
6.0 OTHER CEQA CONSIDERATIONS

6.0 OTHER CEQA CONSIDERATIONS

This section discusses additional topics statutorily required by the California Environmental Quality Act (CEQA), including growth-inducing impacts, significant irreversible environmental effects, significant and unavoidable environmental effects, and a summary of cumulative effects.

6.1 GROWTH-INDUCING IMPACTS

INTRODUCTION

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by CEQA Guidelines as:

...the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if, for example, a project involved construction of new housing. A project would have indirect growth inducement potential if, for example, it established substantial new permanent employment opportunities (e.g., commercial, industrial or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if, for example, it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory

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policies or conditions. Since the general plan of a community defines the location, type and intensity of growth, it is the primary means of regulating development and growth in California.

GROWTH EFFECTS OF THE PROPOSED PROJECT

The proposed Community Plan would guide future development in the Project area and would directly induce growth in the City. Section 3.0, Demographics, of this Draft EIR provides a detailed discussion of the City's existing population, housing, and employment conditions as well as an analysis of the Project's proposed housing supply and nonresidential development. Changes in population and employment are not in and of themselves environmental impacts. However, they may result in the need for the construction of new housing, businesses, infrastructure, and services that provide for increases in population and employment. The Project's potential impacts on the physical environment are evaluated in Sections 5.1 through 5.13 of this Draft EIR.

Population and Employment Growth

The proposed Project would result in the development of 4,790 new homes generating approximately 17,010 new residents. This would represent an approximately 9.6 percent increase over the City's 2012 population. As stated in Section 3.0, the Project area has been identified as a major growth area and its development and associated increases in population were anticipated in the General Plan and the General Plan EIR. This population growth is also within SACOG's growth projections for the City. Therefore, while development of the Project area would enable large increases in population, those increases have been anticipated and accounted for through regional and City planning processes, and the Project would not induce growth beyond that already considered by the City. Development of the Project area simply implements those processes.

The proposed Project would also result in the development of 7.6 million square feet of nonresidential land uses generating approximately 23,410 new jobs. The Project could therefore induce growth through the creation of permanent employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. However, as discussed in Section 3.0, the City currently has a jobs-to-housing ratio of 0.58, indicating a significant shortage of jobs compared to available housing stock in the City. Consequently, some of the City's existing residents could find employment in the Project area. Therefore, the additional jobs created within the Project area would help to improve the City's overall ratio, and the ample existing and planned housing within the City could accommodate the potential employees. In addition, a more balanced jobs-to-housing ratio can reduce environmental impacts by limiting commute vehicle miles traveled during peak periods in areas where congestion is growing.

Growth Effects Associated with Infrastructure Improvements

The proposed Project could also potentially indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. The City's infrastructure and public services are largely provided by other public and private service providers (e.g., Sacramento County Water Agency for water supply; Sacramento Regional County Sanitation District and Sacramento Area Sewer District for wastewater service; Sacramento Municipal Utility District for electrical service) that utilize master plans for guiding planned facility and service expansions that are subject to environmental review under CEQA.

Although the Project area is located in an area that is, for the most part, rural and undeveloped, many of the surrounding areas are planned and approved for future development. This includes the Elk Grove Promenade and the Sterling Meadows projects to the east, the Laguna Ridge Specific Plan to the north, and the East Franklin Specific Plan to the northwest. The area south of the Project area is outside the City limits.

Infrastructure facilities such as water and sewer lines would need to be extended throughout the Project area to serve future development. As discussed in Section 5.12, Public Utilities, the Project area would connect to transmission water mains and sewer interceptors that are existing or planned in the area and which have been planned on a cumulative basis through a series of studies for the various development projects in the area. Therefore, development of the Project area would not result in a significant extension of infrastructure facilities.

The Project also includes several roadway improvements that would add capacity and accommodate increased traffic volumes in the area. However, the proposed roadway improvements would involve widening and improving roadways to their respective General Plan designations to accommodate planned growth in the City. Therefore, the Project's proposed roadway improvements would not indirectly result in any growth beyond that already considered in this Draft EIR and the City's General Plan and General Plan EIR.

ENVIRONMENTAL EFFECTS OF GROWTH

As described above, the proposed Project would induce further population growth in the City. Future infrastructure and roadway improvements would support such growth within the City. As a result of the Project's potential to increase the City's housing supply and employment opportunities, the Project is considered to be growth-inducing. The environmental effects of this growth would be similar to those envisioned in association with implementation of a master plan as identified in the Elk Grove General Plan and would not result in substantial changes to demands for public services and utilities. The effects of this growth are addressed in Sections 5.1 through 5.13 of this Draft EIR.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

CEQA Sections 21100(b)(2) and 21100.1(a) require that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. In addition, CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The Elk Grove General Plan EIR (SCH Number 2002062082) evaluated significant irreversible environmental effects associated with implementation of the adopted General Plan. That EIR identified that the conversion of undeveloped open space land areas to residential, commercial, industrial, office, public, and recreational uses would occur with implementation of the General Plan.

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Development of the City of Elk Grove Land Use Policy Plan Map constitutes a long-term commitment to residential, commercial, and office land uses. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of the City, including the Project area, would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure proposed. Renewable, nonrenewable, and limited resources would likely be consumed as part of the development of the proposed Project and would include, but are not limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. In addition, development of the Project area would result in increased demand on public services and utilities (see Section 5.9, Hydrology and Water Quality, Section 5.11, Public Services and Recreation, and Section 5.12, Public Utilities, of this Draft EIR).

The Project area is designated for urban development under a comprehensive master plan on the General Plan Land Use Policy Map. Therefore, development of the Project area under the proposed Community Plan would be consistent with the General Plan and would result in significant irreversible impacts similar to those discussed in the Elk Grove General Plan EIR. The proposed sports complex, should it be developed, could result in a more intensive use than that currently proposed on the land plan, depending on the complex's location. Therefore, the proposed Project with a sport complex could consume more energy and natural resources and result in significant irreversible impacts slightly greater than those discussed in the Elk Grove General Plan EIR. However, the increase would not be significant, as development of the Project area with or without the sports complex would result in it being permanently converted to urban uses.

6.3 ENERGY CONSERVATION

INTRODUCTION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines.

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and therefore would not create a significant impact on energy resources.

BACKGROUND

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximate amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs
Gasoline	125,000 per gallon
Natural Gas	100,000 per therm
Electricity	3,413 per kilowatt-hour

Total energy usage in California was 7,858 trillion BTUs in 2011, which equates to an average of 209 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 38.3 percent transportation, 22.8 percent industrial, 19.6 percent commercial, and 19.3 percent residential. Petroleum satisfies 43 percent of California's energy demand, natural gas 28 percent, electricity 11 percent, and renewables 12 percent. Nuclear electric power accounts for less than 5 percent and coal fuel less than 1 percent of California's total energy demand. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2014).

Given the nature of the proposed Project as a mix of industrial, commercial, and residential uses, the following discussion focuses on the three sources of energy that are most relevant to the project—namely, electricity and natural gas for the proposed industrial, commercial, and residential uses, and transportation fuel for vehicle trips associated with the Project.

The Project area has historically been used for agricultural purposes and is primarily undeveloped with some scattered agricultural residences, ornamental landscaping, and outbuildings. As such, minimal energy is currently consumed in the Project area.

APPLICABLE REGULATIONS

Title 24, Energy Efficiency Standards

The California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The provisions of the California Energy Code apply to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances; they also give guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances, water and space heating and cooling equipment, and insulation for doors, pipes, walls, and ceilings. The CEC adopted the 2005 changes to the Building Efficiency Standards, which emphasized saving energy during peak periods and seasons, and improving the quality of installation of energy efficiency measures. It is estimated that implementation of the 2005 Title 24 standards has resulted in an increased energy savings of 8.5 percent relative to the previous Title 24 standards. Compliance with Title 24 standards is verified and enforced through the local building permit process. The 2008 Title 24 Standards, which had an effective date beginning August 1, 2009, include added provisions that require, for example, "cool roofs" on commercial buildings; increased efficiency in heating, ventilating, and air conditioning systems; and increased use of skylights and more efficient lighting systems. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2013 Standards will continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards will go into effect on July 1, 2014.

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Elk Grove General Plan

The City of Elk Grove General Plan contains the following policies and actions related to energy conservation that apply to the proposed Project. These policies and goals are contained in the Conservation and Air Quality Element (City of Elk Grove 2003a). The Project does not include any actions or components that conflict with these General Plan policies. However, it should be noted that the final authority for interpretation of a policy statement, determination of the Project's consistency, ultimately rests with the Elk Grove City Council.

- "CAQ-25:** The City shall encourage:
- Recycling,
 - Reduction in the amount of waste, and
 - Re-use of materials to reduce the amount of solid waste generated in Elk Grove."
- "CAQ-25-Action 3:** Encourage the use of recycled concrete in all base material utilized in City and private road construction."
- "CAQ-25-Action 4:** Include a requirement for the use of recycled base material in all requests for bids for City roadway construction projects."
- "CAQ-25-Action 5:** Establish procurement policies and procedures, which facilitate purchase of recycled, recyclable or reusable products and materials where feasible."
- "CAQ-26:** It is the policy of the City of Elk Grove to minimize air pollutant emissions from all City facilities and operations to the extent feasible and consistent with the City's need to provide a high level of public service."
- "CAQ-27:** The City shall promote energy conservation measures in new development to reduce on-site emissions and power plant emissions. The City shall seek to reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development."
- "CAQ-27-Action 1:** Provide information to the public and builders on available energy conservation techniques and products."
- "CAQ-27-Action 2:** Encourage the use of trees planted in locations that will maximize energy conservation and air quality benefits. Encourage the use of landscaping materials which produce lower levels of hydrocarbon emissions."
- "CAQ-27-Action 3:** During project review, City staff shall consider energy conservation and, where appropriate, suggest additional energy conservation techniques."
- "CAQ-27-Action 4:** During project review, ensure that "Best Available Control Technology" is properly used and implemented."

- “CAQ-28:** The City shall emphasize “demand management” strategies which seek to reduce single-occupant vehicle use in order to achieve state and federal air quality plan objectives.”
- “CAQ-29:** The City shall seek to ensure that public transit is a viable and attractive alternative to the use of private motor vehicles.”
- “CAQ-30:** All new development projects which have the potential to result in substantial air quality impacts shall incorporate design, construction, and/or operational features to result in a reduction in emissions equal to 15 percent compared to an “unmitigated baseline” project. An “unmitigated baseline project” is a development project which is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features which may be required by the Zoning Code or other applicable codes.”
- “CAQ-32:** As part of the environmental review of projects, the City shall identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures, potentially including—in the case of projects which may conflict with applicable air quality plans—emission reductions in addition to those required by Policy CAQ-30.”

CEQA GUIDELINES

CEQA Guidelines Appendix F requires that EIRs contain a discussion of the potential energy impacts of a project with an emphasis on reducing the wasteful, inefficient, or unnecessary consumption of energy. CEQA Guidelines Appendix F further states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption.
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil.
- Increasing reliance on renewable energy sources.

PROJECT ENERGY CONSUMPTION AND CONSERVATION

The proposed Project would introduce energy usage on a site that is currently primarily undeveloped and thus uses minimal energy. The Project would consume large amounts of energy in both the short term during project construction and in the long term during Project operation.

Construction Phase

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

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Energy Consumed by Construction Vehicles and Equipment

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and construction. Fuel energy consumed during construction would be temporary in nature; however, because of the size and scope of the Project, it could represent a significant demand on energy resources.

Energy Conservation During Construction

Some incidental energy conservation would occur during construction through implementation of noise mitigation measures identified in Section 5.10, Noise, of this DEIR. For example, there would be some fuel savings resulting from the prohibition of unnecessary idling of vehicles and equipment, from the requirement that equipment be properly maintained, and from the use of alternative construction equipment such as electrified equipment rather than those powered by combustion engines (MM 5.10.1). Section 5.3, Air Quality, provides similar mitigation measures requiring that construction vehicles and equipment not be left idling for more than 5 minutes (MM 5.3.1f) and that all equipment be in proper working condition (MM 5.3.1g). In addition, Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation.

Bound Energy Contained in Construction Materials

Construction of the proposed Project would require large amounts of construction materials such as concrete, asphalt, steel, lumber, and glass, which require energy to acquire, manufacture, process, and transport. Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. Elk Grove General Plan Policy CAQ-25-Action 3 requires the use of recycled concrete in public road construction and encourages its use in private road construction. In addition, given high fuel prices, contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce the costs of transportation. Furthermore, it is reasonable to assume that production of building materials would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Therefore, it is expected that materials used in construction would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Phase

The operational phase of the proposed Project would consume energy for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, electronics, office equipment, and commercial and industrial machinery. Operational energy would also be consumed during each vehicle trip associated with the proposed uses. Transportation energy is discussed separately.

On-Site Operational Energy Consumption

As shown in greater detail in Section 2.0, Project Description, the proposed Project would allow for the development of 4,790 residential units and 7,828,930 square feet of nonresidential uses including office, commercial, and industrial. As shown in **Table 6.0-1** below, these proposed land uses would consume an estimated 953 billion BTUs annually.

**TABLE 6.0-1
PROJECT ENERGY CONSUMPTION BY LAND USE**

Land Use	Energy Use Rate		Units or Square Feet	Annual Energy Consumption (billion BTUs)
	BTUs per unit	BTUs per square foot		
Residential	62,000,000	–	4,790 units	297
Office	–	92,889	5,242,409 sf	487
Commercial ¹	–	89,838	1,172,488 sf	105
Industrial	–	45,247	1,414,033	64
Total				953

Source: EIA 2003, 2009

Notes:

1. Includes both the “Commercial” and nonresidential portion of the “Village Center Mixed Use” land use.

Energy Conservation During Operation

Each of the Project’s proposed land uses would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

Transportation

Transportation Energy Consumption and Conservation

As described in Section 5.13, Transportation, the proposed Project would generate approximately 130,435 gross vehicle trips daily (96,561 net vehicle trips) or 47.6 million trips annually. The length of these trips and the fuel efficiency of the vehicles used to make these trips are not known; therefore, the resulting energy consumption cannot be calculated. However, it can be assumed that such a volume of vehicle trips would consume a significant amount of fuel.

The primary objective for the Project is to plan for a range of job opportunities that are supported by a balanced mix of residential densities and locally oriented retail uses that would be integrated with surrounding land uses. Most job-generating land uses would be located in the core area, with residential densities decreasing as distance from the core area increases. This layout places residents close to jobs and retail uses, thereby reducing the number and length of vehicle trips. In addition, the Project includes development of a complete transportation network made up of roadways, sidewalks, trails, and transit (including light rail) providing opportunities for residents and employees to use alternative modes of transportation. These Project attributes would result in a substantial reduction in the amount of vehicle miles traveled (33,874 net trips daily) and thus reduce energy consumption. In addition, the adopted federal vehicle fuel standards, which have been continually improved since their original adoption in 1975, assist in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

6.0 OTHER CEQA CONSIDERATIONS

CONCLUSION

In summary, the operation of the proposed Project would result in the consumption of an estimated 953 billion BTUs of electricity, natural gas, and renewable energy sources each year. Additional BTUs of gasoline and diesel fuels would be consumed during construction and operation of the proposed Project. Although not accounted for in the above estimates, a number of energy conservation measures would be incorporated into the design, construction, and operational aspects of the Project, as discussed above, which would result in a considerable reduction in Project energy consumption. Therefore, although the Project would result in the consumption of a significant amount of energy from multiple sources, it would not result in a significant impact to energy resources as it would not use energy in an inefficient, wasteful, or unnecessary manner.

6.4 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine whether the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment.

On November 19, 2003, the City Council approved Resolution 2003-216 certifying the Elk Grove General Plan Final EIR and adopting the associated Findings of Fact regarding environmental effects. A Statement of Overriding Considerations was adopted for the following impacts that were identified as significant and unavoidable:

- Loss of important farmland
- Agriculture/urban interface conflicts
- Cumulative conversion of important farmland and agriculture/urban interface conflicts
- Cumulative conflicts with land use plans or study areas outside the City limits
- Unacceptable levels of service on area roadways during the AM and PM peak hours
- Unacceptable level of service on State Route 99 northbound and southbound between Eschinger Road and Grant Line Road during the AM and PM peak hours
- Unacceptable levels of service on area roadways during the AM and PM peak hours under cumulative conditions
- Temporary noise increases that would exceed the City's noise standards
- Increased traffic noise levels in excess of the City's noise standards
- Cumulative impacts to regional noise attenuation levels
- Increased air quality emissions related to construction activities

- Increased air pollution emissions from operational activities of land uses within the City
- Contribution to cumulative regional air quality impacts
- Increased demand for water supply to the City
- Cumulative increased demand for water supply services
- Direct and indirect impacts on special-status wildlife species and their associated habitats
- Cumulative impacts related to the loss of special-status plant and wildlife species and their associated habitat
- Cumulative wastewater impacts related to serving the Urban Study Areas
- Alteration of scenic resources
- Cumulative contribution to the conversion of the region's rural landscape to residential, commercial, and other land uses resulting in alteration of visual conditions

The following significant and unavoidable impacts associated with the proposed Project are specifically identified in Sections 5.1 through Section 5.13 of this Draft EIR. The reader is referred to the various environmental issue areas of these sections for further details and analysis of the significant and unavoidable impacts identified below.

AESTHETICS, LIGHT, AND GLARE

Change in Existing Visual Character (Standard of Significance 3)

Impact 5.1.2 The proposed Project would develop the Project area and permanently alter the character of the area from agricultural uses to a developed urban character with office, light industrial, housing, commercial, and park uses. This impact is **significant and unavoidable**.

Cumulative Visual Resource Impacts (Standard of Significance 3)

Impact 5.1.4 Development of the proposed Project, in addition to other reasonably foreseeable projects in the region, would introduce new development into an undeveloped agricultural area and contribute to a cumulative increase in urban uses that result in changes in visual character. This is a **cumulatively considerable** impact.

Cumulative Light and Glare Impacts (Standard of Significance 4)

Impact 5.1.5 Development of the proposed Project, in addition to other reasonably foreseeable projects in the region, would introduce new development into an agricultural area and increase nighttime lighting and glare and contribute to regional skyglow. This is a **cumulatively considerable** impact.

6.0 OTHER CEQA CONSIDERATIONS

AGRICULTURAL RESOURCES

Conversion of Agricultural Land/Loss of Important Farmland and Conflicts with Williamson Act Contracts (Standards of Significance 1 and 2)

Impact 5.2.1 Implementation of the proposed Project would result in the conversion of approximately 1,184 acres of agricultural land, which includes approximately 325 acres of Farmland of Statewide Importance and 106 acres of Unique Farmland. The Project would also result in conversion of land under Williamson Act contract. This would constitute the loss of an irreplaceable resource and is considered a **significant** impact.

Cumulative Loss of Agricultural Land (Standards of Significance 1 and 2)

Impact 5.2.3 The Project would convert approximately 325 acres of Farmland of Statewide Importance and 106 acres of Unique Farmland to urban uses. The Project would also result in the conversion of one parcel under Williamson Act contract. This loss would contribute to the cumulative loss of farmland in the region. The loss of such farmland from the proposed Project would contribute to a **cumulatively considerable** impact.

AIR QUALITY

Short-Term or Construction-Related Air Quality Impacts (Standard of Significance 1)

Impact 5.3.1 Subsequent land use activities associated with implementation of the proposed Project could result in short-term construction emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This is considered a **significant** impact.

Long-Term Increases of Criteria Air Pollutants (Standard of Significance 1)

Impact 5.3.2 The proposed Project could result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This is considered a **significant** impact.

Result in a Cumulatively Considerable Net Increase in Nonattainment Criteria Pollutant (Standards of Significance 4 and 5)

Impact 5.3.6 The proposed Project in combination with growth throughout the air basin will exacerbate existing regional problems with ozone and particulate matter. This is considered a **cumulatively considerable** impact.

BIOLOGICAL RESOURCES

Cumulative Impacts to Biological Resources

Impact 5.4.13 Implementation of the proposed Project would contribute to the loss of biological resources in the region, as well as ongoing urbanization in southern

Sacramento County. The proposed Project's contribution to this impact would be **cumulatively considerable**.

NOISE

Short-Term Construction Noise Impacts (Standards of Significance 1 and 4)

Impact 5.10.1 Construction activities could result in a substantial temporary increase in ambient noise levels at nearby noise-sensitive land uses, which may result in increased levels of annoyance, activity interference, and sleep disruption. This impact is considered **potentially significant**.

Exposure to Non-Transportation Source Noise (Standard of Significance 3)

Impact 5.10.3 Implementation of the proposed Project may result in non-transportation noise levels that could exceed applicable noise standards at nearby noise-sensitive land uses. This impact would be considered **potentially significant**.

Groundborne Vibration Impacts (Standard of Significance 2)

Impact 5.10.4 Groundborne vibration levels associated with construction activities and planned transit facilities may exceed applicable groundborne vibration criterion at nearby land uses. This impact would be **potentially significant**.

Land Use Compatibility (Standard of Significance 1)

Impact 5.10.5 Projected on-site noise levels at proposed on-site land uses associated with vehicular traffic on nearby roadways and on-site light-rail transit operations could potentially exceed the City's noise standards for land use compatibility. As a result, this impact is considered **potentially significant**.

Contribution to Cumulative Traffic Noise (Standards of Significance 1 and 3)

Impact 5.10.6 Implementation of the proposed Project would result in a substantial contribution to cumulative noise levels along some area roadways. As a result, the proposed Project would be considered to have a **cumulatively considerable** contribution to traffic noise levels along area roadways.

PUBLIC UTILITIES

Cumulative Wastewater Impacts

Impact 5.12.2.3 Implementation of the proposed Project, in combination with other development within the SRCSD service area, would generate significant new wastewater flows requiring conveyance and treatment. This impact would be **cumulatively considerable**.

6.0 OTHER CEQA CONSIDERATIONS

TRAFFIC AND CIRCULATION

Intersection Operations (Standards of Significance 1 and 2)

Impact 5.13.1 Implementation of the proposed Project would result in a decline in service at seven intersections in the study area. This impact would be **potentially significant**.

Freeway Facility Operations (Standards of Significance 1 and 2)

Impact 5.13.2 Implementation of the proposed Project would worsen existing unacceptable conditions along SR 99. This impact would be **potentially significant**.

Cumulative Intersection Operations (Standards of Significance 1 and 2)

Impact 5.13.5 Implementation of the proposed Project, in combination with other planned, approved, and reasonably foreseeable projects, would result in a decline of service at eight intersections in the study area. This impact would be **cumulatively considerable**.

Cumulative Freeway Facility Operations (Standards of Significance 1 and 2)

Impact 5.13.6 Implementation of the proposed Project, in combination with other planned, approved and reasonably foreseeable projects, would worsen existing unacceptable operations along SR 99. This impact would be **cumulatively considerable**.

6.5 CUMULATIVE IMPACTS SUMMARY

This section summarizes the cumulative impacts associated with the proposed Project that are identified in the environmental issue areas in Chapter 5.0. Cumulative impacts are the result of combining the potential effects of the proposed Project with other recently approved, planned, and reasonably foreseeable development projects in the region. The reader is referred to Sections 5.1 through 5.13 for a full discussion of the proposed Project's cumulative impacts.

INTRODUCTION

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

- 1) Either:
 - a. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,
 - b. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- 2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency is not required to consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

CUMULATIVE SETTING

A general description of the cumulative setting is provided in Section 5.0, Introduction to the Environmental Analysis and Assumptions Used, as well as in **Table 5.0-1**. In addition, the cumulative setting for environmental issue areas evaluated in the Draft EIR is described in the section specific to the issue area (see Sections 5.1 through 5.13).

CUMULATIVE IMPACTS ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from implementation of the proposed Project and other approved and proposed development in the region. As described above, cumulative impacts are two or more effects that, when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than cumulatively considerable, potentially cumulatively considerable, or cumulatively considerable.

SECTION 5.1 AESTHETICS, LIGHT, AND GLARE

Cumulative Visual Resource Impacts (Standard of Significance 3)

Impact 5.1.4 Development of the proposed Project, in addition to other reasonably foreseeable projects in the region, would introduce new development into an undeveloped agricultural area and contribute to a cumulative increase in

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urban uses that result in changes in visual character. This is a **cumulatively considerable** impact.

Cumulative Light and Glare Impacts (Standard of Significance 4)

Impact 5.1.5 Development of the proposed Project, in addition to other reasonably foreseeable projects in the region, would introduce new development into an agricultural area and increase nighttime lighting and glare and contribute to regional skyglow. This is a **cumulatively considerable** impact.

SECTION 5.2 AGRICULTURAL RESOURCES

Cumulative Loss of Agricultural Land (Standards of Significance 1 and 2)

Impact 5.2.3 The Project would convert approximately 325 acres of Farmland of Statewide Importance and 106 acres of Unique Farmland to urban uses. The Project would also result in the conversion of one parcel under Williamson Act contract. This loss would contribute to the cumulative loss of farmland in the region. The loss of such farmland from the proposed Project would contribute to a **cumulatively considerable** impact.

Cumulative Impacts to Agricultural Productivity/Land Use Compatibility (Standard of Significance 3)

Impact 5.2.4 Cumulative projects could result in impairment to agricultural productivity and land use compatibility impacts. The proposed Project's contribution to this impact would be **less than cumulatively considerable**.

SECTION 5.3 AIR QUALITY

Result in a Cumulatively Considerable Net Increase in Nonattainment Criteria Pollutant (Standards of Significance 4 and 5)

Impact 5.3.6 The proposed Project in combination with growth throughout the air basin will exacerbate existing regional problems with ozone and particulate matter. This is considered a **cumulatively considerable** impact.

SECTION 5.4 BIOLOGICAL RESOURCES

Cumulative Impacts to Biological Resources

Impact 5.4.13 Implementation of the proposed Project would contribute to the loss of biological resources in the region, as well as ongoing urbanization in southern Sacramento County. The proposed Project's contribution to this impact would be **cumulatively considerable**.

SECTION 5.5 CULTURAL RESOURCES

Prehistoric Resources, Historic Resources, and Human Remains (Standards of Significance 1, 2, and 3)

Impact 5.5.3 Development of the proposed Project could result to the cumulative disturbance of cultural resources (i.e., prehistoric sites, historic sites, historic buildings/structures, and isolated artifacts and features) and human remains. This impact would be **potentially cumulatively considerable**.

Paleontological Resources

Impact 5.5.4 Development of the proposed Project could result to the cumulative disturbance of paleontological resources (i.e., fossils and fossil formations). This would be a **cumulatively considerable** impact.

SECTION 5.6 GEOLOGY, SOILS, AND SEISMICITY

Cumulative Geologic and Soil Impacts (Standards of Significance 1, 2, 3, and 4)

Impact 5.6.4 Implementation of the proposed Project, in combination with other reasonably foreseeable development, would not contribute to cumulative geologic and soil impacts, as the impacts would be site-specific. This would be a **less than cumulatively considerable** impact.

SECTION 5.7 GREENHOUSE GAS EMISSIONS

Generate Greenhouse Gas Emissions That May Have a Significant Impact on the Environment (Standards of Significance 1 and 2)

Impact 5.7.1 The proposed Project would result in a net increase in GHG emissions, yet would not result in a significant impact on the environment. This impact is **potentially cumulatively considerable**.

SECTION 5.8 HAZARDS AND HAZARDOUS MATERIALS

Cumulative Exposure Through Transport, Use, Storage, and Disposal of Hazardous Materials (Standard of Significance 1)

Impact 5.8.4 Cumulative development within the City would increase handling, storage, disposal, and transport of hazardous materials within the Project area. However, cumulative development, including the proposed Project, would be subject to applicable federal, state, and local regulations that would govern the handling, storage, disposal, and transport of hazardous materials. This impact is **less than cumulatively considerable**.

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SECTION 5.9 HYDROLOGY AND WATER QUALITY

Cumulative Water Quality Impacts (Standards of Significance 1, 3, and 6)

Impact 5.9.4 Development of the Project area in combination with other development within Drainage Shed C would increase stormwater runoff, alter existing drainage patterns and result in water quality degradation. Compliance with existing regulations would reduce these impacts to a level that is **less than cumulatively considerable**.

Cumulative Drainage and Flooding Impacts (Standards of Significance 4 and 5)

Impact 5.9.5 Development of the Project area in combination with other development within Drainage Shed C would increase stormwater runoff and alter existing drainage patterns. Compliance with existing regulations would reduce these impacts to a level that is **less than cumulatively considerable**.

Cumulative Water Demand Increase (Standard of Significance 2)

Impact 5.9.6 Development of the Project area in combination with other development within SCWA's Zone 40 would increase demand for groundwater and could potentially interfere with recharge of the aquifer. This impact would be **less than cumulatively considerable**.

SECTION 5.10 NOISE

Contribution to Cumulative Traffic Noise (Standards of Significance 1 and 3)

Impact 5.10.6 Implementation of the proposed Project would result in a substantial contribution to cumulative noise levels along some area roadways. As a result, the proposed Project would be considered to have a **cumulatively considerable** contribution to traffic noise levels along area roadways.

Contribution to Cumulative Construction Noise (Standards of Significance 1 and 4)

Impact 5.10.7 Implementation of the proposed Project would not result in a substantial contribution to cumulative construction noise levels in the Project area. As a result, this impact would be considered **less than cumulatively considerable**.

SECTION 5.11 PUBLIC SERVICES AND RECREATION

Cumulative Impacts to Fire Protection and Emergency Medical Services

Impact 5.11.1.2 Implementation of the proposed Project, in combination with other development within the CCSD's service area, would increase demand for fire protection and emergency medical services. This impact would be **less than cumulatively considerable**.

Cumulative Law Enforcement Impacts

Impact 5.11.2.2 Implementation of the proposed Project, in combination with other development within the City of Elk Grove, would increase demand for law enforcement services. This impact would be **less than cumulatively considerable**.

Cumulative Public School Impacts

Impact 5.11.3.2 Implementation of the proposed Project, in combination with other development in the EGUSD service area, would result in the generation of additional students. Each project would be required to pay development fees on a project-by-project basis, which would fund school facility construction. This impact would be **less than cumulatively considerable**.

Cumulative Impacts to Park and Recreational Facilities

Impact 5.11.4.3 Implementation of the proposed Project, in combination with other development within the CCSD service area, would result in a cumulative increase in demand for parkland and recreational facilities, the construction of which could impact the physical environment. This impact would be **less than cumulatively considerable**.

SECTION 5.12 PUBLIC UTILITIES

Cumulative Water Service Impacts

Impact 5.12.1.3 Implementation of the proposed Project, in combination with other development within the SCWA's Zone 40, would increase demand for domestic water supply. The proposed Project's contribution to this impact would be **less than cumulatively considerable**.

Cumulative Wastewater Impacts

Impact 5.12.2.3 Implementation of the proposed Project, in combination with other development within the SRCSD service area, would generate significant new wastewater flows requiring conveyance and treatment. This impact would be **cumulatively considerable**.

Cumulative Solid Waste Service (Standards of Significance 1 and 2)

Impact 5.12.3.2 Implementation of the proposed Project, in combination with other development within the City, would generate solid waste thereby increasing demand for hauling and disposal services. This impact would be **less than cumulatively considerable**.

Cumulative Electric, Telephone, and Natural Gas Impacts (Standards of Significance 1 and 2)

Impact 5.12.4.2 Implementation of the proposed Project, in combination with other development within the service areas of the applicable providers, would increase demand for electric, natural gas, and telephone services. This impact would be **less than cumulatively considerable**.

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SECTION 5.13 TRANSPORTATION

Cumulative Intersection Operations (Standards of Significance 1 and 2)

Impact 5.13.5 Implementation of the proposed Project, in combination with other planned, approved, and reasonably foreseeable projects, would result in a decline of service at eight intersections within the study area. This impact would be **cumulatively considerable**.

Cumulative Freeway Facility Operations (Standards of Significance 1 and 2)

Impact 5.13.6 Implementation of the proposed Project, in combination with other planned, approved and reasonably foreseeable projects, would worsen existing unacceptable operations along SR 99. This impact would be **cumulatively considerable**.

REFERENCE

- (EIA) US Energy Information Administration. 2003. *2003 Commercial Buildings Energy Consumption Survey: Overview of Commercial Buildings, 2003*. Accessed March 12, 2014. <http://www.eia.gov/consumption/commercial/data/archive/cbecs/cbecs2003/overview1.html>.
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6.0 OTHER CEQA CONSIDERATIONS

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