA per doubling of distance.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Noise Descriptors

The selection of a proper noise descriptor for a specific source is dependent upon the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise are defined below (Caltrans 1998; Lipscomb and Taylor 1978).

- L_{max} (Maximum Noise Level): The maximum instantaneous noise level during a specific period of time.
- L_{min} (Minimum Noise Level): The minimum instantaneous noise level during a specific period of time.
- L_{eq} (Equivalent Noise Level): The energy mean noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value is calculated, which is then converted back to dBA to determine the L_{eq} .

- **L_{dn}** (Day-Night Noise Level): The 24-hour L_{eq} with a 10 dBA "penalty" for the noise-sensitive hours between 10 p.m. and 6 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.
- **CNEL** (Community Noise Equivalent Level): The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" for the noise-sensitive hours between 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and television. If using the same 24-hour noise data, the CNEL is typically approximately 0.5 dBA higher than the L_{dn}.

REGULATORY SETTING

Local Plans, Policies, Regulations, and Chapter 6.32.

Since operation of the proposed Project does not include any motor vehicle transportation uses, this section focuses on the regulatory setting as it relates to construction-related noise.

City of Elk Grove General Plan

The Noise Element of the City's General Plan (2003a) contains policies designed to protect the community from the harmful and annoying effects of exposure to excessive noise. General Plan policies applicable to the proposed Project are summarized below.

NO-3: Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table NO-A as measured immediately within the property line of lands designated for noise-sensitive uses.

NO-3-Action 1: Limit construction activity to the hours of 7 a.m. to 7 p.m. whenever such activity is adjacent to residential uses.

NO-3-Action 3: The City shall require that stationary construction equipment and construction staging areas be set back from existing noise-sensitive land uses.

The City's General Plan also includes maximum allowable noise standards for projects affected by non-transportation noise sources. Noise compatibility of proposed development is determined in comparison to these standards. The City's noise standards for projects affected by stationary (i.e., non-transportation) noise sources are as shown in **Table 3.12-2**.

3:0 INITIAL STUDY CHECKLIST

**TABLE 3.12-2
PERFORMANCE STANDARDS FOR STATIONARY (NON-TRANSPORTATION) NOISE SOURCES**

Source	Noise Level (Hourly Leq, dBA)	
	Daytime (7a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Part 1: Typical Sources ¹	55	45
Part 2: Sources Which Are Tonal, Impulsive, Repetitive, or Consist Primarily of Speech or Music ²	50	40

Source: City of Elk Grove 2003a, Noise Element, Table NO-A

Notes:

1. The standards above will apply generally to noise sources that are not tonal, impulsive, or repetitive in nature. Typical noise sources in this category would include HVAC systems, cooling towers, fans, blowers, etc.

2. The standards in Part 2 apply to noises which are tonal in nature, impulsive or repetitive, or which consist primarily of speech or music (e.g., humming sounds, outdoor speaker systems, etc.). Typical noise sources in this category include: pile drivers, drive-through speaker boxes, punch presses, steam valves, and transformer stations.

These noise level standards in Parts 1 and 2 above do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

As depicted in **Table 3.12-2**, the City's maximum acceptable exterior noise standard for residential land uses affected by non-transportation noise sources is 55 dBA Leq during the daytime hours (i.e., 7 a.m. to 10 p.m.) and 45 dBA during the nighttime hours (i.e., 10 p.m. to 7 a.m.). To account for increased annoyance potential, non-transportation sources with tonal, impulsive, or repetitive noise characteristics (i.e., pile driver) are reduced by 5 dBA.

City of Elk Grove Noise Ordinance

Elk Grove Municipal Code Title 6, Chapter 6.32, Noise Control, regulates noise generated by non-transportation sources. Section 6.32.100, Exemptions, restricts construction activities to occur between the hours of 7 a.m. and 7 p.m. when located adjacent to residential uses.

DISCUSSION OF IMPACTS

The Project components include facilities that would not produce substantial noise during operation and would not contribute substantially to the ambient noise environment. Implementation of the proposed Project would not result in the construction or operation of any transportation uses or stationary noise sources; therefore, this section focuses on construction-related noise 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 with Mitigation Incorporated. Construction noise typically occurs intermittently and varies depending on the nature or phase (land clearing, grading and excavation, etc.) of construction. Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels for construction equipment are summarized in **Table 3.12-3**.

TABLE 3.12-3
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Type of Equipment	Typical Noise Level (dBA) 50 feet from Source
Dozer	85
Excavator	88
Concrete Mixer	85
Compactor	82
Loader	85
Backhoe	80
Grader	85
Crane	83
Generator	81
Truck	88

Sources: EPA 1971

During construction, noise from equipment would cause short-term localized increases in ambient noise levels. 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 would result in a temporary, periodic increase in ambient noise levels that would exceed City noise standards. While this increase would be temporary, intermittent, and limited to daytime hours, this is considered a significant impact unless mitigation is incorporated. Implementation of mitigation measures **MM 3.12.1** through **MM 3.12.4** will reduce impacts to less than significant by requiring proper maintenance on construction equipment, designated construction and staging areas, and specific work windows for construction activities and equipment use.

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

Less than Significant Impact with Mitigation Incorporated. Construction activities may result in sources of groundborne vibration resulting from construction equipment. However these activities would be temporary and would occur between the hours of 7 a.m. and 7 p.m. in accordance with the City's General Plan, as specified in mitigation measure **MM 3.12.1**. Implementation of mitigation measures **MM 3.12.1** through **MM 3.12.4** will reduce impacts to less than significant by requiring proper maintenance on construction equipment, designated construction and staging areas, and specifies construction activities and equipment use may not occur during noise sensitive hours.

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

3.0 INITIAL STUDY CHECKLIST

No Impact. The proposed Project would create streetscape and infrastructure improvements. Therefore, no long-term increase in ambient noise levels is expected to occur. Implementation of the proposed Project would encourage alternate modes of travel and may lead to a reduction in personal vehicle use, which is often a source of high ambient noise levels. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels once in operation.

- 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 with Mitigation Incorporated. The proposed Project would result in an increase in ambient noise levels in the vicinity of the Project during construction activities. However, this increase would be temporary. Because the Project area is located along a stretch of Elk Grove Boulevard with homes along portions of the Project and a private school located in the Project area, which can be considered sensitive land uses, temporary construction noise is considered potentially significant unless mitigation is incorporated. Implementation of mitigation measures **MM 3.12.1** through **MM 3.12.4** will reduce short-term construction-related noise to less than significant by requiring proper maintenance on construction equipment, designated construction and staging areas, and specifies construction activities and equipment use may not occur during noise sensitive hours.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 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 in an airport land use plan or within 2 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 in the vicinity of a private airstrip. No impact would occur.

Mitigation Measures

MM 3.12.1 Noise-generating construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. in accordance with Elk Grove General Plan Noise Policy NO-3-Action-1.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.2 Construction equipment and equipment staging areas shall be located at the farthest distance possible from adjacent sensitive land uses.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.3 Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.4 When not in use, motorized construction equipment shall not be left idling.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 10 years prior to the incorporation of the City of Elk Grove in July 2000, the population increased by 70.5 percent, which is equivalent to a 7 percent average annual increase. The City began to rapidly develop as a result of an increase in jobs in the Sacramento region and the availability of land outside the downtown Sacramento area. According to the California Department of Finance, the population of Elk Grove was approximately 160,688 in 2014, which is a 1.2 percent increase from the previous year (DOF 2014). Several housing developments are planned in the City. The Project area is part of SPA-OT which regulates the development within Historic Old Town Elk Grove. The proposed Project involves streetscape improvements and does not include any new housing or building developments.

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 construction of a new roadway or extension of an existing roadway which could potentially induce population growth. Therefore, 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 Issue b) above, the proposed Project would not involve the removal or relocation of any housing. The proposed Project would not displace any people or necessitate the construction of any replacement housing. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact 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 of Elk Grove receives general public safety and law enforcement services from the City Police Department. The Cosumnes Community Services District Fire Department provides fire protection and emergency services to the City. The Elk Grove United School District provides educational services to the area in the vicinity of the Project.

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-e) *Fire protection, police protection, schools, parks, other public facilities?*

No Impact. The proposed Project would improve access to existing businesses by connecting driveways and parking access to Elk Grove Boulevard. However, no new housing or business developments are proposed; thus the proposed Project would not result in population growth, so there would be no change in demand for services. In addition, full lane closures will not be required during any part of the Project and emergency vehicle access will be maintained at all times. Therefore, there would be no increased demand for fire or police protection, schools, parks, or other public services. No additional service facilities are necessary. No impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 (2003a) contains goals and policies established to conserve existing national, State, and regional recreational areas, as well as encourages the development of additional recreational opportunities to meet the City's needs. The proposed Project does not include the construction of any new recreational facilities, parks, trails, or other improvements that would affect their use.

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 not result in population growth, so there would be no change in demand for parks or recreation facilities. The proposed Project improvements would not connect to an existing park or recreational area. Other Project improvements would not affect recreational facilities or parks; therefore, 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. The proposed Project would create streetscape and infrastructure improvements. No recreational facilities or improvements are proposed. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Old Town Elk Grove is a historic district which stretches east of Elk Grove Florin Road along Elk Grove Boulevard to School Street. The proposed Project would involve streetscape improvements along a 2,400-foot section of Elk Grove Boulevard from School Street to Waterman Road. The proposed Project would underground overhead utilities, create two ADA-compliant bus stops, a center left-turn lane, bike lanes, landscaping, and pedestrian sidewalks and crosswalks. These improvements would create a continuous corridor from the existing Old Town Elk Grove.

3.0 INITIAL STUDY CHECKLIST

DISCUSSION OF IMPACTS

- a) *Would the project 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?*

No Impact. The proposed Project is consistent with the Elk Grove General Plan and circulation policy. Streetscape improvements are pedestrian-friendly and encourage pedestrian and bicycle use in the area. The two ADA-compliant bus stops encourage use of public transportation. The proposed Project encourages alternate modes of travel and may lead to a reduction in personal vehicle use. No reductions in the effectiveness of the circulation system would occur as a result of the proposed Project. Therefore, no impact would occur.

- b) *Would the project 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?*

No Impact. The proposed Project is consistent with the Elk Grove General Plan and circulation policy. No changes to level of service or traffic congestion would occur as a result of the Project. Streetscape and infrastructure improvements include pedestrian and bicycle facilities, two ADA-compliant bus stops, and a center left-turn lane. Implementation of the proposed Project would not impact traffic conditions and would encourage alternate modes of travel. Therefore, the proposed Project would have no impact on an established level of service standard.

- 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 nearest airport/airstrip to the Project area is Borges-Clarksburg Airport, located approximately 8 miles northwest of the Project area. The Project area is located approximately 1.25 miles northwest of Sunset Sky Ranch Airport; however, this airport is closed. The Project does not include any structures that would impede a height limitation in close proximity to an airport. The proposed Project would not result in a change in air traffic patterns and 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 Elk Grove General Plan and Old Town Elk Grove Special Planning Area Design Standards and Guidelines. Streetscape improvements will encourage and enhance pedestrian and bicycle safety. The addition of two ADA-compliant bus stops and center left-turn lane, and undergrounding of overhead utilities, would all increase pedestrian, bicycle, and vehicle safety throughout the corridor. No hazardous design features are included in the proposed Project. No impact would occur.

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

Less Than Significant Impact. Traffic handling during construction of the proposed Project may require temporary partial lane closures and/or detours. Emergency access along Elk Grove Boulevard through the Project area will be maintained at all times. The City will require the contractor to coordinate with the local fire and police departments before road closures to ensure emergency service providers are aware of any temporary road closures and/or detours ahead of time. Therefore, impacts are considered less than significant.

- f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No Impact. The Project is consistent with the adopted policies, plans, and programs supporting pedestrian access and safety, including the City of Elk Grove General Plan and the Old Town Elk Grove Special Planning Area Design Standards and Guidelines, which identify preservation standards for the historic characteristics and pedestrian and bicycle facilities. The proposed Project would improve pedestrian and bicycle facilities and enhance the characteristics along Elk Grove Boulevard. The City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan identifies a class III bike route on Elk Grove Boulevard which occurs through the limits of the Project. The proposed Project would enhance pedestrian and bicycle access. These facilities would be an upgrade to a class II bike lane through the limits of the Project and would tie into the bike lanes on Waterman Road. The proposed Project would not conflict with the Elk Grove General Plan, Special Planning Area Design Standards and Guidelines, or Bicycle, Pedestrian and Trails Master Plan; no impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 stormwater 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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

Water

Water services within the City limits are provided by the Sacramento County Water Agency and the Elk Grove Water District. Private service areas also exist within the City. The Project area receives water services from the Elk Grove Water District.

Wastewater Service

Urbanized portions of Sacramento County, such as Elk Grove, receive wastewater service from the Sacramento Regional County Sanitation District (SRCSD), which is a publicly owned wastewater agency. Over one million people in the major Sacramento metropolitan area receive wastewater services from the SRCSD. Three agencies—the City of Folsom, the City of Sacramento, and Sacramento Area Sewer District (SASD)—contribute to the wastewater services provided by the SRCSD. The Project area falls within the SASD service area; however, the Project will not require wastewater service.

Solid Waste Service

Republic Services provides solid waste services to single-family residential customers. Solid waste within the City limits is typically delivered to Elder Creek Transfer and Recovery Station located at 8642 Elder Creek Road. Waste is accepted from the general public, businesses, and private waste haulers.

At present, the Elder Creek Transfer and Recovery Station, which covers approximately 19.26 acres, is owned and operated by Republic Services and is designed to assist the county of Sacramento and other jurisdictions in complying with local waste reduction and recycling goals and ordinances. Elder Creek Transfer and Recovery Station accepts residential and commercial refuse.

Electrical, Telephone, and Natural Gas Services

Electrical services within the City limits are provided by SMUD. Telephone services in Elk Grove are provided by Frontier Communications (formerly Citizens Communications) and AT&T (formerly Pacific Bell). Natural gas services to customers within the City limits are provided by the Pacific Gas and Electric Company (PG&E).

Utility Relocations

Undergrounding utilities are anticipated along Elk Grove Boulevard as part of the Old Town Streetscape Project. Existing overhead utilities will be placed underground in a new joint trench. Existing utility manholes and vaults will be adjusted or relocated to match the revised surface grade.

DISCUSSION OF IMPACTS

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

No Impact. The Project does not include any uses that would generate wastewater or any components that would result in an increased demand for wastewater treatment. Therefore, the proposed Project would not exceed the wastewater treatment requirements of the RWQCB and 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 does not include any new water or wastewater treatment facilities. No new housing or business developments are planned and no new population growth would result from implementation of the proposed Project. Therefore, no impact is expected to occur.

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

3.0 INITIAL STUDY CHECKLIST

Less than Significant Impact. Minor changes in impervious surfaces would occur as a result of constructing the sidewalks, and infrastructure improvements. These improvements would occur in an already urbanized area on top of existing impervious surfaces such as cement and asphalt. No conversion of impervious surfaces is expected to occur. The proposed Project is not expected to generate additional runoff. Low-impact stormwater facilities would be included along a portion Elk Grove Boulevard to improve water quality before entering the City's storm drain system. Construction of stormwater facilities would occur along an already urbanized portion of roadway. Therefore, impacts are considered less than significant.

- 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?*

Less than Significant Impact. There may be a temporary need for water during construction to control dust; however, the Project is not expected to result in the need for water supply beyond what is currently available and no increase in demand for long-term water supply would be generated. Therefore, 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 Project does not include any uses that would generate wastewater. Therefore, the Project would not affect the 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?*

Less than Significant Impact. The proposed Project may generate minor amounts of solid waste such as asphalt, concrete, and other debris from construction activities. Solid waste generated by the proposed Project would be transported to the Elder Creek Transfer Station which is operated by Republic Services. As of 2005, Elder Creek Station has a maximum design capacity of 2,500 tons per day of waste. Waste may be transferred from the Elder Creek Station to Kiefer landfill which is anticipated to have a remaining capacity of approximately 113 million cubic yards and a closure date of 2064 as of 2005 (CalRecycle 2016). Therefore, impacts would be less than significant.

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

No Impact. The proposed Project would comply with all applicable federal, State, and local solid waste regulations including the California Integrated Waste Management Act of 1989 (AB 939) and the California Solid Waste Re-Use and Recycling Access Act of 1991 (Public Resources Code Sections 42900–42911). No impact would occur.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact 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 Impact with Mitigation Incorporated. As discussed in subsection 3.4, Biological Resources, of this IS/MND, the Project area is not located within an identified corridor as identified in the CDFW (2015b) BIOS Viewer. Federally protected birds and migratory raptors are the only species with the potential to occur in the Project area. However, implementation of mitigation measures **MM 3.4.1** through **MM 3.4.4** (included in subsection 3.4, Biological Resources, of this IS/MND) would reduce impacts to biological resources to a less than significant level. Six historical resources occur within the APE, however the proposed Project would not significantly impact the historical significance of the resources because there is no physical demolition, destruction, relocation, or alteration of the resources; and there would be no material alterations of the resources which convey historical significance. In addition, mitigation measure **MM 3.5.1** would stop work if archaeological and paleontological resources are discovered during construction which would reduce impacts to a less than significant level.

3.0 INITIAL STUDY CHECKLIST

- b) Does the project have impacts that are individually limited, but cumulatively considerable?

Less than Significant Impact. CEQA Guidelines Section 15064(h) 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 cumulative effects of a project must therefore be conducted in connection with the effects of past projects, or other current projects, and probable future projects.

The proposed Project would create streetscape and infrastructure improvements along a 2,400-foot section of Elk Grove Boulevard from School Street to Waterman Road. The proposed Project is consistent with the City of Elk Grove General Plan and the Old Town Elk Grove Special Planning Area Design Standards and Guidelines. The proposed Project would create a continuous corridor of old town historical characteristics from Elk Grove Florin Road to Waterman Road. These improvements would provide a safe unobstructed corridor for pedestrian and bicycle facilities and visually appealing improvements. The Project would make no significant contribution to cumulatively adverse impacts associated with existing or proposed development projects in the City, as it would not induce population growth but would encourage alternate modes of travel and reduce vehicle trips. Construction of the proposed Project, along with other construction in the City, would contribute to cumulative environmental impacts. However, given the limited size and scope of the Project, 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 Impact with Mitigation Incorporated. During operation, the proposed Project would not create a significant hazard to the public or the environment, as it would improve bicycle and pedestrian facilities along Elk Grove Boulevard and provide a continuous safe corridor between the Project area and the existing section of Old Town Elk Grove. Construction of the proposed Project will result in a temporary, periodic increase in ambient noise levels and GHG emissions. However, because noise and greenhouse gas emission increases during construction will be temporary, intermittent, and limited to daytime hours, this is considered a less than significant impact. Implementation of mitigation measures **MM 3.12.1** through **MM 3.12.4** (included in subsection 3.12, Noise, of this IS/MND) will further reduce impacts to less than significant. Hazardous materials including ADLs, organochloride pesticides, lead chromate, and other materials may be encountered in the Project area through disturbing soils, removing traffic striping, and removing electrical transformers. However, implementation of mitigation measures **MM 3.8.1** through **MM 3.8.5** will reduce impacts to a less than significant level.

4.0 LIST OF MITIGATION MEASURES

4.1 MITIGATION MEASURES

BIOLOGICAL RESOURCES (SUBSECTION 3.4)

MM 3.4.1 If clearing and/or construction activities would occur during the raptor nesting season (February 15–September 15), preconstruction surveys to identify active nests shall be conducted by a qualified biologist within 14 days of construction initiation. Surveys must be performed by a qualified biologist for the purpose of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 250-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.4.2 If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 400 meters (1,320 feet) for active Swainson's hawk nests, 60 meters (200 feet) around a non-Swainson's hawk active raptor nest and a 30-meter (100-foot) radius around an active migratory bird nest) or alteration of the construction schedule. Activities permitted within exclusion zones and the size may be adjusted through consultation with the California Department of Fish and Wildlife (CDFW) and/or the City.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.4.3 Trees containing active migratory bird and/or raptor (excluding Swainson's hawk) nests that must be removed as a result of Project implementation shall be removed during the non-breeding season (September 16–February 14). Swainson's hawks are State and federally listed as threatened species; therefore, impacts to Swainson's hawk nest trees require regulatory authorization from the CDFW prior to removal.

Timing/Implementation: Prior to and during Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

CULTURAL RESOURCES (SUBSECTION 3.5)

MM 3.5.1 In accordance with California Public Resources Code Section 5097.5, which prohibits knowing and willful excavation of undiscovered cultural resources without permission from the appropriate public agency with jurisdiction over the lands, and in order to mitigate for the potential discovery of archaeological

4.0 LIST OF MITIGATION MEASURES

or paleontological resources, the following measure will be implemented during construction and be included in the construction contract:

If buried archaeological and/or paleontological resources, such as chipped or ground stone, historic debris, building foundations, human bone, or fossils, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City and all other appropriate agencies.

Timing/Implementation: Throughout Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.5.2

In order to mitigate for the potential discovery or disturbance of any human remains, the protocol of California Health and Safety Code Section 7050.5(b) will be adhered to as follows:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with California Government Code Section 27460 et seq., that the remains are not subject to the provisions of Section 27492 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code.

If the remains are determined to be Native American, City policy dictates that the procedures outlined in Title 14 of the California Code of Regulations CEQA Section 15064.5(d) and (e) be followed.

Timing/Implementation: Throughout Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

HAZARDS AND HAZARDOUS MATERIALS (SUBSECTION 3.8)

MM 3.8.1

A Phase II Preliminary Site Investigation shall be conducted prior to initiation of construction activities. The phase II will test for aerially deposited lead along Elk Grove Boulevard in the areas south of Elk Grove Boulevard between Webb Street and Waterman Road which were historically used for agricultural purposes. Soil samples will be tested for organochlorine pesticides using EPA Method 8081.

Timing/Implementation: Prior to Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.2 Should impacted soils (as evidenced by staining and/or odors) be encountered during construction activities, the Caltrans Unknown Hazard Procedures shall be implemented during construction activities.

If any signs of unknown damaged transite piping are observed during construction activity; sampling and analysis appropriate recovery and disposal shall occur at time of discovery.

If signs of potential impacts from vehicle accidents/leaks (as evidenced by discolored soil, accident materials; odors) are observed during construction activity, sampling and analysis and appropriate recovery and disposal shall occur. Analysis shall include total petroleum hydrocarbon testing with carbon chain analysis using US EPA Method 8015B and volatile organic compounds testing by US EPA Method 8015B and 8260B.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.3 Yellow traffic markings (thermoplastic and paint) along Elk Grove Boulevard planned for removal shall be removed in accordance with Caltrans guidelines and disposed of at a permitted facility for lead chromate. Removal and disposal methods shall be consistent with Caltrans' Standard Special Provision (SSP) 14-001.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.4 The Sacramento Municipal Utility District shall be contacted for removal and handling of electrical transformers along Elk Grove Boulevard or in the Project area. (Poles will be disposed of in accordance with required State standards for creosote treated waste.)

Timing/Implementation: Prior to Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.8.5 If groundwater is encountered during construction/excavation activities and dewatering becomes necessary, regulatory compliance and permitting consistent with the Central Valley Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements shall be adhered to, and groundwater sampling shall be conducted.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

4.0 LIST OF MITIGATION MEASURES

NOISE (SUBSECTION 3.12)

MM 3.12.1 Noise-generating construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. in accordance with the Elk Grove General Plan Noise Policy NO-3-Action-1.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.2 Construction equipment and equipment staging areas shall be located at the farthest distance possible from adjacent sensitive land uses.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.3 Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

MM 3.12.4 When not in use, motorized construction equipment shall not be left idling.

Timing/Implementation: During Project construction

Enforcement/Monitoring: City of Elk Grove Planning Department

5.0 LIST OF PREPARERS

5.1 LIST OF PREPARERS

CITY OF ELK GROVE PUBLIC WORKS DEPARTMENT

Rick Carter, PE City of Elk Grove Capitol Program Manager
Jennifer Maxwell, PE CIP Manager, Capital Projects
Gary Grunwald, PE Project Manager

CITY OF ELK GROVE PLANNING DEPARTMENT, AS PROVIDED BY MICHAEL BAKER INTERNATIONAL

Joyce Hunting Biological Resources Director
Amberly Morgan Project Manager
Dayna Winchell Lead Biologist
Brendan Cohen Environmental Planner
Brian Schretzmann GIS/Graphics

TECHNICAL SUBCONSULTANTS

Stephen Mikesell, Mikesell Historical Consulting Historic Property Survey Report
Cogstone Resource Management, Inc. Archaeological Survey Report
Kleinfelder, Inc. Initial Site Assessment

5.0 LIST OF PREPARERS

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6.0 LIST OF ABBREVIATIONS

6.0 LIST OF ABBREVIATIONS

AB	Assembly Bill
APE	Area of Potential Effect
AQAP	Air Quality Attainment Plan
ASR	Archaeological Survey Report
BMP	best management practice
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH ₄	methane
CMAQ	Congestion Management and Air Quality
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
dbh	Diameter at breast height
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	US Environmental Protection Agency
ESA	Endangered Species Act
FGC	Fish and Game Code

6.0 LIST OF ABBREVIATIONS

FR	Federal Register
GHG	greenhouse gas
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
Hz	Hertz
iPac	Information for Planning and Conservation
IS	Initial Study
ISA	Initial Site Assessment
L_{dn}	Day-Night Noise Level
L_{eq}	Equivalent Noise Level
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
NAAQS	national ambient air quality standards
ND	Negative declaration
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
N ₂ O	nitrous oxide
OAP	Ozone Attainment Plan
OSHA	Occupational Safety and Health Administration
O ₃	ozone
PM	particulate matter
ppb	parts per billion
ppm	parts per million
ROG	reactive organic gases
RPW	relatively permanent waters
RWQCB	Regional Water Quality Control Board
SCEMD	Sacramento County Environmental Management Department
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO ₂	sulfur dioxide

SPA-OT	Special Planning Area – Old Town
SRCSD	Sacramento Regional County Sanitation District
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TNW	traditionally navigable waters
USACE	US Army Corps of Engineers
USC	United States Code
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound

6.0 LIST OF ABBREVIATIONS

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7.0 REFERENCES

7.1 REFERENCES

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7.0 REFERENCES

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INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines, Section 15097, requires public agencies, as part of the certification of an environmental impact report or mitigated negative declaration, to adopt a reporting and monitoring program to ensure that changes made to the Project as conditions of Project approval to mitigate or avoid significant environmental effects are implemented. The Mitigation Monitoring and Reporting Program (MMRP) contained herein is intended to satisfy the requirements of CEQA as they relate to the Old Town Elk Grove Streetscape Project – Phase 2 (Project) in the City of Elk Grove (City). The MMRP is intended to be used by City staff and mitigation monitoring personnel during implementation of the Project.

The MMRP will provide for monitoring of Project activities as necessary, in-the-field identification and resolution of environmental concerns, and reporting to City staff. The MMRP will consist of the components described below.

COMPLIANCE CHECKLIST

Table 1 contains a compliance-monitoring checklist that identifies all newly adopted mitigation measures, identification of agencies responsible for enforcement and monitoring, and timing of implementation.

FIELD MONITORING OF MITIGATION MEASURE IMPLEMENTATION

During implementation of the Project, the City of Elk Grove's designated construction manager (CM) will be responsible for monitoring the implementation of mitigation measures. The CM will report to the City of Elk Grove Department of Public Works, and will be thoroughly familiar with all plans and requirements of the Project. In addition, the CM will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. Aided by Table 1, the CM will typically be responsible for the following activities:

1. On-site, day to day monitoring of Project activities;
2. Reviewing construction plans to ensure conformance with adopted mitigation measures;
3. Ensuring contractor knowledge of and compliance with all appropriate conditions of Project approval;
4. Evaluating the adequacy of construction impact mitigation measures, and proposing improvements (after consultation with appropriate environmental professionals) to the contractor and City staff;
5. Requiring correction of activities that violate Project mitigation measures, or that represent unsafe or dangerous conditions. The CM shall have the ability and authority to secure compliance with these mitigation measures through the City of Elk Grove Public Works Department, if necessary;

MITIGATION MONITORING AND REPORTING PROGRAM

6. Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of Project mitigation measures, or unsafe or dangerous conditions. Upon receiving any complaints, the CM shall investigate and when appropriate direct the contractor to implement corrective measures. The CM shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the appropriate environmental professionals and the City of Elk Grove Public Works Department;
7. Maintaining prompt and regular communication with City staff;
8. Obtaining assistance as necessary from technical experts, such as archaeologists and wildlife biologists, to develop site-specific procedures for implementing the mitigation measures adopted by the City for the Project; and
9. Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

PLAN CHECK

Many mitigation measures will be monitored via plan check during Project implementation. City staff will be responsible for monitoring plan check mitigation measures.

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

MM Number	Mitigation Measure	Timing/Implementation	Enforcement/Monitoring
3.4.1	<p>If clearing and/or construction activities would occur during the raptor nesting season (February 15–September 15), preconstruction surveys to identify active nests shall be conducted by a qualified biologist within 14 days of construction initiation. Surveys must be performed by a qualified biologist for the purpose of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 250-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.</p>	<p>Prior to and during Project Construction</p>	<p>City of Elk Grove Planning Department</p>
3.4.2	<p>If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 400 meters (1,320 feet) for active Swainson's hawk nests, 60 meters (200 feet) around a non-Swainson's hawk active raptor nest and a 30-meter (100-foot) radius around an active migratory bird nest) or alteration of the construction schedule. Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW and/or the City.</p>	<p>Prior to and during Project construction</p>	<p>City of Elk Grove Planning Department</p>
3.4.3	<p>Trees containing active migratory bird and/or raptor (excluding Swainson's hawk) nests that must be removed as a result of Project implementation shall be removed during the non-breeding season (September 16–February 14). Swainson's hawks are State listed as threatened species; therefore, impacts to Swainson's hawk nest trees require regulatory authorization from the CDFW prior to removal.</p>	<p>Prior to and during Project construction</p>	<p>City of Elk Grove Planning Department</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MM Number	Mitigation Measure	Timing/Implementation	Enforcement/Monitoring
3.5.1	<p>In accordance with California Public Resources Code Section 5097.5, which prohibits knowing and willful excavation of undiscovered cultural resources without permission from the appropriate public agency with jurisdiction over the lands, and in order to mitigate for the potential discovery of archaeological or paleontological resources, the following measure will be implemented during construction and be included in the construction contract:</p> <p>If buried archaeological and/or paleontological resources, such as chipped or ground stone, historic debris, building foundations, human bone, or fossils, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City and all other appropriate agencies.</p>	Throughout Project construction	City of Elk Grove Planning Department
3.5.2	<p>In order to mitigate for the potential discovery or disturbance of any human remains, the protocol of California Health and Safety Code Section 7050.5(b) will be adhered to as follows:</p> <p>In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with California Government Code Section 27460, et seq. that the remains are not subject to the provisions of Section 27492 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible</p>	Throughout Project construction	City of Elk Grove Planning Department

MITIGATION MONITORING AND REPORTING PROGRAM

MM Number	Mitigation Measure	Timing/Implementation	Enforcement/Monitoring
	<p>for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code.</p> <p>If the remains are determined to be Native American, City policy dictates that the procedures outlined in CEQA Section 15064.5(d) and (e) be followed.</p>		
3.8.1	<p>A Phase II Preliminary Site Investigation shall be conducted prior to initiation of construction activities. The Phase II shall test for aerially deposited lead along Elk Grove Boulevard in the areas south of Elk Grove Boulevard between Webb Street and Waterman Road. Soil samples will be tested for organochlorine pesticides using EPA Method 8081.</p>	Prior to Project construction	City of Elk Grove Planning Department
3.8.2	<p>Should impacted soils (as evidenced by staining and/or odors) be encountered during construction activities, the Caltrans Unknown Hazard Procedures shall be implemented during construction activities.</p> <p>If any signs of unknown damaged transit piping are observed during construction activity, sampling and analysis appropriate recovery and disposal shall occur at time of discovery.</p> <p>If signs of potential impacts from vehicle accidents/leaks (as evidenced by discolored soil, accident materials, odors) are observed during construction activity, sampling and analysis and appropriate recovery and disposal shall occur. Analysis shall include total petroleum hydrocarbon testing with carbon chain analysis using US EPA Method 8015B and volatile organic compounds testing by US EPA Method 8015B and 8260B.</p>	During Project construction	City of Elk Grove Planning Department

MITIGATION MONITORING AND REPORTING PROGRAM

MM Number	Mitigation Measure	Timing/Implementation	Enforcement/Monitoring
3.8.3	Yellow traffic markings (thermoplastic and paint) along Elk Grove Boulevard planned for removal shall be removed in accordance with Caltrans guidelines and disposed of at a permitted facility for lead chromate. Removal and disposal methods shall be consistent with Caltrans' Standard Special Provision (SSP) 14-001.	During Project construction	City of Elk Grove Planning Department
3.8.4	The Sacramento Municipal Utility District shall be contacted for removal and handling of electrical transformers along Elk Grove Boulevard or in the Project area. (Poles will be disposed of in accordance with required State standards for creosote treated waste.)	Prior to Project construction	City of Elk Grove Planning Department
3.8.5	If groundwater is encountered during construction/excavation activities and dewatering becomes necessary, regulatory compliance and permitting consistent with the Central Valley Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements shall be adhered to, and groundwater sampling shall be conducted.	During Project construction	City of Elk Grove Planning Department
3.12.1	Noise-generating construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. in accordance with the Elk Grove General Plan Noise Policy NO-3-Action-1.	During Project construction	City of Elk Grove Planning Department
3.12.2	Construction equipment and equipment staging areas shall be located at the farthest distance possible from adjacent sensitive land uses.	During Project construction	City of Elk Grove Planning Department
3.12.3	Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed	During Project construction	City of Elk Grove Planning Department

MITIGATION MONITORING AND REPORTING PROGRAM

MM Number	Mitigation Measure	Timing/ Implementation	Enforcement/ Monitoring
	during equipment operation.		
3.12.4	When not in use, motorized construction equipment shall not be left idling.	During Project construction	City of Elk Grove Planning Department

**CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2017-117**

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

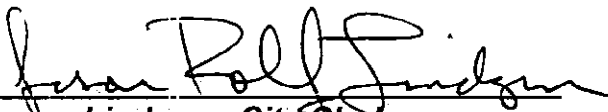
I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on May 24, 2017 by the following vote:

AYES: **COUNCILMEMBERS:** *Ly, Detrick, Hume, Nguyen, Suen*

NOES: **COUNCILMEMBERS:** *None*

ABSTAIN: **COUNCILMEMBERS:** *None*

ABSENT: **COUNCILMEMBERS:** *None*



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