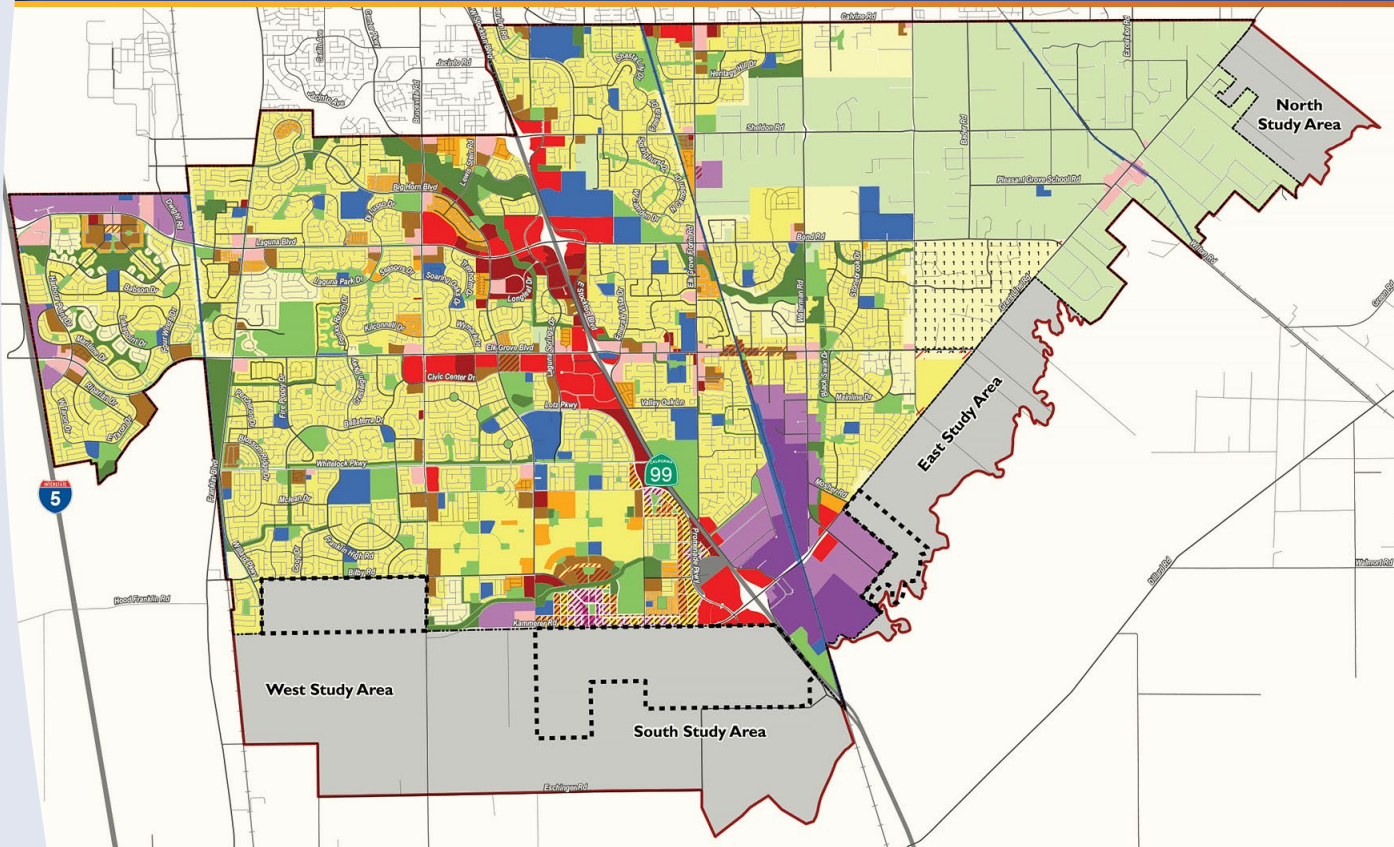


FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled Standards



SCH No. 2022020463

Prepared for:



November 2023

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled Standards

SCH No. 2022020463

Prepared for:



City of Elk Grove
8401 Laguna Palms Way
Elk Grove, California 95758

Contact:

Christopher Jordan
Director Strategic Planning and Innovation
916.478.2222

Prepared by:



Ascent Environmental
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Kari Zajac
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916.732.3329

November 2023

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LIST OF ABBREVIATIONS

Caltrans	California Department of Transportation's
CAP	climate action plan
CEQA	California Environmental Quality Act
City	City of Elk Grove
Draft SEIR	draft subsequent environmental impact report
Final SEIR	final subsequent environmental impact report
GHG	greenhouse gas
LEA Community Plan	Livable Employment Area Community Plan
Regional San	Regional County Sanitation District
RWQCB	Regional Water Quality Control Board's
SCMP	Subregional Corridor Mitigation Program
SCWA	Sacramento County Water Agency
SMAQMD	Sacramento Metropolitan Air Quality Management District
SR 99	State Route 99
SR	State Route
VMT	vehicle miles traveled
WSMPA	Water Supply Master Plan Amendment

1 INTRODUCTION

This final subsequent environmental impact report (Final SEIR) has been prepared by the City of Elk Grove (City), as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CCR Section 15132). This Final SEIR contains responses to comments received on the draft subsequent environmental impact report (Draft SEIR) for the City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled (VMT) Standards (General Plan Amendments and Update of VMT Standards, or Project). The Final SEIR consists of the Draft SEIR and this document (response to comments document), which includes comments on the Draft SEIR, responses to those comments, and revisions to the Draft SEIR. This is a subsequent EIR to the *City of Elk Grove General Plan Update Draft and Final Environmental Impact Report* (General Plan EIR) (State Clearinghouse Number 2017062058).

1.1 PURPOSE AND INTENDED USES OF THIS FINAL EIR

CEQA requires a lead agency that has prepared a Draft EIR to consult with and obtain comments from responsible and trustee agencies that have jurisdiction by law with respect to the Project, and to provide the public with an opportunity to comment on the Draft EIR. The Final EIR is the mechanism for responding to these comments. This Final SEIR has been prepared to respond to comments received on the Draft SEIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft SEIR, including Project updates, made in response to these comments and as a result of the City's ongoing planning efforts. The Final SEIR will be used to support the City's decision regarding whether to approve the General Plan Amendments and Update of VMT Standards Project.

This Final SEIR will also be used by CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit Project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the Project or that have jurisdiction over portions of the Project.

Responsible, trustee, and interested agencies include:

- ▶ California Department of Fish and Wildlife (CDFW)
- ▶ Elk Grove Water District (EGWD)
- ▶ Omochumne-Hartnell Water District (OHWD)
- ▶ Sacramento Area Sewer District (SASD)
- ▶ Sacramento County Water Agency (SCWA)
- ▶ Sacramento Metropolitan Air Quality Management District (SMAQMD)

1.2 PROJECT LOCATION

The City is located in Sacramento County and consists of approximately 42 square miles within its boundary. Land uses are regulated under the City General Plan, which was comprehensively updated in 2019. The City General Plan established a Planning Area (approximately 31,238 acres) which includes all land within the current City limits as well as lands outside the City limits. Existing land uses in the City consist of residential at varying densities, commercial, office, industrial, park, and open space. Beyond the City limits, the Planning Area primarily consists of agricultural lands and rural residential uses. Nearby natural open space and habitat areas include the Stone Lakes National Wildlife Refuge and the Sacramento River to the west, the Cosumnes River Preserve to the south, and the Sacramento Regional County Sanitation District (Regional San) bufferlands to the northwest. Major roadway access to the City is provided by Interstate 5 (I-5) and State Route 99 (SR 99).

1.3 PROJECT OBJECTIVES

The primary objectives of the General Plan Amendments and Update of VMT Standards Project are to:

- ▶ create a physical environment that supports the growth of 21st century employment opportunities;
- ▶ develop walkable communities with amenities that attract and retain businesses and residents;
- ▶ update the City's VMT thresholds consistent with the most recent model while maintaining consistency with the policy provisions of the Mobility Chapter of the General Plan for efficient transportation systems in the City;
- ▶ refine the requirements for General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b to improve its implementation; and
- ▶ establish design and implementation provisions for Segments A2 and C of the Capital SouthEast Connector.

1.4 SUMMARY DESCRIPTION OF THE PROJECT

The proposed General Plan Amendments and Update of VMT Standards Project would amend the City of Elk Grove General Plan (General Plan) to establish the Livable Employment Area Community Plan (LEA Community Plan); update of City VMT thresholds and guidelines (VMT Update); and various other General Plan land use adjustments including amendments to the South Study Area and West Study Area; and amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b that requires preparation of a cultural resource analysis and protection of cultural resources for subsequent development projects.

1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

The Draft SEIR identified the following Project significant and unavoidable impacts beyond what was identified in the General Plan EIR:

- ▶ Impact 3.2-2: Operational Air Quality
- ▶ Impact 3.5-1: Project Generated Greenhouse Gas Emissions
- ▶ Impact 3.6-2: Increased Traffic Noise
- ▶ Impact 3.8-3: Increased Demand for New Public School Facilities
- ▶ Impact 3.9-1: Result in an Exceedance of City of Elk Grove General Plan VMT Thresholds
- ▶ Impact 4-3: Cumulative Air Quality Impacts
- ▶ Impact 4-6: Cumulative Greenhouse Gas Impacts
- ▶ Impact 4-8: Cumulative Traffic Noise Impacts
- ▶ Impact 4-12: Cumulative Public School Impacts
- ▶ Impact 4-14: Cumulative Impacts on Vehicle Miles Traveled

1.6 CEQA PUBLIC REVIEW PROCESS

On June 2, 2023, the City released the Draft SEIR for a 45-day public review and comment period. The Draft SEIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (<https://www.elkgrovecity.org/strategic-planning-and-innovation/kammerer-road-urban-design-study>); and was made available at the City's offices at 8401 Laguna Palms Way and the Elk Grove Library at 8900 Elk Grove Boulevard. A notice of availability (NOA) of the Draft SEIR was published in the local newspaper and distributed by the City to a project-specific mailing list.

A public meeting was held at 6:00 pm on Wednesday July 12, 2023, to receive input from agencies and the public on the Draft SEIR. The meeting was recorded, and no comments were received.

As a result of these notification efforts, written comments were received from five agencies and two individuals on the content of the Draft SEIR. Chapter 2, "Responses to Comments," identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines Section 15088.5).

1.7 ORGANIZATION OF THE FINAL EIR

This Final EIR is organized as follows:

Chapter 1, "Introduction," describes the purpose of the Final EIR, summarizes the General Plan Amendments and Update of VMT Standards Project and the major conclusions of the Draft SEIR, provides an overview of the CEQA public review process, and describes the content of the Final SEIR.

Chapter 2, "Responses to Comments," contains a list of all parties who submitted comments on the Draft SEIR during the public review period, copies of the comment letters received, and responses to the comments.

Chapter 3, "Revisions to the Draft SEIR," presents revisions to the Draft SEIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

Chapter 4, "References," identifies the documents used as sources for the analysis.

Chapter 5, "List of Preparers," identifies the lead agency contacts as well as the preparers of this Final SEIR.

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2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the public review period for the Draft SEIR, which concluded on July 17, 2023. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft SEIR.

2.1 LIST OF COMMENTERS ON THE DRAFT EIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 2-1 List of Commenters

Letter No.	Commenter	Date
AGENCIES		
A1	Central Vally Regional Water Quality Control Board (RWQCB) Peter Minkel, Engineering Geologist	July 13, 2023
A2	California Department of Transportation (Caltrans) Gary Arnold, Branch Chief District 3	July 14, 2023
A3	Sacramento Area Council of Governments (SACOG) Kacey Lizon, Deputy Executive Director of Planning and Programs	July 17, 2023
A4	Sacramento County Water Agency (SCWA) Esther Kinyua	July 17, 2023
A5	Sacramento Air Quality Management District (SMAQMD) Paul Philley, Program Supervisor, CEQA, and Land Use	July 17, 2023
INDIVIDUALS		
I1	Elizabeth Meland	June 4, 2023
I2	Daniel P. Doportio	July 13, 2023

2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft SEIR and the responses to those comments are provided below. The comment letters are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

2.2.1 Agencies



Letter
A1

Central Valley Regional Water Quality Control Board

13 July 2023

Christopher Jordan
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758
cjordan@elkgrovecity.org

COMMENTS TO REQUEST FOR REVIEW FOR THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, CITY OF ELK GROVE GENERAL PLAN AMENDMENTS AND UPDATE OF VEHICLE MILES TRAVELED STANDARDS PROJECT, SCH#2022020463, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse’s 2 June 2023 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Subsequent Environmental Impact Report* for the City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled Standards Project, located in Sacramento County.

A1-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

A1-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

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adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

A1-2
cont.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

A1-3

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention

A1-4

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Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

A1-4
 cont.

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Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

A1-4
cont.

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation

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activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

A1-4
cont.

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If you have questions regarding these comments, please contact me at (916) 464-4684
or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Letter A1 Central Valley Regional Water Quality Control Board

Peter Minkel, Engineering Geologist

July 13, 2023

- A1-1 The comment is an introductory remark and outlines the Central Valley Regional Water Quality Control Board's (RWQCB) responsibilities/authority.
- The comment it noted.
- A1-2 The comment provides background on the Basin Plan.
- The comment does not address the adequacy of the SEIR analysis, and no further response is required. The Basin Plan was identified in the General Plan Draft EIR on page 5.9-22. This comment is noted.
- A1-3 The comment states that the environmental review document should evaluate potential impacts to both surface and groundwater quality.
- As identified in Section 3.11, "Additional Environmental Review," of the Draft SEIR, the impact analysis is based in part on the analyses provided in the previously certified General Plan EIR, Southeast Policy Area Strategic Plan EIR, Laguna Ridge Specific Plan EIR, Sterling Meadows Tentative Subdivision Map EIR, and the Lent Ranch Marketplace Special Planning Area EIR. Impacts related to water quality are described under Sub-Section 3.11.5, "Hydrology and Water Quality," beginning on page 3.11-28 of the Draft SEIR. As stated on page 3.11-30 of the Draft SEIR, "Development facilitated by the Project would be in compliance with the City's drainage and water quality standards, and Elk Grove Municipal Code Chapter 15 and Chapter 16." The Draft SEIR analyzes the potential effects on both surface and groundwater quality.
- A1-4 The comment provides an overview of potential permitting requirements related to maintaining water quality that may apply to development in the City.
- Regulatory requirements related to maintaining water quality are provided under Sub-Section 3.11.5, "Hydrology and Water Quality," of the Draft SEIR. Coordination with the RWQCB and acquisition of any necessary permits or coverage under general permits administered by the RWQCB for future site-specific development under the Project would occur, as needed and as individual developments are proposed.
- The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOV

Letter
A2

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



July 14, 2023

GTS# 03-SAC-2023-01382

Christopher Jordan
Director Strategic Planning and Innovation
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

General Plan Amendments and Update of Vehicle Miles Traveled Standards Project

Dear Mr. Christopher:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which include addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan 2050, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The City of Elk Grove (City) has prepared this Draft SEIR for the General Plan Amendments and Update of Vehicle Miles Traveled Standards Project (Project). The proposed Project would amend the City of Elk Grove General Plan (General Plan) to establish the Livable Employment Area Community Plan (LEA Community Plan); update of City vehicle miles traveled (VMT) thresholds and guidelines (VMT Update); and various other General Plan land use adjustments including amendments to the South Study Area and West Study Area; and amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b that requires preparation of a cultural resource study and protection of cultural resources for subsequent development projects.

We will work in partnership on an ongoing basis to address issues such as access management, safety and reducing vehicular miles traveled. In addition, please note the following:

Freeway Operations

Development around Segment A2 (Bruceville Road to SR 99) and Segment C (Grantline Between Calvine and Bond) is expected to have impacts on the SR

A2-1

A2-2

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Christopher Jordan
July 14, 2023
Page 2

99/Kammerer Road interchange. This could lead to potential safety issues due to off ramp queueing. Please provide what measures are being taken to address this issue.

A2-2
cont.

Please clarify if there are plans to analyze queueing issues and if there are any mitigation measures being proposed to address queueing.

Forecasting & Modeling

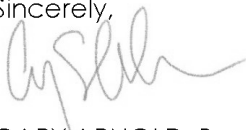
The plan states that there will be significant and unavoidable VMT impacts. Please provide what steps/mitigation will be looked in to bring VMT per service population below the threshold.

A2-3

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,



GARY ARNOLD, Branch Chief
Local Development Review, Equity and System Planning
Division of Planning, Local Assistance and Sustainability
Caltrans District 3

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Letter A2 California Department of Transportation

Gary Arnold, Branch Chief District 3

July 14, 2023

- A2-1 The comment is an introductory remark summarizing the Project and the California Department of Transportation's (Caltrans) partnership to address transportation issues with the City.
- The comment is noted.
- A2-2 The comment states that development around Bruceville Road to State Route (SR) 99 and on Grant Line Road from Calvine Road to Bond Road would have impacts on the SR 99 and Kammerer Road interchange. The comment continues that ramp queuing could lead to safety issues and requests any plans or measures to analyze queuing.
- The Mobility chapter of the Elk Grove General Plan contains policies designed to further the City's mobility strategy, including implementation of the Transportation Network Diagram. The Mobility chapter incorporates and expands the City's complete streets policies; supports key implementation tools, such as the Bicycle, Pedestrian, and Trails Master Plan, the Transportation Analysis Guidelines, and the Climate Action Plan; and identifies measures to support alternative transportation investments, as well as transit-friendly and active transportation-friendly development.
- The Transportation Network Diagram is sized to accommodate increased travel due to planned development (i.e., including development around Segment A2 and Segment C referenced in the comment), consistent with the City's intersection and roadway performance targets (General Plan Policy MOB-1-3). Key transportation projects included in the Transportation Network Diagram that would affect performance of the SR 99/Kammerer Road interchange include:
- ▶ SR 99/Whitelock Parkway Interchange – Construction of a new partial interchange on SR 99 at Whitelock Parkway.
 - ▶ SR 99/Eschinger Road Interchange – Construction of improvements to the partial interchange on SR 99 at Eschinger Road
 - ▶ Grant Line Road/Kammerer Road Widening – Widening Grant Line Road to eight lanes from west of Lotz Parkway to Bradshaw Road.
 - ▶ Big Horn Road Extension – Extension of Big Horn Road from Bilby Road to Kammerer Road
 - ▶ Lotz Parkway Extension – Extension of Lotz Parkway from Whitelock Parkway to Kammerer Road.
 - ▶ Kammerer Road Extension – Construction of the Kammerer Road Extension from Bruceville Road to Hood Franklin Road
- General Plan Policy MOB-7-4 requires new development to provide funding or to construct roadway/intersection improvements to implement the City's Transportation Network Diagram. The payment of adopted roadway development or similar fees is implemented through the City Roadway Fee Program and the voluntary Interstate 5 Subregional Corridor Mitigation Program (SCMP). These programs are considered compliant with the requirements of Policy MOB 7-4 regarding those facilities included in the fee program, provided the City finds that the fee adequately funds required roadway and intersection improvements. If payment of adopted fees is used to achieve compliance with Policy MOB-7-4, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program. The City of Elk Grove adopted the SCMP in September 2017 and offers the voluntary SCMP fee as an option to mitigate impact to the State Highway System.
- The City's Transportation Analysis Guidelines outline the analysis methodologies for analyzing transportation impacts under CEQA and for General Plan consistency for project-level analysis where the details of the project are known, and the effects of the project can be predicted with greater

accuracy. Specific to the State Highway System, the Transportation Analysis Guidelines require that Caltrans District traffic operations branch be consulted before beginning analysis affecting the State Highway System, which may occur as part of the CEQA process. Consequently, future development as part of the Project that may affect off-ramp queuing would be required to analyze the effect of each individual project on the transportation facility if requested by Caltrans.

In addition, the City conducted AM and PM peak hour operations analysis under General Plan Buildout conditions to verify off-ramp queuing at the SR 99/Kammerer Road interchange. The analysis was conducted using the SimTraffic micro-simulation software. Table 2-1 summarizes off-ramp vehicle queuing at the SR 99/Kammerer Road interchange under General Plan Buildout conditions. As shown in Table 2-1, the off-ramp vehicle queues would be accommodated within available storage at the SR 99/Kammerer Road interchange under General Plan Buildout conditions.

Table 2-2 Intersection Off-Ramp Queuing – General Plan Buildout Conditions

Intersection	Traffic Control	Available Storage (feet)	Peak Hour	Vehicle Queue (feet)	Storage Exceeded?
Kammerer Road/SR 99 SB ¹ Ramps	Signal	1,600	AM	950	No
			PM	475	No
Grant Line Road/SR 99 NB Ramps ¹	Signal	1,500	AM	275	No
			PM	350	No

Notes: SB = south bound, NB = north bound.

¹ Maximum average queue length calculation using SimTraffic micro-simulation software.

Source: Fehr & Peers 2023

A2-3

The comment requests steps and mitigation that would be used for projects to reduce vehicle miles traveled (VMT) per service population below the City’s threshold.

CEQA authorizes the preparation of different types of EIRs to allow for different situations and uses. Program EIRs are typically prepared for general plans, specific plans, and regulatory programs. Generally, program EIRs analyze broad environmental effects of the program with the acknowledgment that site-specific environmental review will be required when future development projects are proposed under the approved regulatory program (CEQA Guidelines Section 15168). Based on the circumstances of the Project as an amendment to the City’s General Plan, the City of Elk Grove conducted program-level analysis. Future development under the Project would be required to complete project specific analysis and adhere to the City’s Transportation Analysis Guidelines as they relate to VMT.

The City’s Transportation Analysis Guidelines outline VMT reduction strategies for project-level analysis. If the Elk Grove Public Works Director determines that a project’s daily VMT for the underlying land use designation is above the established VMT limit, the analysis shall identify VMT reductions strategies, as outlined in the table below from the Transportation Analysis Guidelines, and other associated VMT reductions to achieve daily values below the established limit. Projects within growth areas must incorporate the highest available reduction through Category A and/or Category B reduction strategies first before utilizing strategies in other categories. Infill projects may use any category of reduction strategies.

VMT mitigation strategies would vary based on the project location and composition (i.e., land use density, land use diversity, and design) of future projects. However, all projects are required to mitigate project-level VMT impacts to the extent feasible to achieve the VMT performance targets included in General Plan Policy MOB-1-1, which includes VMT per service population limits by land use designation and total VMT limits by study area (see pages 2-29 and 2-30 of the Draft SEIR).

Data Set		Description
A	Land Use/ Location	Land use-related components such as project density, location, and efficiency related to other housing and jobs; and diversity of uses within the project. Also includes access and proximity to destinations, transit stations, and active transportation infrastructure.
B	Site Enhancement	Establishing or connecting to a pedestrian/bike network; traffic calming within and in proximity to the project; car sharing programs; shuttle programs.
C	Transit System Improvement ¹	Improvements to the transit system including reach expansion, service frequency, types of transit, access to stations, station safety and quality, parking (park-and-ride) and bike access (to transit itself and parking), last-mile connections.
D	Commute Trip Reduction ¹	<u>For residential:</u> transit fare subsidies, education/training of alternatives, rideshare programs, shuttle programs, bike share programs <u>For employer sites:</u> transit fare subsidies, parking cash-outs, paid parking, alternative work schedules/telecommute, education/training of alternatives, rideshare programs, shuttle programs, bike share programs, end of trip facilities
E	In-Lieu Fee	A fee is levied that is used to provide non-vehicular transportation services that connect project residents to areas of employment or vice versa. This service may be provided by the project applicant in cooperation with major employers.

Source: City of Elk Grove 2019.



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Letter
A3

July 17, 2023

City of Elk Grove
Office of Strategic Planning and Innovation
c/o Christopher Jordan
8401 Laguna Palms Way
Elk Grove, CA 95758
cjordan@elkgrovecity.org

Re: General Plan Amendments for the Livable Employment Area Community Plan

Dear Mr. Jordan:

Thank you for the invitation to comment on the General Plan Amendments for Elk Grove’s Livable Employment Area Community Plan (LEA). SACOG’s primary responsibility as the Metropolitan Planning Organization for the six-county Sacramento region is the development and implementation of the MTP/SCS, a document that proactively links land use, air quality, and transportation needs to establish transportation spending priorities for the region. The MTP/SCS must be based on an estimated land use pattern to be built over the 20+ year planning period, and it must conform with federal and state air quality regulations.

The foundation for the MTP/SCS land use forecast is local government general plans, community plans, specific plans, and other local policies and regulations, and the SACOG Blueprint. The Blueprint vision, based on the principles of smart growth, also contributes to the development of the MTP/SCS by giving general direction on how the region should develop over time to reap the benefits of the Blueprint Preferred Scenario. Implementation of the Blueprint vision depends greatly on the efforts of cities and counties to implement that vision through local plans and projects. In support of city and county efforts, SACOG regularly monitors and comments on projects in the region as they relate to implementation of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Sacramento Region Blueprint.

The sections below outline SACOG’s recommendations around four topic areas, including the potential for LEA to be a model for other parts of Elk Grove and the region at large, balancing the jobs/housing ratio in Elk Grove, attracting economic base jobs to the LEA community plan, and approaches to strategic timing and phasing of annexations.

A Potential Model for Elk Grove and the Region

We would like to commend the city on what is a bold vision for the LEA. The transect-based land use strategy allows for appropriately high densities that will help facilitate a more compact development pattern and product types that better lend themselves to affordability by design. It is great to see the maximum allowed densities of 100 units/acre in the Neighborhood Center High (T5) transect and the increase of the Village Center Mixed Use designation from 40 units/acre to 80 units/acre. Equally

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- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County

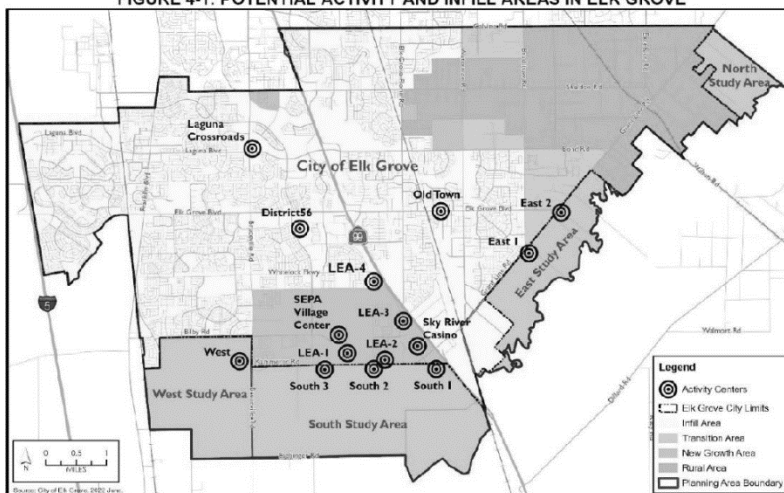
A3-1

impressive is the lower density transects allowing up to 20 or 30 units/acre, which will help to facilitate missing middle products.

The plan includes a strong gridded road network, which will allow for strong connectivity and a pedestrian friendly urban design. Gridded street patterns and high intersection density are key parts of one of the original seven Blueprint principles, quality design. There is also a strong orientation of the LEA around fixed-transit service and activity nodes, which will provide destinations for residents. Taken together, these features help create an amenity rich, walkable environment that can attract a talented workforce and economic base employers. If implemented, the LEA could be a model for greenfield developing communities across the region.

Many of the planning principles pursued in the LEA would work great in other parts of Elk Grove, including the city’s existing Centers and Corridors and Green Zones along Elk Grove Blvd, Laguna, Big Horn, and Bruceville. While the activity center approach is commendable, the general plan amendments have a strong emphasis on activity centers happening in new growth areas rather than in existing infill areas where there is already a critical mass of people and destinations. In fact, in the amended Figure 4-1 (below), 80% of the city’s activity centers are in new growth areas or outside the current city limits. While there is undeniably strong demand for housing in these areas, there is limited evidence yet that these areas will become “engines of economic growth and job creation” until there is a critical mass of proximate households. The challenge of creating activity and job centers in developing communities is not an Elk Grove-specific challenge and is one that we see across region and nation. In the SACOG region, new growth areas typically see over five housing units to every new job for decades before meaningful job growth or agglomerative effects of economic clusters.

FIGURE 4-1: POTENTIAL ACTIVITY AND INFILL AREAS IN ELK GROVE



A3-1 cont.

Recommendations:

We would encourage the city to also pursue the allowed densities, mix of uses, and general planning approach of the LEA in the existing core of the city. For example, the Neighborhood Center High (T5) transect along Kammerer Road allows for 100 units/acre and a maximum FAR of 7.0, but the Elk Grove Blvd corridor in Old Town Elk Grove is largely designated as Community Commercial, which in some cases allows for mixed use development up to 40 units/acre and a maximum FAR of 1.0. Creating activity

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nodes within the existing city could also serve as a proof of concept for the type of environment envisioned in the LEA activity centers.

Jobs/Housing Balance

The city's General Plan "has been designed to achieve the Community Vision, while optimizing the performance of future land uses with respect to key objectives, including achieving a desirable jobs/housing ratio, reducing vehicle miles traveled (VMT) and greenhouse gas emissions, improving energy efficiency, and enhancing overall quality of life through a range of land uses and amenities." As noted above, SACOG's MTP/SCS shares these same goals. As the General Plan notes, the City of Elk Grove has a relatively low jobs/housing ratio (0.84) with more housing than jobs. In fact, Elk Grove has the second lowest jobs/housing ratio of the 10 SACOG cities over 50,000 people. Of the three cities in the region with over 100,000 people, Elk Grove is the only city below a ratio of 1.5.

SACOG is supportive of the city's efforts to grow jobs to balance the currently high ratio of housing to jobs. In addition to the quality of life benefits residents get when they have jobs and services close to where they live, we know there is a strong connection between land use patterns, travel behavior, and air quality. Specifically, certain land use strategies, such as jobs-housing balance, lead to increased walking, biking, and transit use, shorter automobile trips, and reduced mobile-source air pollution. For the region to realize the vehicle miles travel reduction, congestion reduction, and air pollution reductions that the MTP/SCS achieves, it is important for communities that currently have a low ratio of jobs to housing, such as Elk Grove, to plan for and attract enough job growth over time to minimize the need for long-distance commuting out of the city.

While the LEA general plan amendments to the city's land use designations are promoting many Blueprint principles, they are also redesignating large amounts of land that were formerly designated for largely employment generating uses (Employment Center, Regional Commercial, Light Industrial/Flex) and shifting them to mixed use transects that are more agnostic as to the eventual use. The result is a reduction in assumed employment buildout in the city limits of 3,540 jobs. The eventual employment numbers for the LEA area could be even lower when factoring in the potential of these mixed use transects developing as standalone residential, which is allowed in all the newly created LEA transects.

The LEA planning area is largely made up of parts of the Southeast Policy Area (SEPA). Before the LEA amendments, the general plan notes that "at its core, the SEPA is an employment-oriented development" with a primary objective to "designate sufficient employment-oriented land uses to create job opportunities and improve the jobs/housing balance in the city." This language has been removed and the emphasis of the employment-focused plans for the portion of SEPA that will become the LEA has shifted away from attracting jobs towards creating a mixed-use environment. While this shift is appropriate for attracting base sector jobs and a talented workforce, is it not without some risk of exacerbating the jobs/housing ratio challenge the City is trying to address. The mixed-use transects could attract standalone housing before jobs, as has been the experience of almost all greenfield developing communities in the region. This could lead to the jobs potential of the LEA, which is already being reduced below the existing SEPA plan, not fully being realized. This would be a missed opportunity for the city and the region to create a more balanced Elk Grove where residents do not need to spend as much time in vehicles traveling out of the city for their jobs and services.

Recommendations:

As a means of mitigating this risk, SACOG recommends including protections against the key activity centers in the LEA from developing with primarily residential uses. This could include policies that

A3-1
cont.

SACOG

restrict the amount of standalone residential in the plan to a percentage of total land area or square footage, especially in the T4 and T5 transects around the activity centers. Another option would be to create guardrails against approving standalone residential when the plan area dips below a jobs/housing ratio of 1.0. Given the likely lag of job growth behind housing, this would give an opportunity for the employment-oriented uses to “catch up” with the housing before all the key opportunity sites are spoken for.

Attracting Economic Base Jobs

The Economic Development chapter of Elk Grove’s General Plan lays out a variety of policies to grow and diversify the local economy across a variety of industries. The ability to attract economic base jobs will be particularly important in the buildout of the LEA planning area, as evidenced in policies RC-1-4 and RC-1-5 of the proposed General Plan amendments. Economic base jobs include manufacturing, office, medical, educational, and service employment, but exclude locally serving only jobs like retail and restaurants. These jobs are critical to sustainable economic growth and have an outsized role in meeting the employment objectives of both LEA and the region.

Experience has shown that these types of economic base jobs tend to cluster in high-amenity communities that offer a diversity and density of housing product type within neighborhoods that provide an authentic sense of place. The LEA recognizes the importance of vibrant communities as an economic development strategy, putting forward a new vision of what may appeal as an activity center to companies and employees participating in a 21st century knowledge-economy. The LEA planning area will be competing not only regionally, but nationally, for a highly mobile and sought after workforce.

Recommendations:

Given the challenges of attracting a nascent technology (or other economic base clusters) to any new development, SACOG recommends the city consider how the LEA ties into environmental features to help create a seamless connection between employment uses and open space. In particular, the LEA might benefit from a continuous open space corridor connecting the center park/plaza of the primary activity center and T5 transect to the park/open space in the northeast of the plan area via the reconstructed Shed C channel, around which the remaining SEPA village center is oriented. This type of indoor/outdoor continuity is a highly valued amenity for the target workforce and could help differentiate the plan area in what is a crowded field of those seeking a to grow their economic base. The general plan amendments touch on this with language to “carefully coordinating public circulation and open space networks with existing and new private development,” but could benefit with more explicit policy language in LEA-5 that commits to investment in a high value open space amenity along Shed C channel.

A3-1
cont.

Timing/Phasing of Urbanization

A key feature of the LEA is that it includes a portion of the Community Plan that is outside of the current city limits. As you know, SACOG has expressed concerns about the risks of expanding the city’s limits without strategic and thoughtful phasing of the growth within the existing city limits. These concerns center on the risk of facilitating high-VMT growth in the study areas before meaningful absorption of employment-oriented capacity within the new growth areas that exist inside the current city limits. The adopted MTP/SCS does not include growth in the Elk Grove Study Areas by 2040.

Recommendations:



We would like to work with the city on adding strong, measurable, implementation-focused policies around the timing and phasing of annexation south of Kammerer. Policies that require phased growth encourage a complete neighborhood and can be used to help the city ensure its goal of more employment is being met before a significant number of new homes are added in this area. Examples of this type of policy could include timing and conditions for when development can occur in relation to the build out of the Southeast Policy Area and LEA, establishing thresholds for employment and/or neighborhood serving commercial that must be reached before additional housing growth can occur.

We encourage the city to implement strong and clear policies around any potential future annexation for the reasons stated above, and because the more certainty there is about the edge of future urbanization, the lesser the impact will be on neighboring farming operations. A higher percentage of land is more likely to remain in active agriculture if there is some long-term certainty that farming is an economically viable use of the land. As a region, we should do all we can to support agriculture, which is one of our few tradable industries. We also know that development speculation can have a cooling effect on agriculture, so strong policies related to the city’s intentions beyond the Study Areas would have multiple benefits.

Thank you for the opportunity to comment on the General Plan Amendments for Elk Grove’s Livable Employment Area Community Plan. We believe that the vision of the LEA has potential to be a transformative project and a model for other new growth areas. We look forward to continuing this conversation as the city looks towards implementation through adoption of more specific standards around parking, setbacks, development review processes, VMT mitigation, and road design. If you have additional questions, please feel free to contact me.

A3-1
cont.

Sincerely,



Kacey Lizon
Deputy Executive Director of Planning & Programs

SACOG

Letter A3 Sacramento Area Council of Governments

Kacey Lizon, Deputy Executive Director of Planning and Programs

July 17, 2023

A3-1

The comment provides recommendations around updating the General Plan to include the Livable Employment Area (LEA) Community Plan to be a model for other parts of Elk Grove, balancing the jobs/housing ratio in the City, attracting economic base jobs to the LEA Community Plan Area, and approaches to strategic timing and phasing of annexations. The comment includes concern with shifting the land use plan away from exclusive employment-based land uses to mixed-use zones, noting the shift would reduce the buildout of potential jobs in the community, impacting the City's jobs to housing ratio.

As directed by City Council, the intent of the Kammerer Road Urban Design Study was to consider a more mixed-use urban development pattern within the Kammerer Road corridor. The land use pattern was intended to add additional residential opportunities in the southern portion of the City, while continuing to accommodate commercial and business land uses. Following the COVID-19 pandemic the region and City have experienced a shift in the office market landscape. Employees continue to work fully or partially remote reducing the need for large office spaces. With the housing crisis in California more housing is needed at every price point, particularly in urban centers such as the LEA Community Plan Area. These factors are contributing to the desire for mixed-use centers where people can live and work. Mixed-use development has been shown to support employment and increase economic development (Bryant and Moore 2021). Therefore, mixed-use development proposed as part of the Project would maintain the jobs to housing ratio providing both residential and economic opportunities. Recommendations in the comment letter are provided for the proposed Livable Employment Community Plan and other proposed General Plan amendments identified in the Project. The comment does not provide any input regarding the adequacy of the SEIR. Policy suggestions will be brought to the City Council for consideration. This comment is noted.

Department of Water Resources
Michael L. Peterson, Director



SACRAMENTO COUNTY
WATER AGENCY

Including service to
Elk Grove and Rancho

Letter
A4

City of Elk Grove
Office of Strategic Planning and Innovation
c/o Christopher Jordan
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The Sacramento County Water Agency (SCWA) has reviewed the City of Elk Grove’s Draft Subsequent Environmental Impact Report for City of Elk Grove General Plan Amendments (June2023) (DSEIR) and submits the following comments:

1. Section 3.10.2 of the DSEIR contains information on SCWA’s existing and projected water demands, supplies, and a description of existing infrastructure. It includes several references to tables from the 2020 SCWA Urban Water Management Plan. At the same time, the City of Elk Grove and the SCWA are in the process of developing a Water Supply Master Plan Amendment (WSMPA) to possibly annex the South of Kammerer Sphere of Influence Area. Most of the assumptions on availability of SCWA water supply in the DSEIR have since been superseded in the ongoing efforts to develop the WSMPA. Furthermore, the projected demand for the area outside of the SCWA benefit zones does not appear to match what has been presented to SCWA in the ongoing WSMPA and proposed annexation efforts. SCWA proposes that information on SCWA water supply and demand be removed from the DSEIR and instead be reserved for the WSMPA.

A4-1

2. The DSEIR should clarify that the study area south of Kammerer Road is outside of any existing SCWA benefit zone and thus SCWA does not currently have surface water assets, groundwater, remediated groundwater, or recycled water to bring to the area as it is not within the place of use of all water rights and contracts and specifically outside of SCWA’s Zone 40. It should also be clarified that SCWA currently envisions that surface water assets will be procured by the project proponent and groundwater will be developed inside of the project area.

A4-2

3. Table 3.10-5 (pg. 3.10-17) identifies the “South and West Study Areas & southern portion of the LEA Community Plan Area” and assigns an area of 237.99 acres. Further clarification of the location and extent of this area would be useful. Additional clarification of the water demand attributed to this area and its relationship to the overall demand of the South of Kammerer Road project area would be useful.

A4-3

Contact Esther Kinyua if you have any questions at (916)-874-7199 or KinyuaE@saccounty.gov

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Letter A4 Sacramento County Water Agency

Esther Kinyua

July 17, 2023

A4-1 The comment states that the Sacramento County Water Agency (SCWA) is in the process of developing a Water Supply Master Plan Amendment (WSMPA) and requests that the SEIR use the water supply and demand information from the amendment.

While the City has been working with SCWA on the future WSMPA for South of Kammerer Sphere of Influence Area, the amendment has not been published or adopted. The existing and projected water demand and supply numbers used in the Draft SEIR are from the 2020 SCWA Urban Water Management Plan, which was adopted in 2021. The water demand information in Table 3-10.5 of the Draft SEIR is from the SCWA Water Supply Assessment for the LEA Community Plan Area prepared by SCWA in 2023.

The City will continue to work with SCWA on the future WSMPA and on a project-by-project basis for the planning of water supply services for future development proposed as part of the Project.

A4-2 The comment suggests that the SEIR be updated to clarify that south of Kammerer Road is outside of Zone 40 and that SCWA surface water outside of Zone 40 will be procured by the project proponent.

As stated on page 3.10-18 of the Draft SEIR, "Project water demands outside of the City boundaries (south of Kammerer Road) are estimated at 599 AFY and would occur outside of the existing service boundary of SCWA." Additionally, page 3.10-19 of the Draft SEIR states that, "Development south of Kammerer Road would require additional water demand and infrastructure not accounted for in SCWAs UWMP." The City understands that future water supply outside of Zone 40 would need future analysis at the time of annexation. Mitigation Measure 5.12.1.1 of the General Plan EIR requires that prior to annexation of any area into the City, the City prepare a plan analyzing water availability, groundwater use, water supply, and conformation that existing customers would not be impacted. The plan would demonstrate if adequate water supplies are available to serve the amount of development identified in the annexation territory.

A4-3 The comment requests additional clarification on Table 3.10-5 of the Draft SEIR related to the location and extent of the south of Kammerer Road area and water demand attributed to this area.

The south of Kammerer Road area in Draft SEIR Table 3.10-5 consists of the South and West Study Areas and a portion of the LEA Community Plan Area. The South and West Study areas are shown in Figure 2-12 on page 2-31 of the Draft SEIR. The South Study Area is located south of Kammerer Road from State Route 99 to McMillan Road. The West Study Area is located north of Kammerer Road and south of Bilby Road and between Willard Parkway and Bruceville Road. The portion of the LEA Community Plan Area south of Kammerer Road is currently within the South Study Area, as shown in Figure 2-2 on page 2-5 of the Draft SEIR. The South and West Study Areas and LEA Community Plan Area south of Kammerer Road are outside of the City limits.

The water demand attributed to this area was calculated using the water demand factors from the SCWA Water Supply Assessment prepared for the LEA Community Plan Area for land uses proposed in these areas. However, because the south of Kammerer Road areas are outside the City limits, prior to annexation of these areas the City would be required to prepare a plan analyzing water availability in accordance with General Plan EIR Mitigation Measure 5.12.1.1 as describe above in Response A4-2.

Letter
A5



July 17, 2023

City of Elk Grove
 Christopher Jordan, AICP
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 8401 Laguna Palms Way
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Comments Submitted Via Email

Subject: Notice of Availability of a Draft Subsequent Environmental Impact Report for the City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled Standards

Dear Christopher Jordan,

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) the opportunity to review the Proposed General Plan Revisions Kammerer UDS Implementation Draft (Proposed General Plan Revisions) and the Notice of Availability of a Draft Subsequent Environmental Impact Report for the City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled Standards (DSEIR). The proposed Project would amend the City of Elk Grove General Plan (General Plan) to establish the Livable Employment Area Community Plan (LEA Community Plan); update City vehicle miles traveled (VMT) thresholds and guidelines (VMT Update); and various other General Plan land use adjustments including amendments to the South Study Area and West Study Area; and amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b that requires preparation of a cultural resource study and protection of cultural resources for subsequent development projects.

A5-1

The California Health and Safety Code requires the Sac Metro Air District represent the residents of Sacramento County in influencing the decisions of other agencies whose actions may have an adverse impact on air quality. Sac Metro Air District staff are pleased to provide the following comments in that spirit.

Comments on the DSEIR:

Greenhouse Gas Emissions and Climate Change- Impact 3.5-1

A5-2

The environmental document makes a finding of Significant and Unavoidable impacts after Mitigation for *Greenhouse Gas Emissions and Climate Change- Impact 3.5-1: Project-Generated GHG Emissions and*

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Consistency with Plans and Regulations, and that no other mitigation is available other than compliance with the City of Elk Grove Climate Action Plan¹ and City Code.²

A5-2
cont.

The Sac Metro Air District recommends the City require consistency with the Sac Metro Air District Greenhouse Gas Thresholds for Sacramento County and its applicable best management practices or consistency with a future qualified climate action plan, which would allow a less-than-significant impact. This approach provides flexibility for the development community and addresses the region’s clean air and climate goals.

Air Quality Mitigation Plan for the LEA Community Plan Area

The LEA Community Plan area includes properties/lands designated as “Lands Not identified for Development” in the Adopted SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).³ The portion of the Livable Employment Area Community Plan that lies outside areas anticipated for development in the adopted MTP/SCS will need to implement a strategy to reduce operational emissions by 35%. The Sac Metro Air District recommends that the final document include a requirement to develop an operational Air Quality Mitigation Plan that achieves a 35% reduction in emissions compared to the baseline for this portion of the proposed project. These requirements should be included in Mitigation Measure 3.2-2.

A5-3

“Mitigation Measure 3.2-2: Prepare an Air Quality Mitigation Plan for the LEA Community Plan Area⁴” requires the City to prepare an Air Quality Management Plan that demonstrates a 15 percent reduction in operational air pollutants for the LEA Community Plan Area, compared to unmitigated baseline project consistent with General Plan Policy NR-4-1. The draft measure requires review and endorsement by the Sacramento Metropolitan Air Quality Management District. While we thank the City for including Sac Metro Air District review as a requirement, please replace “endorsement” with “verification of technical adequacy.” The Sac Metro Air District no longer “endorses” air quality mitigation plans, but instead verifies if the final plan is consistent with District guidance. The Sac Metro Air District anticipates this policy would apply to the Livable Employment Area Community Plan portion outside the MTC/SCS growth footprint, except with a 35% reduction requirement.

¹ City of Elk Grove Climate Action Plan (CAP) adopted by the City Council on February 27, 2019 and amended in December 2019 and December 2022. Measures BE-1, BE-4, BE-5, BE-6, BE-7, BE-8, TACM-6, TACM-8, TACM-9, and ACM-5; https://www.elkgrovecity.org/sites/default/files/city-files/Departments/Planning/Projects/General%20Plan/GPU/2023/ElkGrove_CAP_Amended_December2022.pdf

² Elk Grove Municipal Code (EGMC) Chapter 16.07 and Section 23.58.120, as referenced on page ES-13 of the DSEIR.

³ SACOG adopted 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy>

⁴ City of Elk Grove General Plan Amendments and Update of VMT Standards Draft DSEIR. Pg 3.2-23; *Mitigation Measure 3.2-2: Prepare an Air Quality Mitigation Plan for the LEA Community Plan Area*
The City shall prepare an Air Quality Management Plan that demonstrates a 15 percent reduction in operational air pollutant for the LEA Community Plan Area, compared to unmitigated baseline project consistent with General Plan Policy NR-4-1. The Air Quality Management Plan shall be submitted to the Sacramento Metropolitan Air Quality Management District for review and endorsement. Air Quality Management Plan emission reduction measures will be identified and quantified and may include commitments to reducing VMT, promoting alternative modes of transportation, and energy efficiency building measures. The Air Quality Management Plan shall be submitted to SMAQMD prior to the certification of the Final EIR to confirm that the project meets reduction requirements.

Comments on the Proposed General Plan Revisions:Urban Heat Island Effect:

The urban heat island effect is already a significant challenge for the Sacramento Region – one that will be further exacerbated by increasing extreme heat because of climate change. According to the Capital Region Transportation Sector Urban Heat Island Mitigation Project⁵, because of the urban heat island effect, urbanized areas in Sacramento are already some 3 to 9 degrees Fahrenheit warmer than their surrounding areas. Higher ambient temperatures increase the formation of ozone, a respiratory system irritant. During extreme heat and extended heat waves, higher temperatures can also lead to heat stress, heat stroke, and heat mortality, with greater vulnerabilities for the elderly, the young, outdoor workers, pregnant women, and those with pre-existing health conditions. The urban heat island results from the conversion of undeveloped land to urbanized land but can be mitigated by using cool or reflective materials for the built environment.

The Sac Metro Air District recommends leveraging the work of the City of Elk Grove’s adopted Community Mobility Resilience Plan (CMRP)⁶ by including the adopted policies to address flood risks and extreme heat. The CRMP also extensively discusses extreme heat impacts and flood risks. The final document should include policies to implement the CMRP, incorporate its strategies into other elements of their General Plan, and incorporate it by reference. The final document should also reference the CMRP discussion of Community resilience and social resilience addressed in section 3.3.4. We also recommend that the final document policies implement the goals on community resilience and social resilience, including wildfire smoke resiliency, as called in the plan.

We also recommend that Sustainability Policy SEPA 8-1, as described on page 71 of 82 of the Proposed General Plan Revisions, include the following policies, informed by UHI Project findings, to help mitigate contributions to the urban heat island effect.

Policy: All new roofs and roof replacements will utilize cool roofs to reduce the urban heat island effect and reduce building energy consumption.

- New roofs and roof replacements in existing buildings will meet the current California Energy Commission’s standards for cool roofs.

Policy: The parking lot shade ordinance will be enhanced, requiring immediate cooling measures be installed should the tree shade fail to meet standards.

- Cool pavement surface applications are required in areas that are non-compliant with tree shading standards until compliant.

Policy: New paved areas will incorporate tree canopy and/or cool paving materials and other means to ensure shading and heat island reduction.

- For paved areas 1 acre or larger with planned tree canopy or other shading, or unshaded paved areas 0.5 acres or greater: All new pavements, including sidewalks, pedestrian paths, parking lots, and plazas, have a Solar Reflective Index (SRI) of 29 or greater.

⁵ Capital Region Urban Heat Island Mitigation Project: <https://urbanheat-smaqmd.hub.arcgis.com/>

⁶ City of Elk Grove’s adopted Community Mobility Resilience Plan, 2/2022; https://www.elkgrovecity.org/city_hall/departments_divisions/city_manager/strategic_planning_and_innovation/community_mobility_resilience_project

A5-4

Policy: All new pavements, including sidewalks, roads, bike lanes, pedestrian paths, parking lots, plazas, and roadways, have a Solar Reflective Index (SRI) of 29 or greater.

- This policy would also implement Policy ER-6-4 of the current General Plan, which includes goals to provide cool pavements and higher-albedo pervious materials and trees and foliage along public rights-of-way.
- This strategy aligns with the Current General Plan Implementation Strategy Action 13.2, “Public Works Standards.”

Policy: New public sidewalks and outdoor public spaces provide continuous tree shading to the full extent feasible, in addition to meeting the City’s commendable parking lot tree shade requirements.

Building Electrification

Sac Metro Air District staff recommend that General Plans include the following policy, informed by Sac Metro Air District Greenhouse Gas Thresholds for Sacramento County, to help mitigate pollution from combustion-driven appliances. Operating buildings without combustion provides substantial public health benefits. Natural gas boilers and water heaters emit toxic air contaminants, particulate matter, nitrogen oxides, and volatile organic compounds, all of which contribute to outdoor air pollution. Homes in which gas stoves are used have nitrogen dioxide concentrations 50% to 400% higher than homes with electric or induction stoves⁷. Using a combustion stove or oven for just an hour often leads to indoor air pollutant levels that exceed California’s ambient air quality standards, and this exposure to nitrogen dioxide can cause respiratory effects.⁸

Policy: New residential and commercial buildings are prohibited from installing natural gas appliances and natural gas connections. New growth areas do not include mainline natural gas service.

Livable Employment Area Community Plan

The Livable Employment Area Community is the implementation of the Kammerer Road Urban Design Study. Elk Grove Municipal Code Section 23.58.120 currently requires one “EV ready” parking space for all new one-family and two-family dwelling units. This section also requires that 2.5 percent of parking for multi-family projects provide EV charging and an additional 2.5 percent of parking be ready for future EV charging expansion⁹. *Enhance this policy* by requiring at least one E.V. charging space served by an electric vehicle charger in all new parking lots.

Communication

Thank you for the consideration of these comments. If you have questions, contact JJ Hurley at jhurley@airquality.org or (279) 207-1130.

⁷ *Gas Stoves: Health and Air Quality Impacts and Solutions*. Rocky Mountain Institute. 2020.

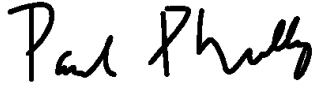
<https://rmi.org/insight/gas-stoves-pollution-health/>

⁸ *Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California*. UCLA Feilding School of Public Health, 2020. <https://coeh.ph.ucla.edu/effects-of-residential-gas-appliances-on-indoor-and-outdoor-air-quality-and-public-health-in-california/>

⁹ City of Elk Grove General Plan Amendments and Update of VMT Standards Draft DSEIR pg. 3.2-22

A5-4
cont.

Sincerely,

A handwritten signature in black ink that reads "Paul Philley". The signature is written in a cursive, slightly slanted style.

Paul Philley, AICP
Program Supervisor, CEQA & Land Use

cc: Joseph Hurley
Associate Air Quality Planner/Analyst, CEQA & Land Use

Letter A5 Sacramento Metropolitan Air Quality Management District

Paul Philley, Program Supervisor, CEQA, and Land Use

July 17, 2023

- A5-1 The comment is an introductory remark that outlines the Sacramento Metropolitan Air Quality Management District's (SAQMD) responsibilities/authority and summarizes the project.
- The comment is noted.
- A5-2 The comment recommends that the City apply SMAQMD's thresholds and best management practices or consistency with a future qualified climate action plan (CAP) to reduce greenhouse gas (GHG) impacts to less than significant.
- As discussed on page 3.5-11 of the Draft SEIR, the City has a 2019 CAP, which was designed to reduce emissions consistent with local GHG emissions reduction targets that were developed in consideration of the statewide 2030 reduction target established by SB 32 and the 2017 Scoping Plan. As stated in the Draft SEIR, "development under the LEA Community Plan, and the Project in a greater context, extends beyond 2030 to 2040 and beyond. The CAP establishes a long-term reduction target for 2050 of 1.4 MTCO_{2e} per capita however, the current CAP does not contain measures sufficient to meet this target." While the CAP is currently being updated and is planned to be adopted in 2024, the targets of the existing CAP do not address the state's most recent regulatory targets of carbon neutrality and a reduction of 85 percent below 1990 emissions levels by 2045 (2022 Scoping Plan). Because the Project would introduce development not captured in the inventory prepared for the CAP (i.e., the Project introduces land uses inconsistent with the assumptions of the previous General Plan), the efficacy of the CAP measures becomes more speculative. Therefore, the Draft SEIR determined that this impact would be significant and unavoidable. It is anticipated that the City's future CAP update will ultimately mitigate GHG emissions and carbon neutrality of the Project consistent with the 2022 Scoping Plan, but there is currently no technical analysis to support a less-than-significant conclusion in the SEIR. As a planning level document SMAQMD's project level thresholds and best management practices would not be applicable to the Project.
- A5-3 The comment suggests revisions to Mitigation Measure 3.2-2 from the Draft SEIR to require development of an operational Air Quality Management Plan that achieves 35 percent reduction in emissions compared to the baseline.
- The following edits are made to the Draft SEIR. These edits are minor and do not constitute "significant new information" that would require recirculation of the Draft EIR under State CEQA Guidelines Section 15088.5.
- Mitigation Measure 3.2-2 on Draft SEIR page 3.2-23 is revised as follows:
- Mitigation Measure 3.2-2: Prepare an Air Quality Mitigation Plan for the LEA Community Plan Area**
- The City shall prepare an Air Quality Management Plan that demonstrates a 15 percent reduction in operational air pollutant for the LEA Community Plan Area, compared to unmitigated baseline project consistent with General Plan Policy NR-4-1. For the portion of the LEA Community Plan Area that lies outside of areas anticipated for development in the growth projections of the State Implementation Plan, the City shall prepare an Air Quality Management Plan that demonstrates a 35 percent reduction in operational pollutants, compared to unmitigated baseline project conditions.
- The Air Quality Management Plans shall be submitted to the Sacramento Metropolitan Air Quality Management District for review and verification of technical adequacy endorsement. Air Quality Management Plan emission reduction measures will be identified and quantified

and may include commitments to reducing VMT, promoting alternative modes of transportation, and energy efficiency building measures. The Air Quality Management Plans shall be submitted to SMAQMD prior to the certification of the Final EIR to confirm that the project meets reduction requirements.

A5-4

The comment suggests several policy revisions to the General Plan related to urban heat island effects and building electrification.

The comment does not provide any input regarding the adequacy of the SEIR. These suggestions are being considered as part of final edits to the Project as well as for consideration by the Planning Commission and City Council. This comment is noted.

2.2.2 Individuals

Letter
11

From: [Betsy](#)
To: [Strategic Planning](#)
Subject: Re: Availability of Draft General Plan Amendment and Draft Subsequent EIR
Date: Sunday, June 4, 2023 2:53:31 PM

Some people who received this message don't often get email from betsymeland@comcast.net. [Learn why this is important](#)

[EXTERNAL EMAIL]

Hello, Elk Grove Strategic Planners!

Thank you for all you do to make our city a wonderful place to live! I am grateful for the attention paid to diversity, safety and quality of life.

I would just add that I worry about children and youth having enough consideration in the planning arena. Yes, we have more parks and playgrounds than most cities. Only, the emphasis in the business community seems very skewed to adults — with bars, restaurants, gambling and such. Recently a host on a popular local on-line forum made some anti local youth comments that made me wonder if there is something more to do on kids' behalf. I am only asking that, along with all your careful consideration, our resource with the greatest potential be considered, even specifically mentioned. I am a senior who believes youth know when they are valued, and that is how they become they're best selves. Please forgive me if I am overlooking all that has been done for them. I did see in the plan that Youth were mentioned in terms of making walkable areas.

This is not meant to be criticism—just feedback.

With Respect and Gratitude,
Elizabeth Meland

Sent from my iPhone

On Jun 2, 2023, at 2:02 PM, The City of Elk Grove
<strategicplanning@elkgrovecity.org> wrote:



Kammerer Road Urban Design Study: Draft General Plan Amendment, Subsequent Environmental Impact

Letter I1 Elizabeth Meland

July 4, 2023

I1-1

The comment requests additional language in the General Plan to support youth in Elk Grove.

The comment does not provide any input regarding the adequacy of the SEIR, and no further response is required. This comment is noted.

The Law Office of
Daniel P. Doporto
Land Use & Municipal Law

Letter
12

Via U.S. Mail and Email

July 17, 2023

City of Elk Grove
Attention: Christopher Jordan, AICP, Director Strategic Planning and Innovation
8401 Laguna Palms Way
Elk Grove, CA 95758
Email: cjordan@elkgrovecity.org

Re: Draft Subsequent Environmental Impact Report
for General Plan Amendments and Update of Vehicle Miles Traveled Standards
State Clearinghouse Number 2022020463

Dear Christopher,

I am working with the applicants for the Elk Grove Crossing Project, and we are writing to provide comments on the referenced General Plan Amendments and associated Draft Environmental Impact Report (“DEIR”).

As you know, the application for the Elk Grove Crossing Project was submitted in June 2019 and has now been pending with the City for four years. Following its submittal, the City subsequently proposed amendments to its General Plan to implement its proposed Livable Employment Area (“LEA”) Community Plan, which would change certain land use designations for my clients’ Elk Grove Crossing property to designations that are different than what they proposed in the Elk Grove Crossing application.

Since the City unveiled the LEA Community Plan proposal, my clients have worked cooperatively with the City to consider modifications to their development plans to accommodate the City’s proposal. In their discussions with City staff, they tentatively agreed to numerous modifications to their original development proposal to conform to the City’s LEA Community Plan proposal. At the same time, however, my clients have identified two (2) ten-acre parcels in the Elk Grove Crossing proposal whose land use designations, we believe, are critical to the success of their development proposal, and they have urged the City to modify its LEA Community Plan proposal to adopt their proposed designations for these parcels. The locations of these two parcels are shown on the attached graphic.

As shown on the attached, my clients’ Elk Grove Crossing Specific Plan proposal would designate these two parcels as MDR-1 and MDR-2 (Medium Density Residential). As also shown on the attached, the City’s current proposal would designate these parcels as T-3R (Transect 3 Residential). My clients developed their Elk Grove Crossing proposal to provide a wide range of housing types, with the understanding that the success of their Specific Plan proposal hinges on its ability to provide housing across the entire range and over several income levels. Changing these parcels to T-3R would impair my clients’ ability to meet these goals because the character of development under the City’s proposed T-3R designation is more dense than development that could occur under the MDR designation and would not accommodate the housing product type my clients have consistently envisioned for these parcels. The MDR designation typically provides housing for an important segment of population at a specific income level, and losing the MDR designation on these parcels would leave a gap in the programming for the Elk Grove Crossing project. Therefore, we are reiterating my clients’ request for the City to modify its LEA Community Plan proposal to designate these two 10-acre parcels as MDR, rather than T-3R.

3478 Buskirk Avenue, Suite 1000, Pleasant Hill, CA 94523
510-368-6413 ddoporto@doportolaw.com

City of Elk Grove
Christopher Jordan, AICP, Director Strategic Planning and Innovation
July 17, 2023
Page 2


In addition, in their previous discussions with City staff, my clients understood that the Final EIR for the General Plan Amendments, which include the LEA Community Plan proposal, would include a project alternative that evaluates the LEA Community Plan with the MDR designation on these two parcels, rather than the T-3R designation, so that the potential impacts from designating these parcels MDR could be assessed in the EIR. We note that the current Draft EIR does not contain such an alternative. We therefore now reiterate my clients' request that the Final EIR include a new alternative that evaluates a modified version of the LEA Community Plan proposal that would apply the MDR designation to these two parcels.

12-2
cont.

We are happy to answer any questions the City may have regarding any of the foregoing and would welcome the opportunity to discuss these issues further with City staff. Thank you for your time and consideration of these comments.

Very truly yours,

THE LAW OFFICE OF DANIEL P. DOPORTO



Daniel P. Doport

ATTACHMENT: Existing and Proposed Land Use Plan, ELK GROVE CROSSING, July 13, 2023

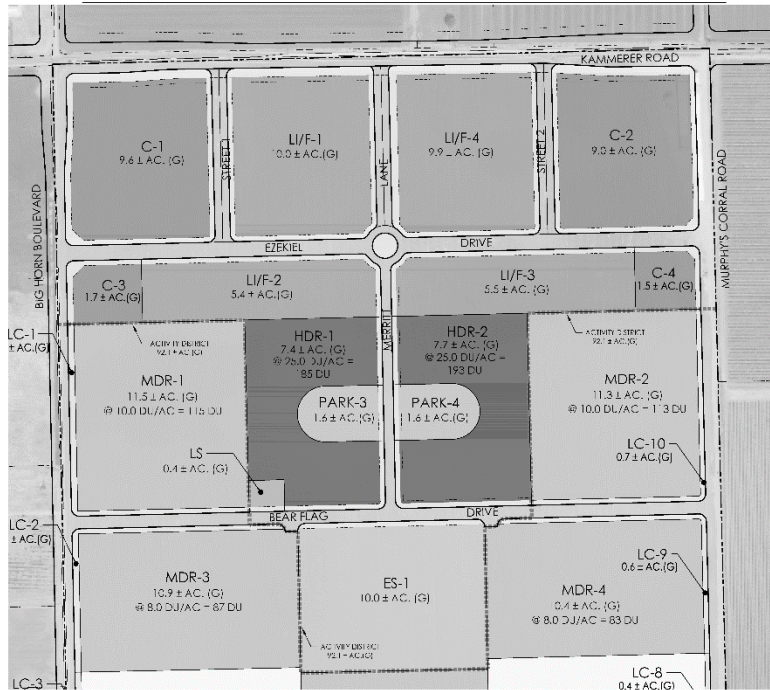
3478 Buskirk Avenue, Suite 1000, Pleasant Hill, CA 94523
510-368-6413 ddoporto@doportolaw.com

EXISTING AND PROPOSED LAND USE PLAN ELK GROVE CROSSING

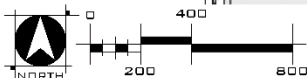
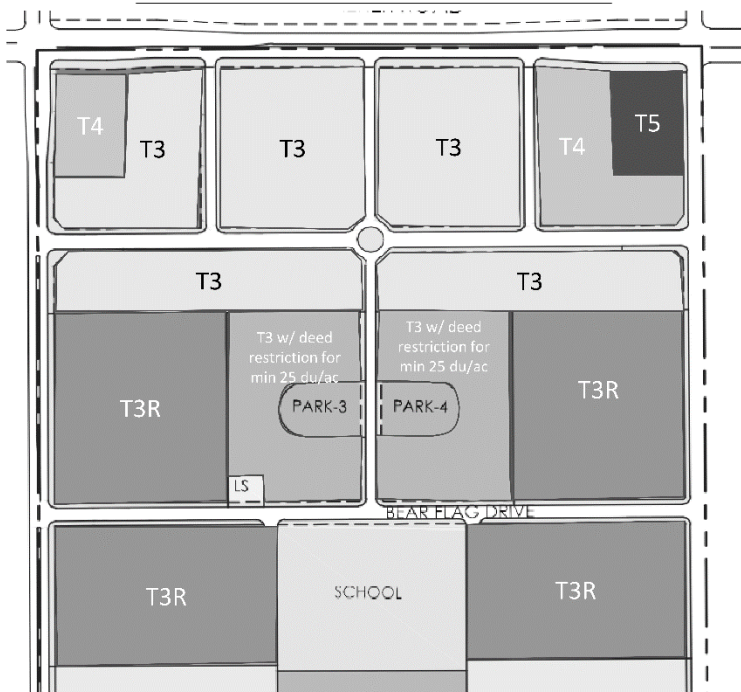
CITY OF ELK GROVE CALIFORNIA

JULY 13, 2023

EXISTING: ELK GROVE CROSSING SPECIFIC PLAN



PROPOSED: LEA COMMUNITY PLAN



WOOD ROGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 3301 C St, Bldg. 100-B
 Sacramento, CA 95816
 Tel 916.341.7760
 Fax 916.341.7767

CCSP - EXISTING & PROPOSED LAND USE PLAN

Letter I2 Daniel P. Doporto

July 13, 2023

I2-1 The comment provides the history of the Elk Grove Crossing property, within the Livable Employment Area Community Plan, and proposed land use designations. This comment provides an existing land use diagram of the Elk Grove Crossing property.

The City has been working with the applicant for the Elk Grove Crossing Project since initial submittal in summer 2019. This work has included comments, discussions, and revisions to the Elk Grove Crossing Project to more closely align it with the General Plan (both existing and as would be in effect at the time of public hearings). The City has also been working with the applicant to ensure implementation of the conditions of approval issued by the Sacramento Local Agency Formation Commission on their approval of the corresponding Sphere of Influence Amendment. Additional work remains underway between the applicant, City, and various utility agencies, including Sacramento County Water Agency, the Sacramento Area Sewer District, and Regional Sanitation regarding master planning for water and sewer infrastructure to serve the Elk Grove Crossing Project. This work is ongoing and separate and apart from (though implementing) this General Plan Amendment. Preparation of an Environmental Impact Report for the Elk Grove Crossings Project that will address annexation of these areas into the City and the associated land use designations and zoning (rezoning) is also ongoing. Since release of the Draft SEIR, the City has made some refinements to the proposed land use designations for the Livable Employment Area Community Plan and to the South Study Area. These refinements are identified in Chapter 3, "Revisions to the Draft SEIR." This comment is noted.

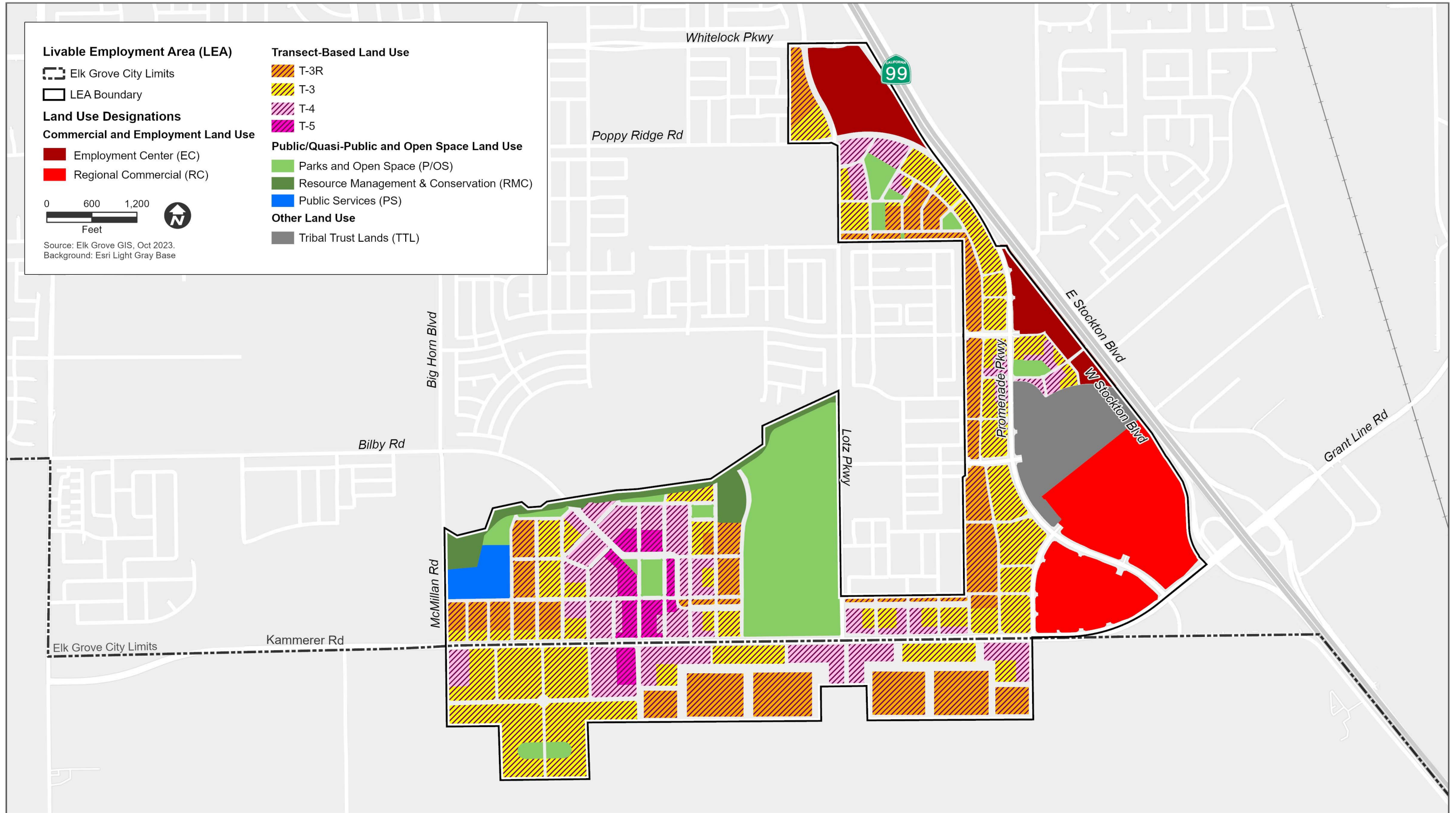
I2-2 The comment suggests modifying two of the parcels in the Elk Grove Crossing property to Medium Density Residential, rather than Transect 3 Residential (T-3R). The comment provides a proposed land use diagram for the property.

City staff are recommending City Council make minor revisions to the General Plan Amendment to reflect this comment and the discussions that have occurred in processing the Elk Grove Crossing Project. The T-3R land uses proposed as part of the Project within the Elk Grove Crossing Project would be changed to medium density residential (MDR), which would result in a reduction of about 2 dwelling units per acre. The T-3R land uses proposed in the Elk Grove Crossing Project would change from the Neighborhood Center Medium (T4) land use, which includes a minimum density of 20 dwelling units per acre and maximum density of 40 dwelling units per acre, to T-3R. T-3R permits a minimum density of 14 units per acre and a maximum density of 30 dwelling units per acre. Therefore, the land use change from T-3R to T4 would result in increased density. Although density would increase as a result of this land use change the footprint of development on the site would not change from what was considered in the Draft SEIR. Additionally, the Elk Grove Crossing Project would be developed with two of the three T-R3 blocks at the upper range of the allowed density (around 25 dwelling units per acre). Therefore, the proposed land uses changes would not result in additional development capacity beyond what was considered in the Draft SEIR. Because there would not be a change in capacity as part of the land use changes for the Elk Grove Crossing property there would not be a change the significance findings included throughout the Draft SEIR. The reader is also referred to Response to Comment I2-1 (above) regarding changes to the proposed land uses.

Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, Section 15088.5(a).) "Significant new information," as defined in State CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." The proposed minor land use changes recommended by

City staff for the Elk Grove Crossing property would not result in a new substantial adverse environmental effect or require mitigation. Recirculation is not required where “the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” (CEQA Guidelines, Section 15088.5(b).) Recirculation also is not required simply because new information is added to the EIR. The new minor information added to the SEIR as part of the proposed land use change would not result in a change in proposed capacity and is considered an “insignificant modification in an adequate EIR.” Thus, a requirement for recirculation is not triggered. There would be no change in environmental impacts analyzed in the Draft SEIR. The General Plan Land Use Map and LEA Community Plan land use map, among other figures, is modified as provided below. This comment is noted.

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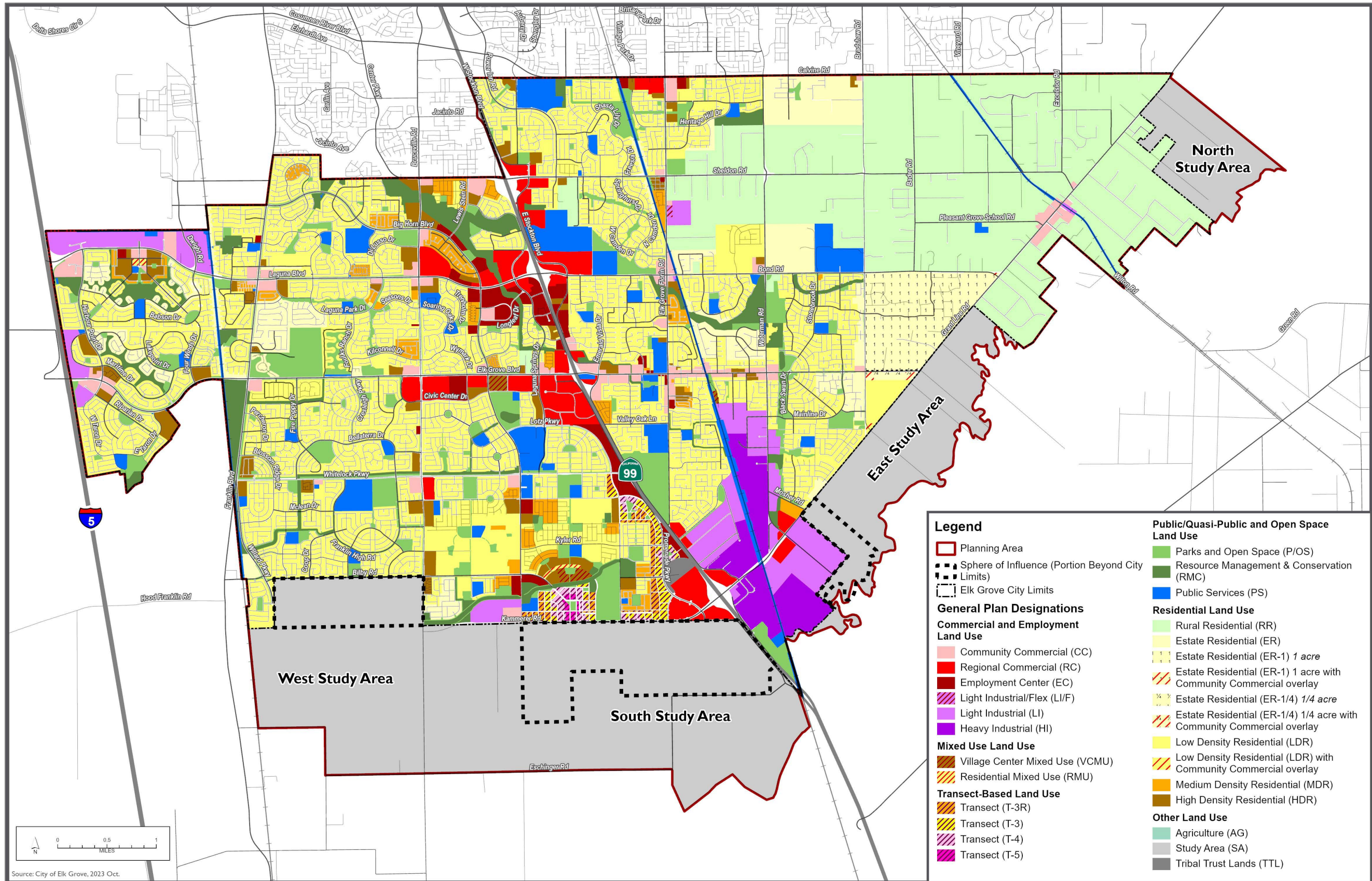
Source: City of Elk Grove 2023.

Figure 2-2 Livable Employment Land Use Area



Source: City of Elk Grove 2023.

Figure 2-4 Livable Employment Area Centers



Source: City of Elk Grove 2023.

Figure 2-12 Proposed Project Land Use Designations

3 REVISIONS TO THE DRAFT SEIR

This chapter presents specific text changes made to the Draft SEIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft SEIR and are identified by the Draft SEIR page number. Text deletions are shown in ~~strike through~~, and text additions are shown in underline.

In addition to revisions to the Draft SEIR from responding to comments received during the public review period this chapter presents text changes made to the Draft SEIR as a result of changes to the Project proposed by the City that have occurred after the 45 day review period. Revisions to the Project include:

- ▶ Removal of the Old Town Policy area land use changes as part of the Project;
- ▶ Revisions to the T5 land use within the transect area of the Livable Employment Area for an allowed density range of 30 to 100 dwelling units per acre, rather than 40 to 100 dwelling units per acre;
- ▶ Revisions to the South Study Area.

Revisions to the Project would result in reduced development capacity and population in the City, as shown throughout this chapter. Because population decreased revised utilities calculations were not completed as the Draft SEIR represents a conservative impact assessment. Revised traffic noise remodeling was not completed because the approximately 101,00 increase in vehicle miles traveled (VMT) would be spread throughout the City. An approximately 1 percent increase in VMT would not result in a perceptible increase in traffic noise, because a doubling of traffic volume is necessary to experience a perceptible noise increase. There would not be a change in the significance findings for traffic, noise, or utilities. However, to account for the revised Project's increase in VMT revised air quality, energy, greenhouse gas emissions modeling was completed. Because Project VMT would increase by approximately 1 percent increases in air quality, energy, and greenhouse gas emissions would be minor, as shown throughout this chapter and not result in new significant impacts or an increase in the severity of identified significant impacts (e.g., exceed SMAQMD thresholds) in the Draft SEIR. Revised emissions modeling would not result in exceedance of applicable thresholds. Therefore, there would not be a change to the significance findings included throughout the Draft SEIR for air quality, energy, greenhouse gas emissions.

The information contained within this chapter clarifies and expands on information in the Draft SEIR and does not constitute "significant new information" requiring recirculation. (See Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.) "Significant new information," as defined in State CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." The proposed revisions to the Project would not result in a new substantial adverse environmental effect or require mitigation.

Revisions to the Executive Summary

To reflect revisions to the General Plan page ES-2 of the Draft SEIR is revised as follows:

The proposed General Plan Amendments and Update of VMT Standards consists of the following components:

- ▶ General Plan amendments for creation of the LEA Community Plan Area,
- ▶ General Plan amendments to Update VMT thresholds and associated changes to the City Transportation Analysis Guidelines,
- ~~▶ Other land use plan revisions, principally in the Old Town Special Planning Area,~~
- ▶ Incorporation of the Grant Line Road Precise Plan into the Rural Area Community Plan,
- ▶ Amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b, and

- ▶ Revisions to the South and West Study Areas in the General Plan.

To reflect revisions to the General Plan page ES-2 of the Draft SEIR is revised as follows:

- ▶ **Alternative 1: No Project Alternative** assumes continued implementation of the City’s 2019 General Plan. The LEA Planning Area, ~~Old Town Policy Area~~, South Study Area, and West Study Area would retain their current General Plan and zoning designations. In addition, roadway improvements would not occur along Grant Line Road as detailed in the Precise Plan. And General Plan EIR Mitigation Measure MM 5.5.1a would remain as currently written in the General Plan EIR.

To reflect revisions to the General Plan page ES-4 of the Draft SEIR is revised as follows:

State CEQA Guidelines Section 15123 requires the summary section of a Draft EIR to identify issues to be resolved related to the proposed project. Issues to be resolved by the City are identified below, including issues that will not necessarily be resolved through the SEIR:

- ▶ Should the General Plan amendments be approved as proposed?
- ▶ Should the existing land use designations in the LEA Planning Area ~~and Old Town Policy Area~~ be modified?
- ▶ Should the City’s Transportation Guidelines be updated with the most recent model information?
- ▶ Should General Plan EIR Mitigation Measures MM 5.5.1a and MM 5.5.1b be revised?
- ▶ Should the design and implementation provisions for Segments A2 and C of the Capital SouthEast Connector be approved as proposed?

To reflect revisions to the General Plan pages ES-16 through ES-17 of the Draft SEIR are revised as follows:

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant	PS = Potentially significant	S = Significant SU = Significant and unavoidable	
Impact 3.7-1: Induce Substantial Population Growth General Plan EIR Section 3.3 determined that implementation of the General Plan would exceed SACOG’s population and housing projections for Elk Grove. The Project would accommodate up to 4,854 593 net new dwelling units, 123,923 121,885 jobs, and approximately 5,979 1,824 net new persons beyond the General Plan. This growth would exceed projections assumed under the City’s General Plan and regional planning efforts completed by SACOG. The Project would not indirectly induce unplanned population growth or residential development. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Growth inducement impacts would remain less than significant.	LTS	No new mitigation is required.	LTS

To reflect the addition of Impact 3.10-4 to Table ES-1 (which was inadvertently left off the table but was printed in full and discussed in detail in Chapter 3.10 of the Draft SEIR), page ES-21 of the Draft SEIR is revised as follows:

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation	
NI = No impact	LTS = Less than significant	PS = Potentially significant	S = Significant	SU = Significant and unavoidable
<p><u>Impact 3.10-4: Adverse Impacts on Groundwater Resources and Conflicts with a Groundwater Sustainability Plan</u></p> <p><u>General While General Plan Impact 5.9.7 did not address conflicts with a groundwater sustainability plan, it did identify significant and unavoidable groundwater impacts because of the anticipated new water demand from the General Plan may exceed the annual sustainable yield of the groundwater from the Central Basin portion of the South American subbasin because of proposed development located outside of City limits but within the Study Areas. Implementation of the Project would generate additional demand for water supplies from increased development that could add to groundwater resource impacts identified in the General Plan EIR. Future development and water service providers would participate in management actions that implement South American Subbasin Groundwater Sustainability Plan and maintain groundwater production at or below the long-term average annual sustainable yield of 235,000 AFY. The Project's additional water demand is minor compared with existing and projected water demand and is not expected to result in the exceedance of the long-term average annual sustainable yield. The Project would also be subject to applicable management actions to meet the groundwater sustainability goal of the South American Subbasin Groundwater Sustainability Plan. Therefore, the additional water demand resulting from the Project would not result in a new or substantially more severe groundwater impacts than was addressed in the General Plan EIR. The Project would also not result in conflicts with the South American Subbasin Groundwater Sustainability Plan. Project impacts would remain significant and unavoidable.</u></p>	<p><u>SU</u></p>	<p><u>No additional feasible mitigation available beyond compliance with existing laws, proposed General Policies, and General Plan Mitigation Measure MM 5.12.1.1</u></p>	<p><u>SU</u></p>	

Revisions to the Introduction

To reflect revisions to the General Plan page 1-1 of the Draft SEIR is revised as follows:

The Project would:

- ▶ Amend the City's General Plan to establish the Livable Employment Area (LEA) Community Plan,
- ▶ Amend the City's General Plan to update vehicle miles traveled thresholds currently provided in the General Plan,
- ▶ Amend the General Plan ~~designated land uses in the Old Town Elk Grove Policy Area and~~ to incorporate the Grant Line Road Precise Plan,

- ▶ Amend the City’s General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b, and
- ▶ Amend the City’s General Plan to update the South and West Study Area land uses.

Revisions to the Project Description

To reflect revisions to the General Plan page 2-2 of the Draft SEIR is revised as follows:

The proposed General Plan Amendments and Update of VMT Standards consists of the following components that are described in further detail below:

- ▶ General Plan amendments for the creation of the LEA Community Plan Area,
- ▶ General Plan amendments to Update VMT thresholds and associated changes to the City Transportation Analysis Guidelines,
- ~~▶ Other land use plan revisions, principally in the Old Town Special Planning Area,~~
- ▶ Incorporation of the Grant Line Road Precise Plan into the Rural Area Community Plan,
- ▶ Amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b, and
- ▶ Revisions to the South and West Study Areas in the General Plan.

To reflect revisions to the General Plan Table 2-1 on page 2-27 of the Draft SEIR is revised as follows:

Transect-Based Land Use Designation	Residential Density	Building Intensity	Description	Maximum Height Allowance
Neighborhood Center High (T5)	Minimum: 40.0 <u>30.0</u> du/ac Maximum: 100.0 du/ac	Maximum FAR of 7.0	Includes a diverse mix of uses at higher intensities than T4. Many individual buildings may have a mix of uses. Residential building types generally include apartment buildings as well as live-work spaces. Retail and Office uses as are hotels. Buildings are typically not taller than 7 stories (though additional height may be allowed through zoning provisions) and will have parking in garages that are screened from view or below ground. <u>Development within the T5 designation is oriented around and accessible by transit services.</u>	7 stories

To reflect revisions to the General Plan page 2-27 of the Draft SEIR is revised as follows:

The General Plan designates land uses defining the type of development that can occur throughout the City through buildout of the geographic extents of the General Plan (the General Plan Planning Area). Development of the LEA Community Plan and an increase in the maximum residential density from 40 to 80 dwelling units per acre for the Village Center Mixed Use land use designation would increase buildout projections for dwelling units, population, and employment (Table 2-2). Based on the number of new dwelling units projected under buildout of the LEA Community Plan, full buildout of the General Plan would

result in an additional estimated ~~5631,854~~ new dwelling units, ~~1,8245,979~~ more persons, and a reduction of ~~5,5783,540~~ jobs in the City as compared to the existing General Plan.

To reflect changes to the General Plan Table 2-2 on page 2-28 of the Draft SEIR is revised as follows:

Table 2-2 General Plan Development Capacity

	Existing General Plan			General Plan Amendment		
	Dwelling Units	Population ¹	Employment (Jobs)	Dwelling Units	Population ¹	Employment (Jobs)
General Plan Total	102,865	332,254	127,463	103,428 104,716	334,078 338,233	121,885 123,923
City Limits	72,262	233,406	81,784	76,693 76,906	247,724 248,406	72,518 72,788
Study Areas Subtotal	30,603	98,848	45,679	26,735 27,810	86,354 89,826	48,367 51,135
North Study Area	323	1,043	0	323	1,043	0
East Study Area	4,806	15,523	9,183	4,806	15,523	9,183
South Study Area	16,250	52,488	30,367	11,245 12,320	36,321 39,764	33,564 36,332
West Study Area	9,224	29,794	6,1295	10,361	33,466	5,620

Note: numbers may not sum due to rounding

¹ Based on 3.23 persons per household, average

Source: City of Elk Grove 2023~~2~~, Appendix B.

To reflect revisions to the General Plan page 2-28 of the Draft SEIR is revised as follows:

Specifically, the VMT limit in General Plan Table 6-1 and Table 6-2 under Policy MOB-1-1, would be revised to reflect the new model. General Plan Table 6-1 includes the daily VMT limits for projects to achieve a 15 percent below existing (2015) conditions. Updated VMT limits by land use designation are shown in Table 2-3. Cumulative total daily VMT would also be updated as part of the Project. New development projects would need to demonstrate that cumulative VMT within the City for a future project would be less than or equal to the revised cumulative limit of ~~8,066,247~~ ~~8,035,140~~ total daily VMT, which is ~~1,698,414~~ ~~1,667,307~~ above the current cumulative daily VMT in the General Plan of 6,367,833 as a result of proposed General Plan land use designation changes described in this Chapter.

To reflect revisions to the General Plan Table 2-3 on page 2-29 of the Draft SEIR is revised as follows:

Table 2-3 Vehicle Miles Traveled Limits by Land Use Designation

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Proposed VMT Limit Update	Change in VMT (2019 General Plan – Project)
Commercial and Employment Land Use Designations			
Community Commercial (CC)	41.6	26.7 29.4	14.9 12.2
Regional Commercial (RC)	44.3	26.9 29.4	17.4 14.9
Employment Center (EC)	47.1	20.2 19.3	26.9 27.8
Light Industrial/Flex (LI/FX)	24.5	15.5 24.2	9.0 0.3

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Proposed VMT Limit Update	Change in VMT (2019 General Plan – Project)
Light Industrial (LI)	24.5	<u>22.4</u> 24.2	<u>2.1</u> 0.3
Heavy Industrial (HI)	39.5	<u>26.5</u> 23.4	<u>13.0</u> 16.1
Mixed Use Land Use Designations			
Mixed Use Village Center (VCMU)	41.6	<u>19.4</u> 18.6	<u>22.2</u> 23.0
Residential Mixed Use (RMU)	21.2	<u>20.6</u> 19.7	<u>0.6</u> 1.5
Transect Based-Land Use Designations			
General Neighborhood Residential (T3-R)	NA	<u>20.7</u> 21.2	-
Neighborhood Center Low (T3)	NA	<u>21.1</u> 20.0	-
Neighborhood Center Medium (T4)	NA	<u>20.2</u> 21.1	-
Neighborhood Center High (T5)	NA	<u>15.7</u> 17.0	-
Public/Quasi Public and Open Space Land Use Designations			
Parks and Open Space (P/OS)	NA ¹	NA ¹	-
Resource Management and Conservation (RMC)	NA ¹	NA ¹	-
Public Services (PS)	NA	<u>NA¹19.3</u>	-
Residential Land Use Designations			
Rural Residential (RR)	34.7	<u>25.2</u> 25.0	<u>9.5</u> 9.7
Estate Residential (ER)	49.2	<u>20.6</u> 22.2	<u>28.6</u> 27.0
Low Density Residential (LDR)	21.2	<u>19.3</u> 20.2	<u>1.9</u> 1.0
Medium Density Residential (MDR)	20.9	<u>17.9</u> 19.6	<u>3.0</u> 1.3
High Density Residential (HDR)	20.6	<u>17.7</u> 18.6	<u>2.9</u> 2
Other Land Use Designations			
Agriculture (AG)	34.7	<u>N/A¹</u> 25.2	- <u>9.5</u>
Study Areas	NA ²	NA ²	-
Tribal Trust Lands	NA ³	NA ³	-

Notes: VMT = vehicle miles traveled. VMT limit is 85% of average base year VMT per service population for parcels with land use designations. VMT limit is average buildout VMT per service population for parcels with land use designations.

¹ These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.

² Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim "Study Area" designation.

³ Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy.

Source: Information provided by Fehr & Peers in 2023

To reflect revisions to the General Plan Table 2-4 on page 2-30 of the Draft SEIR is revised as follows:

Table 2-4 Study Area Total Vehicle Miles Traveled Daily Limits

Study Area	VMT Limit (Total VMT at Buildout)	
	2019 General Plan	Proposed VMT Limit Update
City	6,367,833	8,066,247 8,039,802
North Study Area	37,622	27,383 27,132
East Study Area	420,612	584,786 574,028
South Study Area	1,311,107	1,594,674 1,769,671
West Study Area	705,243	773,103 751,049

Note: Total VMT refers to VMT based on all trips that have one end in a specific location. This is calculated using model origin – destination trip matrix. Fully accounts for entire trip length within SACOG region.

Source: Information provided by Fehr & Peers in 2023.

To reflect revisions to the General Plan page 2-30 of the Draft SEIR is revised as follows:

GENERAL PLAN LAND USE DESIGNATION AMENDMENTS

Amendments to the General Plan include land use changes, specifically in the Old Town Policy Area (OTPA), to promote more mixed-use development. The existing General Plan land uses in the Old Town included mainly commercial and high density residential. Land uses would be updated to encourage retail and commercial uses in proximity to similar enterprises in Old Town with surrounding housing consistent with General Plan policy provisions. Old Town Policy Area proposed land use designations (as well as proposed land use designation changes for the LEA) are shown on Figure 2-12. The Old Town Elk Grove Special Plan Area guidelines and land use provisions are planned to be updated by the City under a future separate process. The Transportation Plan of the General Plan, including the Roadway Sizing Diagram, would also be updated as illustrated in Figure 2-13.

To reflect revisions to the General Plan Table 2-5 on page 2-41 of the Draft SEIR is revised as follows:

Table 2-5 South Study Area Use District – Revised Program Standards

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
Activity District	Community Commercial (CC)	2-5	75-185
	Regional Commercial (RC)	2-5	75-185
	Employment Center (EC)	3-5	110-185
	Light Industrial/Flex (LI/FX)	20-25	735-920
	Light Industrial (LI)	20-25	735-920
	Heavy Industrial (HI)	20-25	735-920
	General Neighborhood Residential (T3-R)	3-4	110-185
	Neighborhood Center Low (T3)	3-4	110-185

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
	Neighborhood Center Medium (T4)	2-3	75-110
	Neighborhood Center High (T5)	2-3	75-110
	High Density Residential (HDR)	1-3 ^a	35-110
	Parks and Open Space (P/OS) Public Services (PS)	1-3 ^b	35-110
Residential Neighborhood District	Community Commercial (CC)	1-2	35-75
	Rural Residential (RR)	30-45	35-75
	Estate Residential (ER)	30-45	35-75
	Low Density Residential (LDR)	30-45	1,100-1,650
	Medium Density Residential (MDR)	3-5	110-185
	High Density Residential (HDR)	5-8 ^a	185-295
	Parks and Open Space (P/OS) Public Services (PS)	5-10 ^b 3-8 ^b	185-370 110-295
	Open Space/Conservation District	Resources Management and Conservation (RMC) Public Services (PS)	5-10 ^c 0-1 ^b
Activity District	Community Commercial (CC)	1.5-2	50-75
	Regional Commercial (RC)		
	Employment Center (EC)		
	Light Industrial/Flex (LI/FX)	8-11	300-400
	Light Industrial (LI)		
	Heavy Industrial (HI)		
	General Neighborhood Residential (T3-R)	1.5-2	50-70
	Neighborhood Center Low (T3)	1.5-2	60-75
	Neighborhood Center Medium (T4)	1-1.5	30-50
	Neighborhood Center High (T5)		
	High Density Residential (HDR)	1-3 ^a	20-50
	Parks and Open Space (P/OS)	3-6	120-200
	Residential Neighborhood District	Community Commercial (CC)	1-2
Rural Residential (RR)		30-38	1,100-1,400
Estate Residential (ER)			
Low Density Residential (LDR)			

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
	<u>Medium Density Residential (MDR)</u>	<u>6-8</u>	<u>225-300</u>
	<u>High Density Residential (HDR)</u>	<u>1.5-3^a</u>	<u>40-100</u>
	<u>Parks and Open Space (P/OS)</u>	<u>5-10^b</u>	<u>185-370</u>
	<u>Public Services (PS)</u>	<u>4-6^b</u>	<u>140-200</u>
	<u>Resource Management and Conservation (RMC)</u>	<u>As needed to meet drainage requirements</u>	<u>TBD</u>
<u>Open Space/Conservation District</u>	<u>Resource Management and Conservation (RMC)</u>	<u>8-11^c</u>	<u>300-400</u>
	<u>Public Services (PS)</u>		

^a percent of land use or as needed to meet regional housing needs allocation

^b percent of land use or as needed to support other land use

^c percent of land use or as needed to meet resource conservation standards and/or to provide floodplain buffer

Source: Elk Grove General Plan, Table 4-3.

Table 2-6 on page 2-42 of the Draft SEIR is revised as follows to correct the formatting of the table for consistency with the Project:

Table 2-7 West Study Area Use District – Revised Program Standards

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
Activity District	Community Commercial (CC)	1-3	20-60
	Employment Center (EC)	3-5	60-100
	High Density Residential (HDR)	5-8 ^a	110-150
Residential Neighborhood District	Community Commercial (CC)	1-3	20-60
	<u>Rural Residential (RR)</u>	<u>50-60</u>	<u>950-1,150</u>
	<u>Estate Residential (ER)</u>	<u>50-60</u>	<u>950-1,150</u>
	<u>Low Density Residential (LDR)</u>	<u>50-60</u>	<u>950-1,150</u>
	<u>Rural Residential (RR)</u>	<u>50-60</u>	<u>950-1,150</u>
	<u>Estate Residential (ER)</u>		
	<u>Low Density Residential (LDR)</u>		
	Medium Density Residential (MDR)	8-10	150-190
	High Density Residential (HDR)	3-5 ^a	60-100
	Parks and Open Space (P/OS)	8-15 ^b	150-290
Public Services (PS)	5-8 ^b	100-150	
Open Space/Conservation District	Resources Management and Conservation (RMC)	2-8 ^b	40-150
	Public Services (PS)	2-8 ^b	40-150

^a percent of land use or as needed to meet regional housing needs allocation

^b percent of land use or as needed to support other land use

^c percent of land use or as needed to meet resource conservation standards and/or to provide floodplain buffer

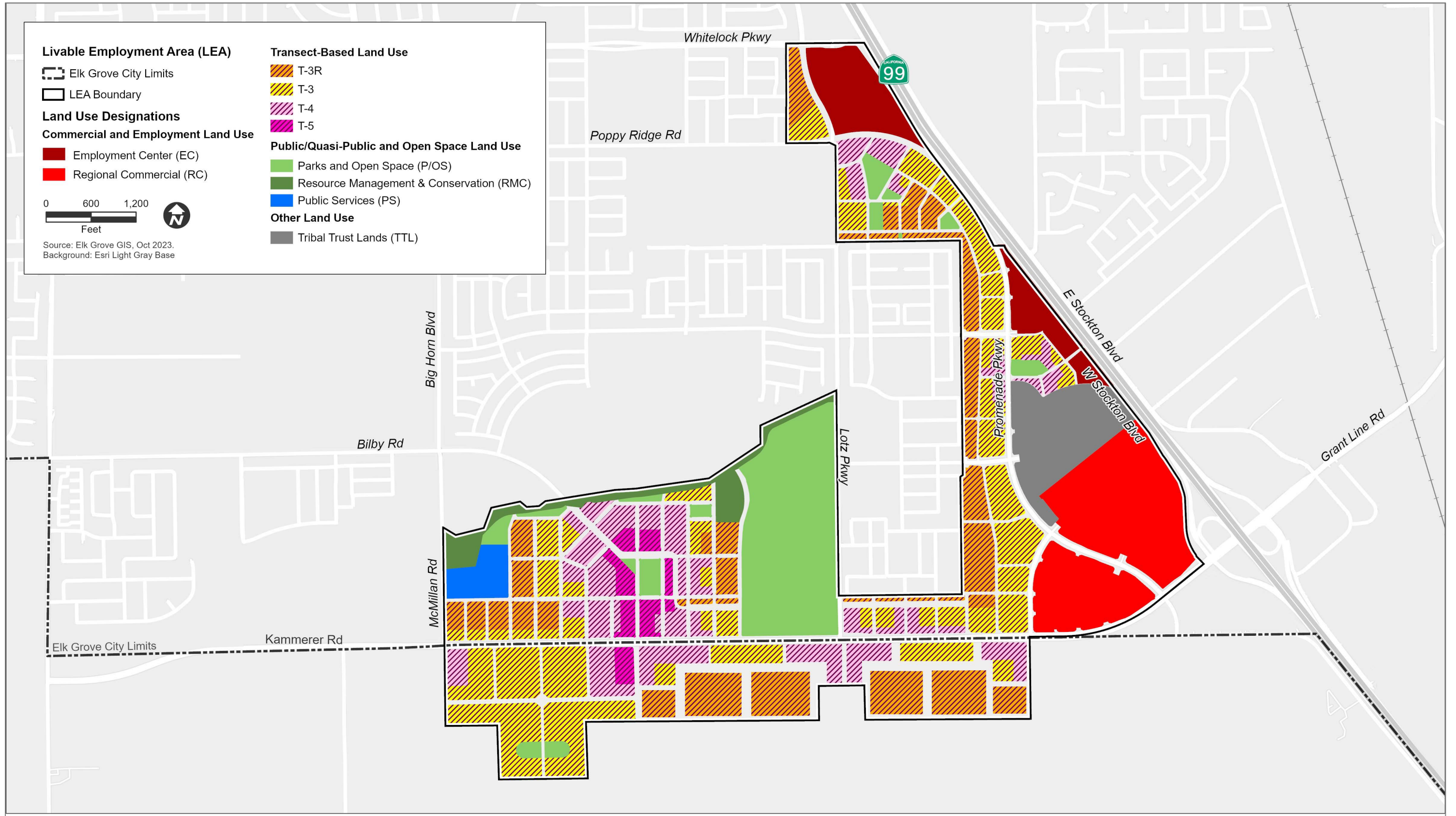
Source: Elk Grove General Plan, Table 4-4.

To reflect revisions to the General Plan page 2-42 of the Draft SEIR is revised as follows:

The following actions would occur as part of this Project:

- ▶ Amend the City's General Plan to include the LEA Community Plan Area;
- ▶ Amend City's General Plan to include revisions to Mobility Policy MOB-1-1;
- ▶ Amend the City's Transportation Analysis Guidelines to include revisions to VMT thresholds and the screening map;
- ~~▶ Amend land use designations for the Old Town Policy Area;~~
- ▶ Amend the Rural Area Community Plan to include the Grant Line Road Precise Roadway Study; and
- ▶ Amend General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b.

To reflect a change to the proposed land use diagram Figures 2-2, 2-4, and 2-12 of the Draft SEIR are revised as follows in response to comments from Mr. Daniel Doporto as provided in Chapter 2 of this Final SEIR and to incorporate a General Plan Amendment approved by the City Council on August 9, 2023, for the Guardian Madera Project:



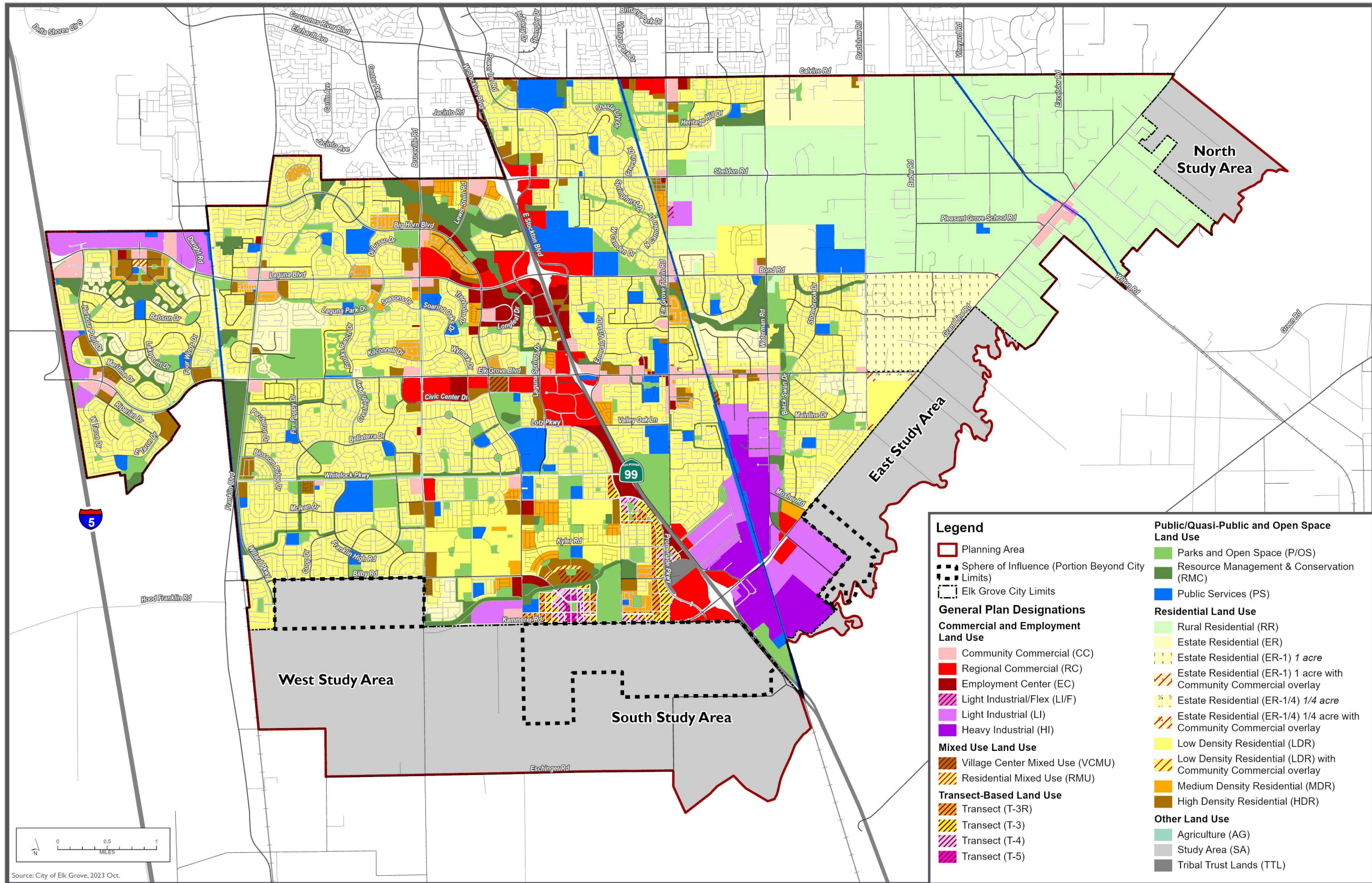
Source: City of Elk Grove 2023.

Figure 2-2 Livable Employment Land Use Area



Source: City of Elk Grove 2023.

Figure 2-4 Livable Employment Area Centers



Source: City of Elk Grove 2023.

Figure 2-12 Proposed Project Land Use Designations

Revisions to Section 3.1, Aesthetics

To reflect revisions to Policy LU-6-1 page 3.1-2 of the Draft SEIR is revised as follows:

- ▶ ~~Policy LU-6-1: Maintain and improve the aesthetic quality and architectural diversity of the Old Town historical district.~~

To reflect revisions to the General Plan page 3.1-3 of the Draft SEIR is revised as follows:

~~Old Town Elk Grove Special Planning Area Design Standards and Guidelines~~

~~The *Old Town Elk Grove Special Planning Area Design Standards and Guidelines* document, adopted in 2005 (and as subsequently amended), serves as a guide for future growth and planning efforts in the Old Town, and provides development regulations that are tailored preserve the historical character and ambiance of Old Town. This document is intended to identify issues that were deemed important to community members, including land use, site design, advertising and signage, and architecture. All future projects, including new development and redevelopment, within Old Town are required to undergo a Design Review and must be approved by the City Council prior to development.~~

To reflect revisions to the General Plan page 3.1-4 of the Draft SEIR is revised as follows:

~~Old Town Policy Area~~

~~Old Town Policy Area is located east of SR 99, along Elk Grove Boulevard that encompasses the Elk Grove Historic District that is a listed resource on the National Register of Historic Places. The Old Town stretches one mile long on Elk Grove Boulevard and is defined by Elk Grove Florin Road on the west; Waterman Road on the east; Locust Street on the north; Grove Street on the south; and several historic properties along the Union Pacific Railroad and School Street. The area consists primarily of commercial and office development, single-family residences, as well as trees and landscaping. Old Town consists of a cohesive historic visual character and requires specific design standards to improve the visual quality and maintain consistent historical character, and discourages the use of design, building material, and color inconsistencies. The *Old Town Special Planning Area Design Standards and Guidelines* regulate land uses and associated design to maintain the character for Old Town area.~~

To reflect revisions to the General Plan page 3.1-8 of the Draft SEIR is revised as follows:

~~General Plan Land Use Designation Amendments~~

~~Development anticipated from proposed land use amendments within Old Town Policy Area would promote mixed use land uses. Future development would be subject to the provisions of the *Old Town Special Planning Area Design Standards and Guidelines* and potential future updates to this document by the City that would ensure compatibility with the historical and visual character of Old Town Elk Grove. Furthermore, the Old Town Policy Area is located within an urban setting surrounded by existing dense development and additional development as a result of the Project would not significantly affect the existing visual character or views of the area. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Thus, this impact would remain **significant and unavoidable**.~~

To reflect revisions to the General Plan page 3.1-10 of the Draft SEIR is revised as follows:

~~General Plan Land Use Designation Amendments~~

~~Development anticipated from proposed land use amendments within Old Town Policy Area would promote mixed use land uses. Future development would be subject to the provisions of the *Old Town Special Planning Area Design Standards and Guidelines* and lighting requirements of EGMC Chapter 23.56 would adequately regulate light and glare impacts such that light and glare associated with future development anticipated from proposed land use amendments in the Old Town Policy Area, would not be substantial and therefore would not adversely affect day or nighttime views. There is no new significant lighting or glare~~

~~effect, and the impact is not more severe than the impact identified in the General Plan EIR. Thus, this impact would remain significant and unavoidable.~~

To reflect revisions to the General Plan page 3.1-10 of the Draft SEIR is revised as follows:

South and West Study Areas

Increased development anticipated under the South and West Study Areas is included in the overall development associated with the Project. Contrary to the LEA Community Plan Area ~~and the Old Town~~, the South and West Study Areas are located outside of City limits. However, once annexed the South and West Study Areas would be subject to General Plan policies, City Design Guidelines, and EGMC Chapter 23.56 to reduce effects associated with new sources of daytime or nighttime light or glare. Although the South and West Study Areas are currently undeveloped, proposed development within these areas would be similar in intensity as evaluated in the General Plan EIR. Additionally, changes in the urban development would result in similar light and glare impacts as addressed in the General Plan EIR. There is no new significant lighting or glare effect, and the impact is not more severe than the impact identified in the General Plan EIR. Thus, this impact would remain **significant and unavoidable**.

Revisions to Section 3.2, Air Quality

To reflect revisions to the General Plan page 3.2-12 of the Draft SEIR is revised as follows:

As indicated in Chapter 2, "Project Description," the Project would include new land use designations that include transect-based land use designations to establish the pattern and intensity of development in the LEA Planning Area ~~and land use amendments in the Old Town Policy Area. Development projected in the Old Town Policy Area from land use amendments, b~~ Buildout of the LEA Community Plan, and an increase in the maximum residential density from 40 to 80 dwelling units per acre for the proposed Village Center Mixed Use land use designation would increase buildout projections for dwelling units and population. Based on the number of new dwelling units projected as part of the Project, full buildout of the General Plan would result in an additional estimated ~~1,851~~ 593 new dwelling units and ~~5,979~~ 1,824 more persons in the City as compared to the existing General Plan.

To reflect revisions to the General Plan pages 3.2-17 through 3.2-18 of the Draft SEIR are revised as follows:

General Plan Land Use Designation Amendments

~~Construction emissions anticipated to occur from the proposed General Plan land use amendments in the Old Town Policy Area are included in the overall construction modeling associated with the Project as presented in Table 3.2-3. As discussed above, the Project would generate levels of construction emissions that would be like those discussed in the General Plan EIR and could be mitigated through compliance with General Plan Policy NR-4-8. Construction-generated emissions from implementation of the proposed General Plan land use amendments would not result in a new or substantially more severe construction air quality impacts that was addressed in the General Plan EIR. Impacts would remain significant and unavoidable.~~

To reflect revisions to Table 3.2-4 page 3.2-20 of the Draft SEIR is revised as follows:

Table 3.2-4 Summary of Maximum Operational Emissions of Criteria Air Pollutants and Precursors from the Project (2040)

Emissions Source	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (lb/day)	PM _{2.5} (tpy)
Area	219	1	<1	<1	<1	<1
Energy	4	37	3	<1	3	<1
Mobile	<u>154</u> 152	<u>129</u> 127	<u>366</u> 362	<u>48</u> 47	97	13
Total Emissions	375	165	360	47	101	13

Emissions Source	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (lb/day)	PM _{2.5} (tpy)
SMAQMD Threshold of Significance	65	65	0	0	0	0

Notes: ROG = reactive organic gases; lb/day = pounds per day; NO_x = oxides of nitrogen; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District.

Total values may not sum exactly due to rounding. See Appendix D for detailed input parameters and modeling results.

Source: Modeling performed by Ascent in 2022.

To reflect revisions to the General Plan pages 3.2-22 through 3.2-23 of the Draft SEIR are revised as follows:

General Plan Land Use Designation Amendments

~~Operational emissions anticipated to occur from the proposed General Plan land use amendments are included in the overall operational modeling associated with the Project as presented in Table 3.2-4. As discussed above, the Project would generate levels of operational emissions that would be greater than those discussed in the General Plan EIR for the Planning Area. Operation-generated emissions from implementation of the proposed General Plan land use amendments would result in substantially more severe operational air quality impacts that was addressed in the General Plan EIR. Project impacts would be **significant and unavoidable** due to the lack mitigation available to full address the impact.~~

The below reflects revised Mitigation Measure 3.2-2, page 3.2-23 of the Draft SEIR which now reads as follows based upon the comments from the Sacramento Air Quality Management District as provided in Chapter 2 of this Final SEIR:

Mitigation Measure 3.2-2: Prepare an Air Quality Mitigation Plan for the LEA Community Plan Area

The City shall prepare an Air Quality Management Plan that demonstrates a 15 percent reduction in operational air pollutant for the LEA Community Plan Area, compared to unmitigated baseline project consistent with General Plan Policy NR-4-1. For the portion of the LEA Community Plan Area that is located outside of areas anticipated for development in the growth projections of the State Implementation Plan, the City shall prepare an Air Quality Management Plan that demonstrates a 35 percent reduction in operational pollutants, compared to unmitigated baseline project conditions.

The Air Quality Management Plans shall be submitted to the Sacramento Metropolitan Air Quality Management District for review and verification of technical adequacy endorsement. Air Quality Management Plan emission reduction measures will be identified and quantified and may include commitments to reducing VMT, promoting alternative modes of transportation, and energy efficiency building measures. The Air Quality Management Plans shall be submitted to SMAQMD prior to the certification of the Final EIR to confirm that the project meets reduction requirements.

To reflect revisions to the General Plan page 3.2-23 of the Draft SEIR is revised as follows:

Impact 3.2-3: Exposure of Sensitive Receptors to Substantial Carbon Monoxide Pollutant Concentrations

The General Plan EIR concluded that the Project would not contribute to localized concentrations of mobile-source CO impacts. Implementation of the Project would include land use amendments that would result in distribution of vehicle trips throughout the City; however, this redistribution would not result in a new CO impact. Based on modeling performed for this analysis, the maximum development proposed for the Project could generate a maximum of 264,200 daily trips; however, the trips would be distributed throughout the City and into the region and would not be focused within one intersection exclusively. Therefore, there is no new effect and the impact is not substantially more severe than the impact identified in the General Plan. This impact would remain **less than significant** as identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.2-24 of the Draft SEIR is revised as follows:

Based on modeling conducted for this analysis, the Project could generate a maximum of 264,200 daily vehicle trips throughout the City. While localized concentrations of criteria air pollutants can expose sensitive receptors to substantial pollutant concentrations, criteria air pollutants generally produce regional impacts. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with land use development projects. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed. However, there may be unique situations or infrastructure designs (e.g., tunnels, enclosed underpasses) where a project with high levels of emissions may require concentration modeling to determine if the emissions will expose sensitive receptors to substantial pollutant concentrations.

Using the screening criteria utilized in the General Plan EIR established by SMAQMD, a CO hotspot could occur at intersections that support 31,600 VPH. The 264,200 daily trips generated by implementation of the Project would be less than this 31,600 VPH screening criterion. Because these trips would be regional in nature rather than localized and would be less than the screen criterion, a CO hotspot would not occur.

To reflect revisions to the General Plan page 3.2-24 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Anticipated new vehicle trips from the proposed General Plan land use amendments in the Old Town Policy Area are included in the overall number cited above for buildout of the Project. As discussed above, the Project would generate levels of new vehicle trips that would be below SMAQMD's screening criteria for CO hotspots. Implementation of the proposed General Plan land use amendments would not result in a new or substantially more severe air quality impacts that was addressed in the General Plan EIR. This impact would remain less than significant.~~

To reflect revisions to the General Plan page 3.2-26 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Anticipated new TAC emissions from the proposed General Plan land use amendments in the Old Town Policy Area would be similar to those disclosed above for the Project. As discussed above, the Project would generate construction and operational TAC emission like those disclosed in the General Plan EIR. Construction of the General Plan land use amendments in the Old Town Policy Area would occur within the footprint of the General Plan; however, increased development may require construction of greater intensity. Operation of the development in the Old Town Policy Area would include similar stationary source and mobile source emissions as analyzed in the General Plan EIR. As discussed above, the roadways segment with the highest ADT under the Project would occur along Kammerer Road from Promenade Parkway to State Route 99 and would not exceed CARB's 100,000 ADT threshold for siting sensitive receptors. Implementation of the proposed General Plan land use amendments would not result in a new or substantially more severe air quality impacts that was addressed in the General Plan EIR. Project impacts would remain significant and unavoidable.~~

Revisions to Section 3.3, Archaeological, Historical, and Tribal Cultural Resources

To reflect revisions to the General Plan page 3.3-7 of the Draft SEIR is revised as follows:

Old Town Special Planning Area Design Standards and Guidelines

~~The purpose of the *Old Town Elk Grove Special Planning Area Design Standards and Guidelines (SPA)* is to provide development regulations that are tailored to preserve the historical character and small town charm. Thus, the Old Town SPA establishes:~~

- ~~1. A design review process which:~~

- a. Preserves the historical and cultural integrity of Old Town by guiding the architectural style of new development and the redevelopment of existing structures;
 - b. Encourages high-quality land planning and architecture;
 - c. Encourages development in keeping with the desired character of the City; and
 - d. Ensures that proper attention is provided to site and architectural design, thereby fostering an environment that encourages stable growth in land values.
2. A map and table of permitted and conditionally permitted land uses which:
- a. Enhances Old Town Elk Grove's sense of community;
 - b. Unifies Old Town's main street, Elk Grove Boulevard, by focusing on pedestrian-oriented uses such as retail, restaurant, office, and services; and
 - c. Ensures physical, visual, and functional compatibility between uses.

The intent of the Old Town Elk Grove SPA's design review process is to establish discretionary review of development projects within the SPA boundaries to ensure conformance not only with the minimum standards set forth in the Title 23 of the City's Municipal Code, but also with the goals, standards, guidelines, and examples provided in the Old Town SPA. The Old Town SPA was originally created by Sacramento County in 1985. A significant update was completed by the City in August 2005, with updates in 2010, 2014, 2017, 2018, 2019, and 2021.

To reflect revisions to the General Plan pages 3.3-11 through 3.3-12 of the Draft SEIR is revised as follows:

The Old Town Policy area encompasses the Elk Grove Historic District, which is a listed resource on the NRHP. There are 85 properties within the Elk Grove Historic District identified eligible for listing in the Elk Grove Registry as local landmark or heritage resource. Of these properties:

- ▶ 36 properties are considered individually eligible,
- ▶ 39 properties are identified as potential contributors to the Elk Grove Historic District, and
- ▶ 10 properties appear to meet criteria for local listing individually and as contributors to the Elk Grove Historic District (City of Elk Grove 2019b).

To reflect revisions to the General Plan on page 3.3-14 of the Draft SEIR is revised as follows:

The purpose of the Project is to amend the City's General Plan land use designations to support residential and commercial growth in Elk Grove, specifically in the LEA Community Plan Area, Old Town Policy Area, and West and South Study Areas. The Project would develop the framework for walkable communities with amenities, such as commercial businesses. The update to the City's VMT thresholds would not result in physical development and therefore does not have the potential to trigger cultural resource impacts and this issue is not discussed further in this SEIR.

To reflect a revisions to the General Plan page 3.3-16 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

The magnitude of development and potential for damage to or destruction of historical resources anticipated from the proposed General Plan land use amendments in the Old Town Policy Area is included in the overall development associated with the Project. As discussed above under LEA Community Plan, impacts related to the damage to, or destruction of historical resources would remain **less than significant** with implementation of Mitigation Measure 5.5.1b. Additionally, the Old Town Elk Grove SPA Design Standards and Guidelines establishes a process for review of development projects within the Old Town Policy Area to preserve the historical integrity of the area. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.3-19 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

The magnitude of ground disturbance and potential to disturb archaeological resources anticipated from the proposed General Plan land use amendments in the Old Town Policy Area is included in the overall development associated with the Project. As discussed above under LEA Community Plan, impacts related to the disturbance of archaeological resources would remain **less than significant** with implementation of revised Mitigation Measure MM 5.5.1a. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.3-21 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

The magnitude of ground disturbance and potential to disturb tribal cultural resources anticipated from the proposed General Plan land use amendments in the Old Town Policy Area is included in the overall development associated with the Project. As discussed above under LEA Community Plan, impacts related to the disturbance of tribal cultural resources would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.3-23 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

The magnitude of ground disturbance and potential to disturb human remains anticipated from the proposed General Plan land use amendments in the Old Town Policy Area is included in the overall development associated with the Project. As discussed above under LEA Community Plan, impacts related to the disturbance of human remains would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Revisions to Section 3.4, Energy

To reflect revisions to Table 3.4-1 page 3.4-9 of the Draft SEIR is revised as follows:

Table 3.4-1 Project Operational Energy Consumption (2040)

Energy Type	Energy Consumption	Units
Electricity	32,100	MWh/year
Natural Gas	249,200	therms/year
Gasoline	1,739,291 1,720,900	gal/year
Diesel	376,077 372,100	gal/year

Notes: MWh/year = megawatt-hours per year; therm/year = thermal units per year, gal/year = gallons per year.
Source: Calculations by Ascent Environmental in 2022.

To reflect revisions to the General Plan page 3.4-9 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Construction and operational energy usage anticipated to occur from the proposed General Plan land use amendments in the Old Town Policy Area was included in the overall construction and operational modeling associated with the Project. As discussed above, the Project would consume gasoline and diesel fuel during construction, and natural gas, electricity, gasoline, and diesel fuel during operation. Total consumption of energy for the Project would be more than what was evaluated in the General Plan EIR due to increased development potential; however, the development would be of greater density and would therefore be more efficiently distributed on a per capita basis. Construction and operation related energy consumption from

implementation of the proposed General Plan land use amendments would not result in a new or substantially more severe energy impacts that was addressed in the General Plan EIR. Impacts would remain **less than significant**.

To reflect revisions to the General Plan page 3.4-11 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

As discussed above, development constructed to adhere to the proposed General Plan land use amendments in the Old Town Policy Area would be similarly subject to relevant CAP measures, General Plan policies, the City's municipal code, and would be provided electricity from SMUD meeting the standards of the RPS. Development from the proposed General Plan land use amendments would not result in a new or substantially more severe energy impacts that was addressed in the General Plan EIR. Impacts would remain **less than significant**.

Revisions to Section 3.5, Greenhouse Gas Emissions and Climate Change

To reflect revisions to the General Plan Table 3.5-2 on page 3.5-11 of the Draft SEIR is revised as follows:

Table 3.5-2 Greenhouse Gas Emissions of the Project in 2040

Emissions Sector	MTCO _{2e}
Mobile Source	12,294 -12,164
Energy Consumption ¹	4,069
Solid Waste Generation	667
Water Consumption and Wastewater Treatment	478
Area Sources	50
Total Operational GHG Emissions	17,558 17,426
GHG Emissions per Capita	2.9

Notes: Totals may not add due to rounding.

MTCO_{2e} = metric tons of carbon dioxide equivalent, MTCO_{2e}/year/SP = metric tons of carbon dioxide equivalent per year per service population.

¹ Energy was estimated in accordance with the 2019 California Energy Code (Part 6 of the Title 24 California Building Code). The California Energy Code is updates triennially and expected to enhance the energy efficiency and decarbonization of future development.

See Appendix D for detailed input parameters and modeling results.

Source: Modeled by Ascent Environmental in 2022.

To reflect revisions to the General Plan page 3.5-11 of the Draft SEIR is revised as follows:

As shown in Table 3.5-2, operation of the Project would generate approximately ~~17,558~~ 17,426 MTCO_{2e}/year or 2.9 MTCO_{2e} per capita in 2040, the assumed first full year of Project operation. This is close to the per capita estimates in the CAP for 2050. While this estimate does not satisfy the target of 1.4 MTCO_{2e} per capita by 2050, it is relatively consistent with the projections in the 2019 CAP. Notably, the CAP does not establish a GHG reduction target for the year 2040.

To reflect revisions to the General Plan pages 3.5-12 through 3.5-13 of the Draft SEIR are revised as follows:

General Plan Land Use Designation Amendments

Construction and operational GHG emissions anticipated to occur from the proposed General Plan land use amendments in the Old Town Policy Area was included in the overall construction and operational modeling associated with the Project (see Table 3.5-2). As discussed above, the Project would generate emissions similar to those discussed in the General Plan EIR. Development in the Old Town Policy Area would similarly

be subject to requirements of the City's CAP and EGMC to reduce GHG emissions. However, it is currently not known how the CAP update would address the state's newest GHG reduction goals and what additional reduction measures may be applied to future development to do its "fair share" in meeting those goals. With these new long-term targets that are more aggressive than and supersede the state's previous long-term targets of reducing emissions by 80 percent below 1990 levels, the Project would exceed emissions targets at a higher rate than anticipated as part of the General Plan. Construction and operation-related emissions from implementation of the proposed General Plan land use amendments would result in a new or substantially more severe climate change impacts that was addressed in the General Plan EIR. Impacts would be **significant and unavoidable**.

Revisions to Section 3.6, Noise and Vibration

To reflect revisions to the General Plan page 3.6-20 of the Draft SEIR is revised as follows:

Table 3.6-11 includes modeled traffic noise levels for General Plan buildout and Plus Project conditions, which includes land use designation changes associated with LEA Community Plan as well as ~~the Old Town Policy Area and~~ other proposed land use changes. Buildout of the General Plan would increase traffic noise levels to above the 60 dB L_{dn} standard for all roadway segments analyzed in the General Plan EIR. The Project would also result in increases in traffic noise levels along roadways that are already anticipated in the General Plan EIR to be above the City's 60 dB L_{dn} exterior threshold for sensitive land uses (see Appendix F for traffic noise modeling assumptions and results). Additionally, existing traffic noise levels adjacent to many of the major roadways in the City currently exceed the City's noise standard (60 dB L_{dn}) (see Table 3.6-8). As shown in Table 3.6-11 traffic noise levels on several roadways would decrease from buildout of the Project as compared to the existing General Plan. This would occur because the Project would result in a redistribution of trips to other roadways such that there would be a reduction in traffic noise on several roadway segments analyzed in the General Plan EIR.

To reflect revisions to the General Plan pages 3.6-18 through 3.6-19 of the Draft SEIR are revised as follows:

General Plan Land Use Designation Amendments

~~Construction noise anticipated to occur from proposed General Plan land use amendments is included in the overall construction equipment noise modeling associated with the Project. As discussed above under, LEA Community Plan, impacts from construction noise would be less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. This impact would remain less than significant.~~

To reflect revisions to the General Plan page 3.6-25 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Traffic noise anticipated from the proposed General Plan land use amendments is included in the overall traffic noise modeling associated with the Old Town Policy Area (see Table 3.6-11). As shown in Table 3.6-11 roadways within the Old Town Policy Area would not result in a significant increase in noise from implementation of the Project. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Impacts would be significant and unavoidable.~~

To reflect revisions to the General Plan page 3.6-27 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Operational stationary noise anticipated from the proposed General Plan land use amendments is included in the overall stationary noise analysis associated with the Old Town Policy Area. As discussed above under, LEA Community Plan, impacts from long-term stationary noise would be less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR; therefore, the impact would remain less than significant.~~

To reflect a change to the project description on page 3.6-29 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Vibration anticipated from the proposed General Plan land use amendments is included in the overall stationary noise and vibration analysis associated with the Old Town Policy Area. As discussed above under, LEA Community Plan, impacts from short- and long-term vibration would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Revisions to Section 3.7, Population, Employment, and Housing

To reflect revisions to the General Plan page 3.7-4 of the Draft SEIR is revised as follows:

The purpose of the Project is to amend the City's General Plan land use designations to support residential and commercial growth in Elk Grove, specifically in the LEA Community Plan Area, ~~Old Town Policy Area~~, and West and South Study Areas. The Project would develop the framework for walkable communities with amenities, such as commercial businesses. The update to the City's VMT thresholds and revisions to General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b would not result in physical development. Therefore, the Project would not remove housing or otherwise displace substantial numbers of people or homes beyond what was evaluated in the General Plan EIR. The Project would have no impact related to the displacement of a substantial number of people or homes and this issue is not discussed further in this SEIR.

To reflect revisions to the General Plan page 3.7-4 of the Draft SEIR is revised as follows:

Impact 3.7-1: Induce Substantial Population Growth

General Plan EIR Section 3.3 determined that implementation of the General Plan would exceed SACOG's population and housing projections for Elk Grove. The Project would accommodate up to ~~1,851~~ 563 net new dwelling units, ~~423,923~~ 121,885 jobs, and approximately ~~5,979~~ 1,824 net new persons beyond the General Plan. This growth would exceed projections assumed under the City's General Plan and regional planning efforts completed by SACOG. The Project would not indirectly induce unplanned population growth or residential development. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Growth inducement impacts would remain **less than significant**.

To reflect revisions to the General Plan page 3.7-4 of the Draft SEIR is revised as follows:

Buildout of the Project would add an additional estimated ~~1,851~~ 563 new dwelling units, an increase in ~~1.7~~ 0.5 percent over General Plan projections. Total population under Project buildout, within the Planning Area, would increase by ~~5,979~~ 1,824 persons or ~~1.8~~ 0.5 percent as compared to the General Plan. The majority of new dwelling units would occur in the LEA Community Plan Area, which would be built out at a higher density than included in the existing General Plan. The Project would not change the development boundaries of the City's Planning Area. The majority of estimated growth would occur in the LEA Community Plan Area, which would create a more efficient and beneficial use of the area by adding development potential in an area already planned for development. This strategy is consistent with the vision of the MTP/SCS prepared by SACOG.

The difference between existing (2022), existing General Plan forecast, and project forecasts for the Planning Area are shown in Table 3.7-1. SACOGs 2040 projections for Elk Grove estimate that the City will have a population of 202,630 people accommodating 66,508 dwelling units (SACOG 2019b). The anticipated growth under the Project within the City limits is ~~76,906~~ 79,693 dwelling units and a population of ~~248,406~~ 247,724 persons.

Table 3.7-1 Comparison of General Plan and General Plan Amendment Projections

Existing Conditions (2022)	Existing General Plan Projections	General Plan Amendment Projections	Difference	Percent Increase
Residential Units	102,865	404,716 103,428	1,854 593 units	4.7 0.5
Population	332,254	338,233 334,078	5,979 1,824 persons	4.8 0.5

To reflect revisions to the General Plan page 3.7-5 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Population growth anticipated from proposed land use amendments in the Old Town Policy Area are included in the overall population growth associated with the Project. As discussed above under, LEA Community Plan, impacts to population growth would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

Revisions to Section 3.8, Public Services and Recreation

To reflect revisions to the General Plan page 3.8-8 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Increased demand for fire protection and emergency medical services because of the increased population growth anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population growth associated with the Project. Additionally, the Old Town SPA is located within the CCSD Fire Department’s existing service area and would not require any changes to the department’s service area boundary. As discussed above under the LEA Community Plan, impacts to fire protection and emergency medical services would be reduced by compliance with the EGMC and existing General Plan policies. Impact would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.8-9 of the Draft SEIR is revised as follows:

LEA Community Plan Area

Implementation of the Project would increase housing and density, including in the LEA Community Plan Area. The Project could result in an additional ~~1,854~~ 593 dwelling units in the City Planning Area beyond what is currently anticipated at buildout under the General Plan. The additional units would result in a potential population increase of up to ~~5,979~~ 1,824 (see Section 3.7 “Population and Housing”). EGPD’s service boundaries are contiguous with the City limits (City of Elk Grove 2018). The LEA Community Plan Area is located within the EGPD’s existing service area and would not require any changes to the department’s service area boundary. EGPD’s current officer-to-resident population ratio is 0.81 sworn police officers per 1,000 residents. The EGPD operates out of a centralized facility at the City Hall complex and additional police services to accommodate development can be accomplished through additional personnel and equipment. The main police service campus is growing to accommodate the need for more police department office and storage space.

To reflect revisions to the General Plan page 3.8-9 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Increased demand for new law enforcement facilities because of the increased population growth anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population growth associated with the Project. Additionally, the Old Town Policy Area is located within the EGPD’s existing service area and would not require any changes to the department’s service area boundary. As discussed above under the LEA Community Plan, impacts to law enforcement facilities would be reduced by compliance with the EGMC and existing General Plan policies. Impact would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan page 3.8-10 of the Draft SEIR is revised as follows:

South and West Study Areas

Increased demand for new law enforcement facilities as a result of the increased population growth anticipated under the South and West Study Areas is included in the overall population growth associated with the Project. Contrary to the LEA Community Plan Area and the Old Town SPA, the South and West Study Areas are located outside of the EGPD’s existing service area. However, the South and West Study Areas would be subject to General Plan policies and mitigation measures identified in the General Plan EIR to reduce physical environmental effects and provide additional police protection services as the study areas develop. Impact would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

To reflect revisions to the General Plan Table 3.8-1 on page 3.8-10 of the Draft SEIR is revised as follows:

Table 3.8-1 Potential New Students

Grade Level	Proposed Student Generation Rate	Maximum Potential of Additional Units Beyond Existing General Plan Buildout	New Students
Elementary K–6	0.2415	1,851 <u>593</u>	447 <u>143</u>
Middle School 7–8	0.0616		114 <u>37</u>
High School 9–12	0.1091		202 <u>65</u>
Total		1,851 <u>593</u>	763 <u>245</u>

Calculated by Ascent Environmental in 2022.

To reflect revisions to the General Plan on page 3.8-10 of the Draft SEIR is revised as follows:

LEA Community Plan Area

As stated previously, implementation of the Project would result in an increase of housing and density throughout the City, including in the LEA Community Plan Area. Overall, the Project could increase the number of dwelling units in the City up to ~~4,851~~ 593 units beyond those identified in the current General Plan. This increase of ~~4,851~~ 593 net new housing units would result in a potential population increase in the City of up to ~~5,979~~ 1,824 persons when compared to the adopted General Plan (see Section 3.7 “Population and Housing”).

With the anticipated development under the Project, there would ~~0.81~~ be an increase in the number of school-aged children that would reside in the City, triggering the need for additional public school facilities. Table 3.8-1 summarizes the EGUSD student generation rates from the School Facility Needs Analysis (EGUSD 2021b).

To reflect revisions to the General Plan pages 3.8-10 through 3.8-11 of the Draft SEIR are revised as follows:

Based on the existing student generation factors, the Project could result in an additional ~~763~~ 245 students to be enrolled at EGUSD schools beyond what was evaluated in the General Plan EIR. This increase in enrollment would require the construction of one new elementary school; however the need for an additional middle school or high school would not be necessary because there is sufficient capacity to serve additional students. EGUSD has disclosed that the first annexation project would trigger the need for a new middle school and high school, which may be located south of Kammerer Road. Although, some of the units located within the LEA Community Plan Area within the existing City limits would be accommodated on an interim basis. Anticipated growth under the Project would be in addition to the projected student enrollment, which was developed before adoption of the General Plan. Thus, growth associated with the General Plan and the Project was not factored into EGUSD planning and new or expanded public school facilities will be necessary. It is important to note that residential units associated with the Project would be distributed throughout the LEA Community Planning Area, ~~Old Town Policy Area~~, and the South and West Study Areas. Depending on the rate of development and the location, the specific need for each school type will vary. For

instance, revisions to school assignment boundaries, implemented at the discretion of the district, may be used to accommodate increased growth in some situations. The LEA Community Plan has identified one elementary school site located immediately north of Kammerer Road east of Big Horn Boulevard, which would support proposed elementary school population growth in the area north of Kammerer Road.

To reflect revisions to the General Plan page 3.8-11 of the Draft SEIR is revised as follows:

~~**General Plan Land Use Designation Amendments**~~

~~Increased demand for new or expanded public school facilities as a result of the increased population growth anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population growth associated with the Project. The Old Town Policy Area is located within the existing EGUSD Service Area boundary (EGUSD 2022b). However, as discussed above under the LEA Community Plan, construction or expansion of public school facilities to accommodate population growth as a result of the Project may be required, and would be under the jurisdiction of the EGUSD. This impact would remain **significant and unavoidable**.~~

To reflect revisions to the General Plan page 3.8-12 of the Draft SEIR is revised as follows:

~~**LEA Community Plan Area**~~

~~Implementation of the Project would include additional housing in the LEA Community Plan Area beyond what is currently allowed under the General Plan. This could result in an additional ~~1,854~~ 593 dwelling units and a net increase of ~~5,979~~ 1,824 in City population beyond what is currently anticipated at buildout under the General Plan. As a result of proposed population growth and new employment opportunities in the LEA Community Plan Area, both new residents and employees could increase the use of park facilities. CCSD parkland standards, EGMC Chapters 22.40 and 16.80, and General Plan Policy PT-1-3 require a minimum of 5 acres of developed parkland per 1,000 residents. The City has also established requirements for bicycle, pedestrian, and trail facilities as part of new development, either through the City's Bicycle, Pedestrian, and Trails Master Plan, or through the requirements of an area plan; though, these facilities are in addition to the required park facilities. The City requires that private developers proposing residential projects in the City, including the LEA Community Plan Area, either dedicate land for park facilities or pay a fee in lieu of providing parkland. These dedications and fees are collected by the City or CCSD as part of the development process and used for the purpose of developing new park facilities to serve the development for which the fees were paid. The dedication of parkland and the payment of fees in lieu of dedication were identified in Impact 5.11.4.1 of the General Plan EIR.~~

To reflect revisions to the General Plan page 3.8-13 of the Draft SEIR is revised as follows:

~~**General Plan Land Use Designation Amendments**~~

~~Increased demand for new parks or recreational facilities because of the increased population growth anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population growth associated with the Project. Additionally, the Old Town Policy Area is located within the existing CCSD Parks & Recreation Service Area (CCSD Parks and Recreation Department 2018). However, as discussed above under the LEA Community Plan, construction or expansion of park facilities to accommodate population growth as a result of the Project may be required. Because development in the Old Town would be required to comply with the City and CCSD fee programs specific to park development, impacts would remain **less than significant**. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.~~

Revisions to Section 3.9, Transportation

To reflect revisions to the General Plan pages 3.9-8 and 3.9-9 of the Draft SEIR is revised as follows:

~~**Old Town Special Planning Area Design Standards and Guidelines**~~

~~The Old Town Elk Grove Special Planning Area (SPA) is intended to serve as a guide for future growth and planning effort, while preserving the historical character and ambiance of Old Town (City of Elk Grove 2021). The following transportation related goal and standards apply to the Project:~~

~~**GOAL:** To ensure that automobiles, bicycles, and ultimately pedestrians can move safely and easily between the public right-of-way, parking lots, sidewalks, and buildings.~~

~~Standards:~~

~~a. Alleys in Old Town shall comply with the following:~~

- ~~1. Parcels adjacent to rear alleys shall maintain service access from the rear and provide attractive rear entrances.~~
- ~~2. On-street loading and unloading shall only be permitted for parcels that are not adjacent to rear or side alleys.~~
- ~~3. Projects adjacent to alleyways shall improve the appearance of the alleyways per City standards. The utilization of special paving is strongly encouraged.~~
- ~~4. Existing mid-block north/south alleys shall be utilized for parking access wherever they occur.~~
- ~~5. An entry gateway arch or similar feature to distinguish the pedestrian corridor and reinforce the continuity of the street wall is required.~~
- ~~6. Access width for pedestrian corridors (building to building or building to property line) shall meet the standards of the Americans with Disability Act (ADA) and California Building Code (CBC).~~

~~b. Vehicle, bicycle, and pedestrian circulation shall comply with the following:~~

- ~~1. Primary pedestrian access to all buildings shall be through an entry on the street side.~~
- ~~2. Vehicle circulation patterns shall be as simple and obvious as possible.~~
- ~~3. Pedestrian circulation patterns shall be as simple and obvious as possible.~~
- ~~4. Circulation shall be designed to reduce conflict between vehicles and people. The pedestrian shall take precedence over the vehicle if a conflict arises.~~
- ~~5. Pedestrian scaled lighting is required.~~
- ~~6. Accessibility and safety (non-slip surfaces) shall be provided.~~
- ~~7. Bicycle routes shall be marked and not travel on pedestrian sidewalks or pathways, consistent with the trails plan shown in Figure PTO-2 of the City's General Plan.~~
- ~~8. Facilities and amenities shall be accessible to people with disabilities in accordance with ADA, State, and City guidelines.~~

To reflect revisions to the General Plan page 3.9-14 of the Draft SEIR is revised as follows:

Relative to SACSIM19, EGSIM20 includes calibration refinements to the base year (2020) model to include more detailed traffic analysis zones, roadway network updated Internal-External and External-Internal (I-X and X-I) travel for the SR 99 and I-5 model gateways and updated the base year land use inputs in the City to 2020 conditions. The model was then validated year 2020 pre-pandemic conditions, consistent with Caltrans guidance. The future EGSIM20 model represents General Plan buildout for the City and regional growth per the 2020 MTP/SCS to 2040, and was refined to include several planned developments, such as the LEA Community Plan Area. The model and associated calculation methodology was revised to more accurately estimate VMT in the City. In addition to VMT updates in the General Plan, the Project would revise the City of Elk Grove *Transportation Analysis Guidelines* for consistency with the General Plan amendments. Revisions to the *Transportation Analysis Guidelines* would include VMT projections from the Travel Demand Model version EGSIM20 and updated land use and cumulative VMT limits, and a revised screening map. VMT updates would include all aspects of the project including General Plan land use amendments for the ~~Old Town Policy Area~~, South and West Study Areas, and Grant Line Road Precise Roadway Study. Additional details regarding the traffic model updates are available in Appendix C.

The VMT limit in General Plan Table 6-1 and Table 6-2 under Policy MOB-1-1, would be revised as part of the Project. General Plan Table 6-1 includes the daily VMT limits for projects to achieve the State-mandated goal of 15 percent below existing (2015) conditions based on the modeling conducted for the General Plan using SACSIM15. Updated VMT limits by land use designation calculated and revised using the updated model (i.e., EGSIM20) as part of the Project are shown in Table 3.9-3 (also provided in Chapter 2, "Project Description," as Table 2-3). The limit for cumulative total daily VMT would also be updated as part of the Project. New development projects in the City would need to demonstrate that cumulative VMT within the City for a future project would be less than or equal to the revised cumulative limit of ~~8,066,247~~ ~~8,035,140~~ total daily VMT, which is ~~1,698,414~~ ~~1,667,307~~ above the current cumulative daily VMT limit in the General Plan of 6,367,833. General Plan Table 6-2 would be updated to include cumulative development in the Study Areas, as shown in Table 3.9-4 (also provided in Chapter 2, "Project Description," as Table 2-4).

To reflect revisions to the General Plan Table 3.9-3 on pages 3.9-14 and 3.9-15 of the Draft SEIR is revised as follows:

Table 3.9-3 Vehicle Miles Traveled Limits by Land Use Designation

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
Commercial and Employment Land Use Designations			
Community Commercial (CC)	41.6	26.7 29.4	14.9 12.2
Regional Commercial (RC)	44.3	26.9 29.4	17.4 14.9
Employment Center (EC)	47.1	20.2 19.3	26.9 27.8
Light Industrial/Flex (LI/FX)	24.5	15.5 24.2	9.0 0.3
Light Industrial (LI)	24.5	22.4 24.2	2.1 0.3
Heavy Industrial	39.5	26.5 23.4	13.0 16.1
Mixed Use Land Use Designations			
Mixed Use Village Center (VCMU)	41.6	19.4 18.6	22.2 23.0
Residential Mixed Use (RMU)	21.2	20.6 19.7	0.6 1.5
Transect Based-Land Use Designations			
General Neighborhood Residential (T3-R)	NA	20.7 21.2	-
Neighborhood Center Low (T3)	NA	21.1 20.0	-
Neighborhood Center Medium (T4)	NA	20.2 21.1	-
Neighborhood Center High (T5)	NA	15.7 17.0	-
Public/Quasi Public and Open Space Land Use Designations			
Parks and Open Space (P/OS)	NA ¹	NA ¹	-

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
Resource Management and Conservation (RMC)	NA ¹	NA ¹	-
Public Services (PS)	NA	NA ¹ 19.3	-
Residential Land Use Designations			
Rural Residential (RR)	34.7	25.2 25.0	9.5 9.7
Estate Residential (ER)	49.2	20.6 22.2	28.6 27.0
Low Density Residential (LDR)	21.2	19.3 20.2	1.9 1.0
Medium Density Residential (MDR)	20.9	17.9 19.6	3.0 1.3
High Density Residential (HDR)	20.6	17.7 18.6	2.9 2
Other Land Use Designations			
Agriculture (AG)	34.7	NA ¹ 25.2	- 9.5
Study Areas	NA ²	NA ²	-
Tribal Trust Lands	NA ³	NA ³	-

Notes: VMT = vehicle miles traveled. VMT limit is 85% of average base year VMT per service population for parcels with land use designations. VMT limit is average buildout VMT per service population for parcels with land use designations.

¹ These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.

² Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim “Study Area” designation.

³ Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy

Source: Information provided by Fehr & Peers in 2023.

To reflect revisions to the General Plan Table 3.9-4 on page 3.9-15 of the Draft SEIR is revised as follows:

Table 3.9-4 Study Area Total Vehicle Miles Traveled Daily Limits

Study Area	VMT Limit (Total VMT at Buildout)		
	2019 General Plan	Project	Change (2019 General Plan – Project)
City	6,367,833	8,066,247 8,039,802	(1,698,414) (1,671,969)
North Study Area	37,622	27,383 27,132	10,239 10,490
East Study Area	420,612	584,786 574,028	(164,147) (153,416)
South Study Area	1,311,107	1,594,674 1,769,671	(283,567) (458,564)
West Study Area	705,243	773,103 751,049	(67,860) (45,806)

Note: () = negative number. Total VMT refers to VMT based on all trips that have one end in a specific location. This is calculated using model origin – destination trip matrix. Fully accounts for entire trip length within SACOG region.

Source: Information provided by Fehr & Peers in 2023.

To reflect revisions to the General Plan page 3.9-16 of the Draft SEIR is revised as follows:

Project Generated VMT for the LEA Community Plan Area, General Plan Land Use Designation Amendments, and South and West Study Areas

The revised calculation methodology and new modeling tool (i.e., EGSIM20) were used to estimate existing (2020) VMT, upon which the updated VMT limits are based. Additionally, total VMT and VMT per service population was quantified for all land use designations associated with buildout of the Project. The revised VMT modeling detailed in Table 3.9-5 includes all Project-generated changes to the General Plan.

The increase of total daily VMT within the City resulting from implementation and buildout of the Project would be 9,557,157 ~~9,456,103~~. Thus, estimated total daily VMT in the City would result in an exceedance of both the established Citywide limit of 6,367,833 VMT and the proposed Citywide limit of 8,039,802. Although the VMT modeling, limits, and results summarized in Table 3.9-5 were calculated using a different base year (i.e., 2020), a revised calculation methodology, and new modeling tool (i.e., EGSIM20); Citywide VMT would increase from approximately 7,491,568 with implementation of the current General Plan to ~~9,456,103~~ 9,557,157 with implementation of the Project. The increase in Citywide VMT of approximately ~~1,964,535~~ 2,065,589 associated with implementation and buildout of the project indicates that even with the changes in VMT modeling and quantification detailed above, the Project-generated VMT would continue to exceed applicable Citywide thresholds. While total VMT would increase as part of the Project proposed land use changes would result in more efficient VMT per capita. However, as detailed above, with implementation and buildout of the Project, individual land use designations would experience an exceedance of VMT per service population limits and total daily VMT within the City. The VMT impact in both the General Plan EIR and the Housing and Safety Element SEIR were determined to be significant and unavoidable with implementation of all feasible mitigation. Therefore, although the VMT modeling and estimates detailed in Table 3.9-5 are not directly comparable to the those contained within the General Plan, all applicable General Plan policies would apply and consistent with the determination in the General Plan, no additional feasible mitigation is available beyond compliance with those General Plan policies. Because it cannot be assured that development under the Project would be able to achieve the VMT per service population limits for individual land use types or the required reduction in total daily VMT within the City, the impact would remain **significant and unavoidable**.

To reflect revisions to the General Plan Table 3.9-5 on page 3.9-16 of the Draft SEIR is revised as follows:

Table 3.9-5 VMT per Service Population by Land Use Types

	Base Year			Buildout Land Use			VMT Limit ¹
	Service Pop	Total VMT	VMT per Service Pop	Service Pop	Total VMT	VMT per Service Pop	
Commercial and Employment Land Use Designations							
Community Commercial	10,373	325,768	31.4	15,939	465,054 463,466	29.2 29.1	26.7 29.4
Regional Commercial	9,639	305,755	31.7	14,282 46,248	441,775 480,513	30.9 29.6	26.9 29.4
Employment Center	8,590	204,220	23.8	29,459 27,321	581,212 530,222	19.7 19.4	20.2 19.3
Light Industrial/Flex ²	—	—	—	188	2,918 3,442	15.5 18.3	15.5 24.2
Light Industrial	8,525	225,168	26.4	29,912 28,874	673,551 701,975	22.5 24.3	22.4 24.2

	Base Year			Buildout Land Use			VMT Limit ¹
	Service Pop	Total VMT	VMT per Service Pop	Service Pop	Total VMT	VMT per Service Pop	
Heavy Industrial	1,831	57,138	31.2	4,650	<u>114,973</u> 107,870	<u>24.7</u> 23.2	<u>26.5</u> 23.4
Mixed Use Land Use Designations²							
Village Center Mixed Use	—	—	—	1,381	<u>26,754</u> 25,750	<u>19.4</u> 18.6	<u>19.4</u> 18.6
Residential Mixed Use	—	—	—	1,144	<u>23,623</u> 22,572	<u>20.6</u> 19.7	<u>20.6</u> 19.7
Transect-3	—	—	—	<u>12,084</u> 10,648	<u>255,171</u> 225,191	<u>21.1</u> 21.2	<u>21.1</u> 21.2
Transect-3R	—	—	—	<u>7,922</u> 6,794	<u>163,947</u> 135,587	<u>20.7</u> 20.0	<u>20.7</u> 20.0
Transect-4	—	—	—	<u>5,874</u> 6,342	<u>118,799</u> 133,730	<u>20.2</u> 21.1	<u>20.2</u> 21.1
Transect-5	—	—	—	<u>9,082</u> 9,443	<u>142,561</u> 160,441	<u>15.7</u> 17.0	<u>15.7</u> 17.0
Public/Quasi Public and Open Space Land Use Designations							
Parks and Open Space	—	—	—	—	—	—	—
Resource Management and Conservations	—	—	—	—	—	—	—
Public Services	4,057	92,184	22.7	<u>6,162</u> 6,567	<u>132,505</u> 144,287	<u>21.5</u> 22.0	— 19.3
Residential Land Use Designations							
Rural Residential	4,995	147,890	29.6	6,992	<u>176,883</u> 174,752	<u>25.3</u> 25.0	<u>25.2</u> 25.0
Estate Residential	8,573	207,440	24.2	35,847	<u>816,337</u> 797,248	<u>22.8</u> 22.2	<u>20.6</u> 22.2
Low Density Residential	142,284	3,230,237	22.7	<u>196,130</u> 200,337	<u>3,984,332</u> 4,045,908	<u>20.3</u> 20.2	<u>19.3</u> 20.2
Medium Density Residential	7,208	151,469	21.0	<u>19,794</u> 22,633	<u>398,956</u> 443,033	<u>20.2</u> 19.6	<u>17.9</u> 19.6
High Density Residential	15,168	316,033	20.8	<u>44,535</u> 46,180	<u>852,143</u> 860,116	<u>19.1</u> 18.6	<u>17.7</u> 18.6
Other Land Use Designations							
Agriculture	—	—	—	—	—	—	— 25.2

Notes: VMT limit is – average buildout VMT per service population for parcels with mixed land use designation

¹ VMT limit is – 85 percent of average base year VMT per service population for parcels with land use designation

² VMT limit is - average buildout VMT per service population for parcels with mixed land use designation

Source: Information provided by Fehr & Peers in 2023.

To reflect revisions to the General Plan page 3.9-18 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Transit, bicycle, and pedestrian facility impacts anticipated from proposed land use amendments in the Old Town Policy Area are included in the overall analysis associated with the Project. Additionally, the Project would comply with the access standards in the existing Old Town SPA Design Standards and Guidelines and planned updates to these standards by the City to ensure that automobiles, bicycles, and pedestrians can move safely and easily between the public right-of-way, parking lots, sidewalks, and buildings. As discussed above under, LEA Community Plan Area, impacts to transit, bicycle, and pedestrian facilities would remain less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.~~

To reflect revisions to the General Plan pages 3.9-19 and 3.9-20 of the Draft SEIR are revised as follows:

General Plan Land Use Designation Amendments

~~Transportation related hazards anticipated from proposed land use amendments in the Old Town Policy Area would be required to adhere to the same regulations, standards, and General Plan policies as the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, impacts from hazards would remain less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.~~

To reflect revisions to the General Plan page 3.9-20 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Amendments to the General Plan in the Old Town Policy Area would primarily consist of land use changes and would not include any substantial changes to the roadway network. Additionally, impacts to emergency access from proposed land use amendments in the Old Town Policy Area would be subject to review by the City of Elk Grove and responsible emergency service agencies, similar to the LEA Community Plan Area. As discussed above under, LEA Community Plan Area, emergency access impacts would remain less than significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.~~

Revisions to Section 3.10, Utilities and Service Systems

To reflect revisions to the General Plan page 3.10-12 of the Draft SEIR is revised as follows:

~~Anticipated development because of the proposed Project within the Elk Grove Old Town Specific Planning Area is located within the EGWD's service area (EGWD 2021: 2-2).~~

To reflect a change to the project description on page 3.10-16 of the Draft SEIR is revised as follows:

Implementation of the Project would increase the number of dwelling units in the City by up to 1,851 593 units, including in the LEA Community Plan Area, over development anticipated in the adopted General Plan through amendments to General Plan land uses for the overall Project (LEA Community Plan Area and other land use designation changes). Table 5.12-4 of the General Plan EIR shows the water demand factors for each General Plan land use designation and calculates the water demand for each land use based on acreage. Using the water demand factors for each existing and proposed land use, Table 3.10-5 shows the new water demand that would occur with implementation of the land use changes as proposed by the Project. As shown below, the Project would result in a water demand of approximately 3,505 AFY.

To reflect revisions to the General Plan pages 3.10-18 through 3.10-19 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

~~Increased water demand because of the increased population growth and housing development anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population and development growth associated with the Project. EGWD currently supplies water to the Old Town Policy Area and would not require any changes to the City's service area boundary. As shown in Table 3.10-5, the~~

Project would require a total water demand of approximately 3,505 AFY. Only a minor portion of the 2,906 AFY water demand would be needed in the Old Town Policy Area. EGWD has 9,168 AFY of groundwater available within its service areas. The EGWD projects that total demand for both service areas would increase from 7,694 AFY in 2020 to 8,059 AFY in 2040, and that there would be sufficient water to meet current needs and anticipated future demand (EGWD 2016: Table 4-5, Table 4-6, p. 3-10 and p. 4-10). The additional water demand from implementation of the proposed General Plan land use designation amendments for the Old Town Policy Area would not result in a new or substantially more severe impacts regarding water supply than was addressed in the General Plan EIR. Project impacts would therefore remain **significant and unavoidable**.

To reflect revisions to the General Plan page 3.10-20 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Increased water demand or generation of wastewater as a result of development anticipated from proposed land use amendments within the Old Town Policy Area is included in the overall population and development growth associated with the Project. Additionally, the Old Town Policy Area is located within SacSewer and Regional San's wastewater service area and would not require any changes to the service area boundary. Additionally, the SRWTP has been master planned to accommodate additional growth, including development that is anticipated in the Old Town Policy Area because of proposed land use amendments. Therefore, the additional wastewater services resulting from the provision of new housing as part of the Project would not result in a new or substantially more severe impacts. This impact would be remain **less than significant**.

To reflect revisions to the General Plan page 3.10-21 of the Draft SEIR is revised as follows:

Implementation of the Project would result in the construction of additional development in the LEA Community Plan Area. This could result in an additional ~~1,854~~ 593 additional residential units beyond the number assumed in the General Plan EIR, which could result in approximately ~~5,979~~ 1,824 additional residents. Using the most recent solid waste disposal rate of 1.11 tons per resident per year (equivalent to 6.7 pounds per day), buildout anticipated under the Project would generate approximately ~~6,632~~ 2,025 tons of additional solid waste per year beyond the amount of solid waste assumed in the General Plan EIR (CalRecycle 2019). This represents an increase of approximately ~~2~~ 0.6 percent beyond the total solid waste generated as discussed in the General Plan EIR and would result in a minor increase compared to anticipated solid waste generation.

To reflect revisions to the General Plan page 3.10-22 of the Draft SEIR is revised as follows:

General Plan Land Use Designation Amendments

Increased solid waste because of the increased population growth and housing development anticipated from proposed land use amendments within the Old Town is included in the overall population and development growth associated with the Project. Additionally, the Old Town is located within the City's solid waste service area and would not require any changes to the City's service area boundary. As discussed above under the LEA Community Plan, impacts to the City's solid waste services and landfills would be reduced by compliance to the City's Space Allocation and Enclosure Design Guidelines for Trash and Recycling and existing General Plan policies. Impact would remain **less than significant**. Development planned under the General Plan land use designations would not result in a new or substantially more severe impacts regarding water supply than was addressed in the General Plan EIR.

To reflect revisions to the General Plan page 3.10-23 of the Draft SEIR is revised as follows:

As described in Impact 3.10-1, subsequent development of the proposed General Plan land use amendments (LEA Community Plan, ~~Old Town Policy Area~~, and South and West Study Areas) would increase water demands beyond what was previously evaluated in the General Plan EIR Impact 5.12.1.1. Water supplies for the LEA Community Plan Area would be provided by SCWA, which uses both surface water and groundwater, with minimal recycled water, to meet domestic water needs. The Project's increase in water demands could also result in additional groundwater production beyond what was addressed in General Plan EIR Impact 5.9.7. The

SASb GSP identifies the long-term average annual sustainable yield of groundwater to be 235,000 AFY. While the Project may increase groundwater use beyond what was evaluated in the General Plan EIR, it is not expected that the water demand would exceed the long-term average annual sustainable yield when factoring total water demand (3,505 AFY) and SCWA's anticipated groundwater use of 56,000 AFY in 2035, 2040, and 2045 under dry year conditions. SCWA has identified a system of sixteen separate well fields throughout Zone 40, with two future wells located in the LEA Community Planning Area (SCWA 2023). A distributed groundwater extraction strategy was selected by SCWA to minimize drawdown effects of pumping by spreading extraction over a wide geographic area. In addition, water service providers for the Project would participate and/or implement projects and management actions that have been identified in the GSP to the achievement of groundwater sustainability. The Grant Line Road Precise Roadway Study would refine the roadway configuration of Grant Line Road and would not alter planned land uses in a manner that would alter groundwater use.

Revisions to Section 3.11, Environmental Impacts and Mitigation Addressed in Previous EIRs

To reflect revisions to the General Plan page 3.11-9 of the Draft SEIR is revised as follows:

As described in the General Plan EIR the Planning Area includes 149,573 acres of Important Farmland (Prime Farmland, Farmland of Statewide Importance, Unique Farmland) (City of Elk Grove 2019). All 348 acres of Prime Farmland are located outside the 2019 City limits in the South and West Study Areas. Approximately 627 acres of Important Farmland are located within the City limits, including in the LEA Community Plan Area. Important Farmland is also located east of Grant Line Road. There are approximately 2,892 acres of agricultural land under Williamson Act Contract in the Planning Area, of which 172 acres are in the City limits (DOC 2023). Active Williamson Act properties are located south of Kammerer Road in the LEA Community Plan Area and South and West Study Areas. Properties north of Kammerer Road were not renewed in 2002 and 2003 and are no longer under Williamson Act Contract; however, removal of the Agricultural Preserve established under the Williamson Act may still be required. The majority of the LEA Planning Area and South and West Study Areas, including areas designated as Farmland, remain undeveloped. ~~There are no designated Farmland or Williamson Act Contract lands in the Old Town Policy Area.~~

To reflect revisions to the General Plan page 3.11-12 of the Draft SEIR is revised as follows:

The Project would result in higher density development in the LEA Planning Area but would not increase the total area impacted by development nor would it incorporate any new parcels featuring natural characteristics than what was originally analyzed in the General Plan EIR. Similarly, there would be no change to the development footprint in the South and West Policy Areas, ~~Old Town Policy Area~~, and as part of the Precise Study. The Project would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR (no change in the City's planned development footprint). Therefore, the Project would not result in additional parcels being developed, beyond what was analyzed in the General Plan EIR. Impacts to expansive soils would remain less than significant with compliance with City standards in the municipal code, as shown above. There would be potential impacts to paleontological resources when development would occur on the Laguna Formation and/or Riverbank Formation. Paleontological resources impacts would remain less than significant with implementation of adopted General Plan Mitigation Measure MM 5.6.5 for unanticipated discovery of resources.

To reflect revisions to the General Plan page 3.11-26 of the Draft SEIR is revised as follows:

The sites listed above as "open/active" are not located in the LEA Community Plan Area, ~~Old Town Policy Area~~, Precise Study Area, or South and West Policy Areas. The EIR certified for the City's 2019 General Plan Update evaluated the potential for impacts related to hazards and hazardous materials in the City's Planning Area. The Project would result in increased density of development, but would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR (no change in the City's planned development footprint) or introduce a new land use that could create hazards. Increased density of development could result in an increased transport or use of hazardous materials. However, hazardous

material use and transport would be required to comply with state, regional, and local hazardous materials regulations, as analyzed in the General Plan EIR.

To reflect revisions to the General Plan page 3.11-26 of the Draft SEIR is revised as follows:

Hazardous materials impacts were determined to be less than significant with mitigation in the General Plan EIR. The Project would not change the development footprint for the LEA Community Plan Area, ~~Old Town Policy Area~~, Precise Study Area, or South and West Policy Areas and there would not be additional development within 0.25 mile of a school. Because this issue was evaluated in the General Plan EIR and other environmental documents for the City's special planning areas and the proposed footprint of development has not changed from the General Plan EIR there would be no additional hazardous materials impacts as a result of implementing the Project. Therefore, this impact would remain **less than significant** with mitigation.

To reflect revisions to the General Plan page 3.11-30 of the Draft SEIR is revised as follows:

The EIR certified for the City's 2019 General Plan Update evaluated the potential for impacts related to hydrology and water quality in the City's Planning Area. As a result of increased density implementation of the Project may result in an increase in the amount of impervious surfaces within the Planning Area compared to what was analyzed in the General Plan EIR. Development facilitated by the Project would be in compliance with the City's drainage and water quality standards, and Elk Grove Municipal Code Chapter 15 and Chapter 16. Specifically, development would be required to comply with the municipal separate storm sewer systems (MS4) permit as regulated through Chapter 15.12 of the Elk Grove Municipal Code. Chapter 16.44 of the Elk Grove Municipal Code requires implementation of measures to minimize erosion, sediment, dust, and other pollutant runoff during construction. Chapter 16.44 also requires projects that would increase drainage flows and have the potential to exceed the capacity of existing drainage facilities to identify, on project plans, the improvements needed to accommodate increased flows, thus ensuring any increase to the amount of impervious surfaces will result in no new impacts. Additionally, the LEA Community Plan Area, Precise Study area, and South and West Study Areas, ~~and Old Town Policy Area~~ are not located in designated flood zones or dam inundation zones (City of Elk Grove 2018). Therefore, areas proposed for development under the Project are not at risk from flooding.

To reflect revisions to the General Plan page 3.11-31 of the Draft SEIR is revised as follows:

Elk Grove has a wide array of land uses. A suburban setting is concentrated primarily in the western portion of the City and the eastern portion includes a large rural community. The City has a range of housing options, historic district, parks system, and a business community. The General Plan provides the framework for the City to expand employment opportunities, continue to provide a variety of housing options, and develop greater recreational opportunities. The ~~Old Town Policy Area is the City's historic center and the~~ LEA Community Plan Area includes some areas that were previously part of the Southeast Policy Area, South Pointe Land Use Policy Area, and the Lent Ranch Marketplace Policy Area. The South and West Study Areas are designed in the General Plan to provide a mix of residential, industrial, employment, and public service developments.

To reflect revisions to the General Plan page 3.11-33 of the Draft SEIR is revised as follows:

The EIR certified for the City's 2019 General Plan Update evaluated the potential for impacts related to land uses and plans in the City's Planning Area. No significant land use impacts were identified in the General Plan EIR. The Project would amend the land uses in the LEA Community Plan Area, ~~Old Town Policy Area~~, and South and West Study Areas. The Lent Ranch Land Use Policy Area and a portion of the South Study Area would be incorporated into the LEA Community Plan as part of the Project. The LEA Community Plan Area would be organized with three transects (sub-urban zone, general urban zone, and urban center zone) and around four centers, providing denser development than envisioned in the General Plan. Additionally, the LEA Community Plan would include new land use designations to achieve the transect based development. The South Study Area would serve as the second phase of the LEA that would build off development to the north. The land use district designations would be adjusted to increase industrial development with

transitional neighborhoods and high density residential development. The West Study Area would include additional high density residential development, and rural and estate residential development. ~~The Project would promote more mixed-use development in the Old Town Policy Area as land uses would be updated to encourage retail and commercial uses in proximity to similar enterprises in Old Town with surrounding housing consistent with General Plan policy provisions.~~ Additionally, implementation of preferred alternatives in the Precise Study would result in changes to Grant Line Road.

Revisions to Cumulative Impacts

To reflect revisions to the General Plan page 4-3 of the Draft SEIR is revised as follows:

Impact 4-1: Cumulative Visual Resource Impacts

As identified in Impact 3.1-1 of this Draft SEIR, the LEA Community Plan Area is in an area planned for urban development in the General Plan EIR. Development proposed as part of the Project would be similar to development analyzed in the General Plan EIR. Proposed General Plan amendments, ~~specifically in Old Town Policy Area,~~ would result in improved conditions as well as features compatible with the historical and visual character of the City, ~~including Old Town,~~ which is surrounded by existing development. Development proposed in the South and West Study Areas would convert the rural visual character to an urban/suburban developed character as envisioned and analyzed in the General Plan EIR. Land use district designations would be adjusted to increase industrial development in the South and West Study Areas that would be compatible with proposed future development. Proposed changes to Grant Line Road would not impact the overall aesthetic quality or existing visual resources in that area. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the Project would not result in a new or greater contribution to cumulative effects to visual resources beyond what was identified in the General Plan EIR. The Project's contribution to the significant cumulative impact would be less than cumulatively considerable, though the impact would remain **cumulatively considerable and significant and unavoidable** as identified in the General Plan EIR.

To reflect revisions to the General Plan page 4-4 of the Draft SEIR is revised as follows:

Impact 4-2: Cumulative Light and Glare Impacts

General Plan EIR Impact 5.1.5 evaluated whether implementation of the General Plan, in addition to other reasonably foreseeable projects in the region, would introduce new development into undeveloped agricultural and rural areas, increasing nighttime lighting and daytime glare and contributing to regional skyglow. The General Plan EIR concluded that this would be a cumulatively considerable impact. While future development projects in the City would be required to comply with the design guidelines, EGMC Chapter 23.56 for lighting standards, and General Plan policies and standards, the adverse effects of adding new light and glare sources to areas that currently have little to no on-site lighting would substantially contribute to the cumulative impact. These impacts cannot be mitigated to less than significant, and the impact would remain **cumulatively considerable and significant and unavoidable** as identified in the General Plan EIR.

As identified in Impact 3.1-2 of this Draft SEIR, the proposed development within the LEA Community Plan Area ~~and the Old Town Policy Area~~ would create nighttime lighting within the City similar to conditions anticipated for the planned urban land uses for the City under the General Plan. Proposed development within the South and West Study Areas would introduce nighttime lighting currently located within a rural setting. However, changes to land use designations and zoning, as a result of the Project, would allow nighttime lighting within the South and West Study Areas that would be consistent with future development and was analyzed as such in the General Plan EIR. Minimal nighttime lighting would result from the improvements proposed to Grant Line Road. Future development of sites identified by the Project would be required to comply with applicable requirements regarding light and glare. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the Project would not result in a new or greater contribution to cumulative effects to visual resources beyond what was identified in the General Plan EIR. The Project's contribution to the significant cumulative impact would be

less than cumulatively considerable, though the impact would remain **cumulatively considerable** and **significant and unavoidable** as identified in the General Plan EIR.

To reflect revisions to the General Plan page 4-9 of the Draft SEIR is revised as follows:

The cumulative setting for law enforcement services includes all approved, proposed, and reasonably foreseeable development projects located in the LEA Community Plan Area ~~and in Old Town Elk Grove~~, which are served by the Elk Grove Police Department (EGPD). The South and West Study Areas are located outside of the EGPD's existing service area.

Revisions to Alternatives

To reflect revisions to the General Plan page 5-4 of the Draft SEIR is revised as follows:

The following alternatives are evaluated in this Draft SEIR:

- ▶ **Alternative 1: No Project Alternative** assumes continued implementation of the City's 2019 General Plan. The LEA Community Plan Area, ~~Old Town Policy Area~~, South Study Area, and West Study Area would retain their current General Plan and zoning designations. In addition, roadway improvements would not occur along Grant Line Road as detailed in the Precise Plan. And General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b would remain as currently written in the General Plan EIR.
- ▶ **Alternative 2: Lent Ranch Alternative** includes retaining the existing zoning and land use designations in the Lent Ranch Policy Area.
- ▶ **Alternative 3: Reduced Project Alternative** includes removing the area south of Kammerer Road from the LEA Community Plan ~~and retaining the existing zoning and land use designations in the Old Town Policy Area~~. Further details on these alternatives, and an evaluation of their environmental effects relative to those of the proposed Project, are provided below. For purposes of comparison with the other action alternatives, conclusions for each technical area are characterized as "impacts" that are greater, similar, or less to describe conditions that are worse than, similar to, or better than those of the proposed Project.

To reflect revisions to the General Plan page 5-5 of the Draft SEIR is revised as follows:

Under the No Project Alternative, the City would continue to implement the adopted General Plan, including recent amendments adopted for the 2021 Housing Element and the Safety Element. No land use or zoning changes to implement the LEA Community Plan Area, ~~Old Town Policy Area~~, South Study Area, or West Study Area would be made. Adopted General Plan mitigation measures MM 5.5.1a and MM 5.5.1b would not be modified under this alternative. The Form Based Code designed for the LEA Community Plan Area would not be adopted. In addition, Grant Line Road would not be realigned as envisioned in the Precise Plan. The No Project Alternative would result in the continuation of existing conditions and planned development of the City. No new significant environmental impacts or an increased severity of environmental impacts identified in the General Plan EIR would occur under this alternative because it would retain the currently General Plan land use designations and policy provisions.

To reflect revisions to the General Plan page 5-5 of the Draft SEIR is revised as follows:

Under the Lent Ranch Alternative, existing zoning and land uses within the Lent Ranch Policy Area would remain as described in the General Plan. Other aspects of the Project (LEA Community Plan Area west of the Lent Ranch Policy Area, ~~Old Town Policy Area~~, South and West Study Areas, Precise Plan, VMT updates, and adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b) would remain the same as analyzed throughout this SEIR. The Lent Ranch Policy Area is approximately 295 acres in the eastern portion of the Project proposed LEA Community Plan Area located north of Kammerer Road and west of State Rout (SR) 99. The Lent Ranch Policy Area is covered by a Development Agreement that is valid until 2025 and the terms of the agreement would remain for this alternative. Under this alternative the Lent Ranch Policy Area would retain the General Plan use designations of Commercial, Commercial/Office, and High Density Residential

and zoning designation of Special Plan Area. The remainder of the LEA Community Plan would be implemented as proposed for the Project. This alternative would result in an increase in commercial and office development and a decrease in transect based residential development as proposed by the Project. This alternative would include development of 280 residential units and 280 acres of commercial/office development. Therefore, this alternative would result in a reduction in development density as compared to the Project, which would include development of over 300 residential units in the Lent Ranch Policy Area.

To reflect revisions to the General Plan page 5-8 of the Draft SEIR is revised as follows:

Under the Reduced Project Alternative the land uses south of Kammerer Road within the LEA Community Plan would retain their existing General Plan land use designations and zoning. ~~Old Town Policy Area would also retain its existing land use and zoning designations.~~ The rest of the Project (South and West Study Areas, Precise Plan, VMT updates, and General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b) would remain the same as analyzed throughout this SEIR. The existing area south of Kammerer Road in the LEA Community Plan Area would retain its Activity District land use as part of the South Study Area. Permitted land uses in the Activity District include Community Commercial, Regional Commercial, Light Industrial/Flex, Heavy Industrial, High Density Residential, and Public Services. ~~Development in the Old Town Policy Area under the Reduced Project Alternative would continue with existing land uses and zoning designations.~~ This alternative would result in reduced development density as compared to the Project, which would include residential development throughout the area south of Kammerer Road ~~and in the Old Town Policy Area.~~

To reflect revisions to the General Plan page 5-8 of the Draft SEIR is revised as follows:

As discussed in Section 3.1, "Aesthetics," of this Draft SEIR, the Project would result in less-than-significant impacts related to changes in visual character and new sources of substantial light or glare from new high density residential development. Under this alternative, there would be less dense development as the area south of Kammerer Road would retain the existing General Plan land use designations. Buildings would not be as tall and development would not be as intense as envisioned by the Project. ~~In the Old Town Policy Area development would continue to be consistent with the distinct historic character of the area and would not be as intense as envisioned by the Project.~~ Thus, development of Alternative 3 in accordance with existing zoning and land use designations would result in less of an impact related to changes to the existing visual character of the area, as well as fewer new sources of nighttime lighting in the area. (*Less*)

To reflect revisions to the General Plan page 5-7 of the Draft SEIR is revised as follows:

As discussed in Section 3.7, "Population and Housing," of this Draft SEIR, the Project would accommodate up to ~~1,854~~ 593 new dwelling units and approximately ~~5,979~~ 1,824 new residents. This growth would exceed projections assumed under the City's General Plan and regional planning efforts completed by SACOG. The Lent Ranch Alternative would include reduced residential development and increased commercial/office land uses. Therefore, the number of dwelling units and anticipated population growth under this alternative would result in fewer impacts to population and housing as compared to the Project. (*Less*)

To reflect revisions to the General Plan on page 5-8 of the Draft SEIR is revised as follows:

As discussed in Section 3.2, "Air Quality," of this Draft SEIR, the Project would result in significant and unavoidable impacts related to air emissions during operation. Under the Reduced Project Alternative, there would be commercial, industrial, and public services development and a reduction in residential development south of Kammerer Road ~~and overall reduced development in the Old Town Policy Area.~~ This would be a reduction in development density as compared to the Project. Because the sites removed from the Project would be built out according to their existing zoning and land use designations, they would still generate construction emissions as all sites are already anticipated for development under the General Plan. However, this alternative would result in reduced operational air pollutant emissions because it would consist of less development than the Project. However, the development proposed under this Alternative would still emit a substantial amount of operational emissions as compared to the General Plan EIR and impacts would remain significant and unavoidable. (*Less*)

To reflect revisions to the General Plan page 5-8 of the Draft SEIR is revised as follows:

As discussed in Section 3.3, “Archaeological, Historical, and Tribal Cultural Resources,” implementation of adopted mitigation measures from the General Plan EIR would ensure that Project impacts would be less than significant. The Reduced Project Alternative would involve earthmoving activities similar to those of the Project, which could result in the disturbance, destruction, or alteration of known or as-yet-undiscovered/unrecorded archaeological resources, tribal cultural resources, or human remains. This alternative would reduce development density in the area south of Kammerer Road ~~and in the Old Town Policy Area~~ as compared to the Project, including less residential development. Although this alternative would reduce the intensity of operations in the LEA Community Plan Area ~~and Old Town Policy Area~~, site disturbance would be similar as the Project because this alternative would still allow for commercial, industrial, and residential development under their current General Plan land use designations. Therefore, the impacts under the Lent Ranch Alternative would be similar to those under the Project. (*Similar*)

To reflect revisions to the General Plan page 5-9 of the Draft SEIR is revised as follows:

As discussed in Section 3.5, “Greenhouse Gas Emissions and Climate Change,” the Project would result in significant and unavoidable impacts related to GHGs and climate change. Under the Reduced Alternative, the intensity of site development south of Kammerer Road ~~and within the Old Town Policy Area~~ would be reduced; therefore, less operation-related GHG emissions would be generated than under the Project. Construction emissions for this alternative and the Project are anticipated to be similar because south of Kammerer Road ~~and the Old Town Policy Area~~ would have the same development footprint. However, development facilitated by the Project would still have the potential to conflict with statewide reduction goals for 2045 and 2050. GHG operation-related emission impacts under the Reduced Project Alternative would be less than under the Project, but remain significant and unavoidable. (*Less*)

To reflect revisions to the General Plan page 5-9 of the Draft SEIR is revised as follows:

As discussed in Section 3.7, “Population and Housing,” of this Draft SEIR, the Project would accommodate up to ~~1,854~~ 593 new dwelling units and approximately ~~5,979~~ 1,824 new residents. This growth would exceed projections assumed under the City’s General Plan and regional planning efforts completed by SACOG. The Reduced Project Alternative would include less residential development and increased commercial, industrial, and public services land uses. Therefore, the number of dwelling units and anticipated population growth under this alternative would result in fewer impacts to population and housing as compared to the Project. (*Less*)

To reflect revisions to the General Plan page 5-10 of the Draft SEIR is revised as follows:

As discussed in Section 3.10, “Utilities and Service Systems,” of this Draft EIR, the Project would result in less-than-significant impacts related to utilizes and service systems. Because the Reduced Project Alternative would not include as many new residential units as the proposed Project south of Kammerer Road ~~and in the Old Town Policy Area~~, this alternative would be expected result in lower demand for utilities and service systems. Thus, while both the Project and the Reduced Project Alternative would result in a net increase in the number of residential units in the City beyond the assumptions of the General Plan EIR, this alternative would result in fewer net new residents and demand for utilities would be less than under the proposed Project. (*Less*)

Revisions to Other CEQA-Mandated Sections

To reflect revisions to the General Plan page 6-1 of the Draft SEIR is revised as follows:

As discussed in the General Plan EIR, growth under the General Plan would allow for the future construction of up to 45,397 new homes within the Planning Area at a wide range of types and densities. Construction of these homes would increase the City’s population by approximately 155,282 residents, from 2022 estimates, to a total of 332,254 at Project build out. With the proposed amendment to the General Plan the estimated population at build out would increase by ~~5,979~~ 1,824 residents as compared to the current General Plan. The

General Plan EIR recognized that future urban development outside of the City limits may be appropriate to accommodate future growth and identified Study Areas as possible annexation areas for the City to accommodate such growth. The Project identifies the LEA Community Plan Area as a new community plan that overlaps with the South Study Area.

To reflect revisions to the General Plan page 6-2 of the Draft SEIR is revised as follows:

The Project would directly induce growth through increases in residential development potential and density in the LEA Community Plan Area ~~and the Old Town Policy Area~~. The City's infrastructure and public services are largely provided by other public and private service providers (e.g., Sacramento County Water Agency and Elk Grove Water District 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. The General Plan identifies future growth in the Study Areas, such as the South Study Area, that are outside of some service boundaries for utility providers. The General Plan EIR evaluated impacts from providing services outside of the existing service boundaries for agencies such as the Sacramento County Water Agency and Sacramento Regional County Sanitation District. Some infrastructure may need to be expanded to address the increase in development proposed under the Project. However, the Project would not require infrastructure to be extended outside of areas for growth already identified in the General Plan and its EIR.

To reflect revisions to the General Plan page 6-2 of the Draft SEIR is revised as follows:

As noted in Chapter 2, "Project Description," of this Draft SEIR, the Project would result in up to ~~1,851~~ 593 new dwelling units beyond what was evaluated in the General Plan EIR and currently provided for under the General Plan. While the Project would increase development intensities, all Project parcels were already anticipated for various levels of development under the General Plan (City of Elk Grove 2019). While development intensity throughout the Planning Area would increase, the Project could result in a reduced level of commercial development as compared with that anticipated by the General Plan. Additionally, the Project would not increase the City's development footprint because development was assumed to occur in the LEA Planning Area, ~~Old Town Policy Area~~, and South and West Study Areas as part of General Plan buildout. Implementation of the Project could result in the irreversible and irretrievable commitment of material resources and energy during construction and operation of future development, including

Revisions to Alternatives

To reflect Project revisions the following appendices have been updated: Appendix B – Draft General Plan Edits, Appendix C – Model Development Report and VMT Methodology, Appendix D Part 1 – Annual Emissions, and Appendix D Part 2 – Summer Emissions.

4 REFERENCES

Bryant, Lonnie and Moore, J. David. 2021 (November, 15). Evidence of mixed use economic development synergies. Research in Business and Economics Journal. Volume 12. Available: <https://www.aabri.com/manuscripts/172693.pdf>. Accessed: August 2023.

City of Elk Grove. 2019 (February). Transportation Analysis Guidelines. Available: https://www.elkgrovecity.org/sites/default/files/city-files/Departments/Planning/Projects/General%20Plan/GPU/Adopted_2019-02/EG_Traffic_Analysis_Guidelines_CC%20Final_Adopted_2019-02-27.pdf. Accessed: August 2023.

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Appendix B

Revised General Plan Amendments

**Proposed General Plan Revisions
Kammerer UDS Implementation – Draft Dated October 30, 2023**

Proposed changes are shown in ~~strikeout~~ (for deleted text) and underline (for added text).

Changes to Chapter 2 (Vision)

Chapter 2 (Vision) shall be amended as follows:

Chapter 2 Vision

The Community Vision for Elk Grove, expressed through a Vision Statement and a series of Supporting Principles, is a declaration of the kind of community that Elk Grove wants to become in the future and sets the course for this General Plan. The Community Vision draws upon findings derived from research into existing conditions, demographics, and trends in Elk Grove, and was crafted based on input provided by the community during a visioning process. The City conducted community engagement events between August and December of 2015 to identify key values and issues, with subsequent outreach activities that allowed for refinement of the Community Vision. City staff and officials contributed their feedback at joint City Council/Planning Commission study sessions. Representatives from organizations with an interest in the community shared their visions through focused interviews. Members of the public offered input at mobile workshops conducted at community events held throughout the City and at an all-day visioning workshop.

COMMUNITY VISION

The Community Vision establishes the basis for General Plan goals and policies. The Vision Statement describes the values and aspirations for Elk Grove in the future. It identifies key characteristics necessary for sustaining what is important to the community and for Elk Grove to achieve its potential. The Vision Statement is supported by nine Supporting Principles, statements that together contribute to the larger Community Vision and provide more specific guidance for General Plan goals and policies.

VISION STATEMENT

The City of Elk Grove is... A great place to make a home, a great place to work, and a great place to play. Our community is diverse, healthy, safe, and family-oriented, with thriving schools and plentiful parks, shops, and places to work. Agriculture, rural homes, and urban life flourish together. Our natural resources, including water and open spaces, are protected and offer a variety of recreational opportunities. Community members travel easily by automobile, by bicycle, on foot, or using transit. The City is proactive in making daily life healthy and sustainable—considering the needs of future generations while protecting what is valued today. Well-maintained infrastructure and the right mix of services and amenities draw new and dynamic businesses and development to Elk Grove. Development is guided to ensure responsible growth and opportunities for a diversity of individuals who call Elk Grove home

SUPPORTING PRINCIPLES

Regional Goals & Influence – Our Regional Neighbors Know Us & Our Contributions

Elk Grove occupies a prominent place in the regional dialogue. The City's identity and brand are clear in the minds of its neighbors, and our unique sense of place makes our City an appealing destination to live, work and visit. Our contributions to the region continue to strengthen that identity and include recreational opportunities, higher education, job centers, and quality neighborhoods. City officials engage with other cities, Sacramento County, and other partners to plan and build for an ever more dynamic region. The City's employment potential within the regional economy is fulfilled.

New businesses have emerged, providing new employment centers that support technology and build from our agricultural roots. Both housing and jobs are available in the community, providing flexible opportunities for many lifestyles including the opportunity to live-work-and play, within the distance that can be walked in twenty-minutes.

Infill Development & Outward Expansion – Development Fills in the Gaps & Expansion Occurs with Purpose

Unfinished, undeveloped gaps found throughout the City become opportunities to develop economically successful compact and walkable additions that provide added value to our community as well as new job opportunities and lifestyle improvements while reducing dependence on single occupancy vehicles. Existing small businesses are protected even as we invite in new businesses and different economic opportunities. New development plans are grounded by community needs and market demand, and are carried out efficiently and holistically. New housing built in a variety of shapes and sizes to meet the needs and desires of our diverse community also fills in these gaps.

Infill development is consistently executed with programs that address impacts and encourage innovative urban design and building solutions. A creative growth management strategy allows expansion to occur when economic need, community vision, and regional goals align. There is a strong system in place to guarantee that as the community accommodates new neighbors and new jobs, it continues to maintain and improve facilities and services, such as schools, roads, and parks. Our development review process works to ensure that new development is compatible with surrounding neighborhoods and to preserve the character of our community.

Economic Vitality – Our Economy is Diverse & Balanced & Enhances Quality of Life

Major employment centers make their home in Elk Grove, and where appropriate are seamlessly connected to emerging neighborhoods and expanded transit options providing employment opportunities and stimulating ancillary businesses as well. We continue to invite businesses that are competitive in the region and set the stage to attract these businesses by providing resources and amenities they need. Old and new businesses together improve our lives by providing new jobs as well as convenient places to access amenities and entertainment. Elk Grove has a diverse economy that builds from our heritage, but also invites in new and changing industries. Higher education and technical training are available to our community members as they pursue diverse job opportunities in these new industries. The City is leading the way in innovative technology infrastructure, technical education opportunities, sports activities and entertainment, and a safe and crime-free environment. Employment centers are set in exciting and vibrant neighborhoods and districts with great quality-of-life amenities including pedestrian friendly design and a mix of uses to attract and retain the best and the brightest in their respective disciplines. These All these features combined attract business and offer a better quality of life for individuals and families of all incomes, ages, abilities, and backgrounds.

Growth and development in the City are built with our historic resources and identity in mind. These businesses bolster the community by providing jobs, services, goods, and recreational opportunities for residents.

Community Identity – City Core, Heritage & Well-Known Neighborhoods

The City includes a civic core that offers central gathering spaces which all community members may enjoy and feel welcome in. The City and community organizations partner to foster a thriving and safe civic core. Successful projects and annual events enhance vitality and camaraderie in this place.

Old Town Elk Grove continues to protect and showcase our heritage for the enjoyment of residents and visitors alike. This unique district is a source of pride and identity for Elk Grove residents.

All of our neighborhoods are built around our top-notch parks and schools. Preservation and change in our neighborhoods are guided by values of diversity, neighborly spirit, and small-town character.

Rural Areas – Protecting Our Farming Heritage & Rural Life

We celebrate the Rural Area and its heritage, and balance that heritage with other needs, services, and lifestyles desired in Elk Grove. The Rural Area is valued in our community for its aesthetic and cultural significance, as well as the economic and educational opportunities that agriculture provides. Our commitment to maintaining the Rural Area is clear and codified in core planning documents through programs that preserve the aesthetics and style of our rural heritage. Agricultural producers and other land uses remain good neighbors, each with desired services and infrastructure needs fully met.

Open Space & Resource Management – Outdoor Recreation Is Right Outside Our Door

Our parks and trails are high quality and highly valued, providing regional destinations for outdoor recreation and active living. We continue to enhance and maintain our recreational open spaces so that they are safe, connected, and accessible to all. Our trails connect easily to other trails and parks in the region, and community gardens are a source of local food and local involvement. Homes in the Livable Employment Area are for the most part within an 1/8 mile of pocket parks or playgrounds, and ¼ mile from civic greens or parks.

Multimodal & Active Transportation – Moving Around Anywhere, Any Way

Our residents, workers, and visitors need to move about efficiently, and have a variety of ways to do so. Connected transportation networks, regional coordination, and public and active transportation options are priorities for our community. Connected and mobile community members have the ability to travel within the City and to other places in the region by a variety of methods, with seamless transitions between modes and regions. Our community has roadways in place that allow for efficient movement and safe travel spaces for all modes of travel. New roadways follow the principles of “Complete Streets”. The infrastructure and facilities for pedestrians, bicyclists, and transit users are clean, safe, and well maintained, and walkways and bike lanes are continuous and complete with convenient connections to local and regional transit. Amenities such as bus shelters make riding transit comfortable and convenient in our community. We are committed to extending transit service with good frequency and route coverage to future expansion areas of the City.

Sustainable & Healthy Community – Clean, Green Practices & Healthy Living

Sustainable practices are at the forefront of environmental concerns in Elk Grove. Organizations, businesses, and residents desire a city that is adaptive to and resilient against climate change, is a leader in conservation, and embraces innovations in green technologies. The City layout and land uses promote healthy living, with healthy grocery options and destinations nearby that people can get to by walking and biking. The City’s residents and businesses recognize the importance of responsible resource use, and they work together to conserve and use water and energy to their full potential. The City follows good, innovative design principles for urban spaces and infrastructure to enhance sustainability and resiliency.

Coordinated Services, Technology, & Infrastructure – Services for the Needs of All Residents

Safety and services are important to all members of our community, and services for youth, seniors, and disadvantaged families are readily available. Entertainment and social centers create a thriving and diverse economy and give residents a place to shop, play, and relax. The City ensures that important services in our community, including social, housing, transportation, health, and education, are available and efficiently obtainable for community members who choose or need them to thrive.

Changes to Chapter 3 (Planning Framework)

Chapter 3 (Planning Framework) shall be amended as follows:

Chapter 3 Planning Framework

INTRODUCTION

Three fundamental components of this General Plan describe how the Community Vision will be realized in the Planning Area: the Land Use Plan, the Transportation Plan, and the Resource Conservation Plan. Together, these plans establish a physical framework for General Plan goals and policies. These components describe how land may be developed, how people and goods will get around, and how important natural resources will be protected in the future as Elk Grove becomes the community described in the Community Vision. They are presented together in this chapter along with background information describing how each plan was prepared in order to provide structure for goals and policies in subsequent chapters that support achieving the plans.

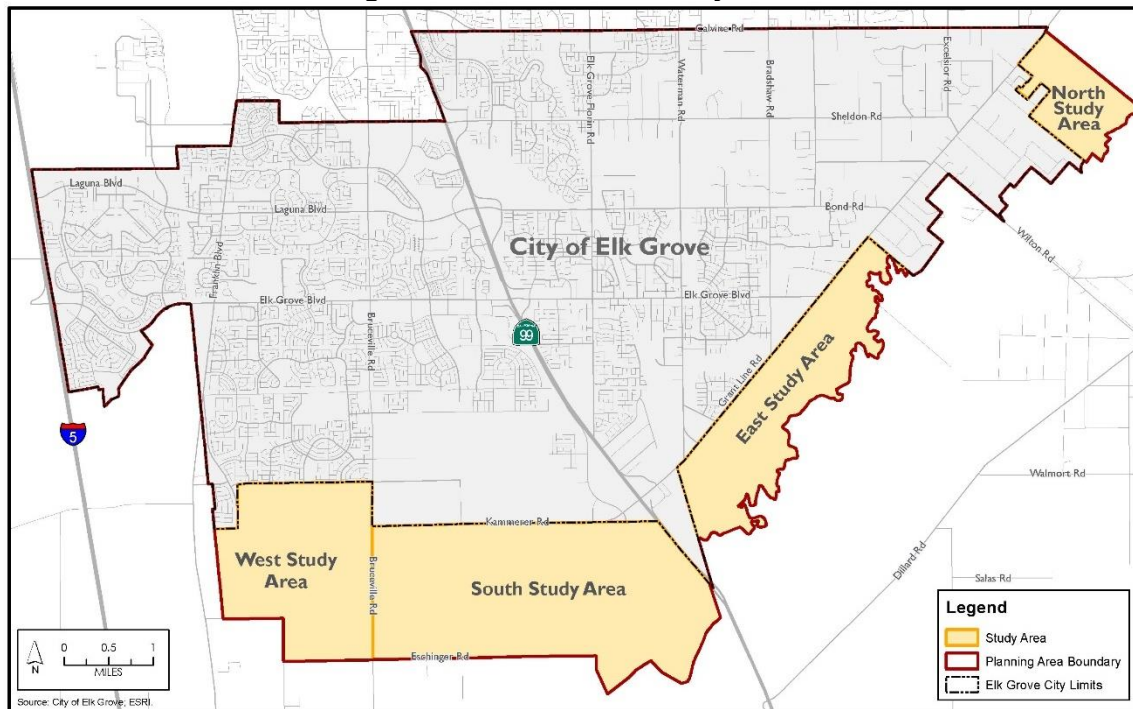
CITY LIMITS AND STUDY AREAS

As noted in Chapter 1: Introduction, the General Plan addresses all lands located in the Planning Area, which comprise both the City limits and an area located beyond the City that relates to its future planning goals. Within the Planning Area, four areas have been identified for potential expansion of the City limits, as shown in Figure 3-1. These areas are referred to as Study Areas, as described below.

- The North Study Area is an approximately 646-acre area adjacent to both the northeastern corner of the City limits and to Grant Line Road near the Sheldon area. The eastern boundary generally follows the 100-year floodplain boundaries.
- The East Study Area is an approximately 1,772-acre area southeast of Grant Line Road, running along the City boundary between existing 5-acre developments along Equestrian Drive and the railroad tracks to the southwest.
- The South Study Area is an approximately 3,675-acre area south of the City limit, with the north boundary at Kammerer Road the southern edge of the Livable Employment Area; the south boundary at Eschinger Road, and the southeast corner dipping south and following the Cosumnes River back northeast to the east boundary at State Route 99; and the west boundary following Bruceville Road.
- The West Study Area is an approximately 1,914-acre area south of the City limit with a north boundary at Bilby Road; an east boundary along Bruceville Road; a south boundary at Eschinger Road, then north along Ed Rau Road and back west along Core Road; and a west boundary at the Union Pacific Railroad tracks.

It is the City's desire that these Study Areas provide options for future development when there is a demonstrated community benefit or need. While the Study Areas include much land currently (2017) classified as Farmland of Statewide or Local Importance, the City recognizes that there are limited opportunities for planned, orderly, efficient development of the City other than in these areas.

Figure 3-1: General Plan Study Areas



Development in the Study Areas may provide opportunities for achieving the Community Vision that may not otherwise be accomplished through development exclusively within the City’s existing limits. A growth strategy that balances economic need, community vision, and regional goals will guide potential expansion and development of the Study Areas, as identified in Chapter 4: Urban and Rural Development.

Change is a constant process observed over a specified time frame. Over the next several decades, Elk Grove expects a certain continuing level of change resulting from forces such as population growth, changing demographics, the need to replace aging buildings and improve existing homes, and an ever-evolving economy. Physical changes are guided by development that almost exclusively occurs through private forces based on market demand.

Varying levels of future change will occur throughout Elk Grove. There will be areas of the City where existing character and function will be largely preserved (such as single-family neighborhoods and rural areas). There will be older commercial corridors where reinvestment can benefit and enhance the community, including but not limited to: Elk Grove-Florin Road between Bond Road and Elk Grove High School, and Elk Grove Boulevard between SR-99 and Old Town. Certain locations will be transformed by new development projects that provide jobs and/or housing for community members and new residents. This chapter describes these envisioned changes, the planned distribution and development density or intensity of future uses, and how land use goals will be achieved throughout the Planning Area and within each land use designation.

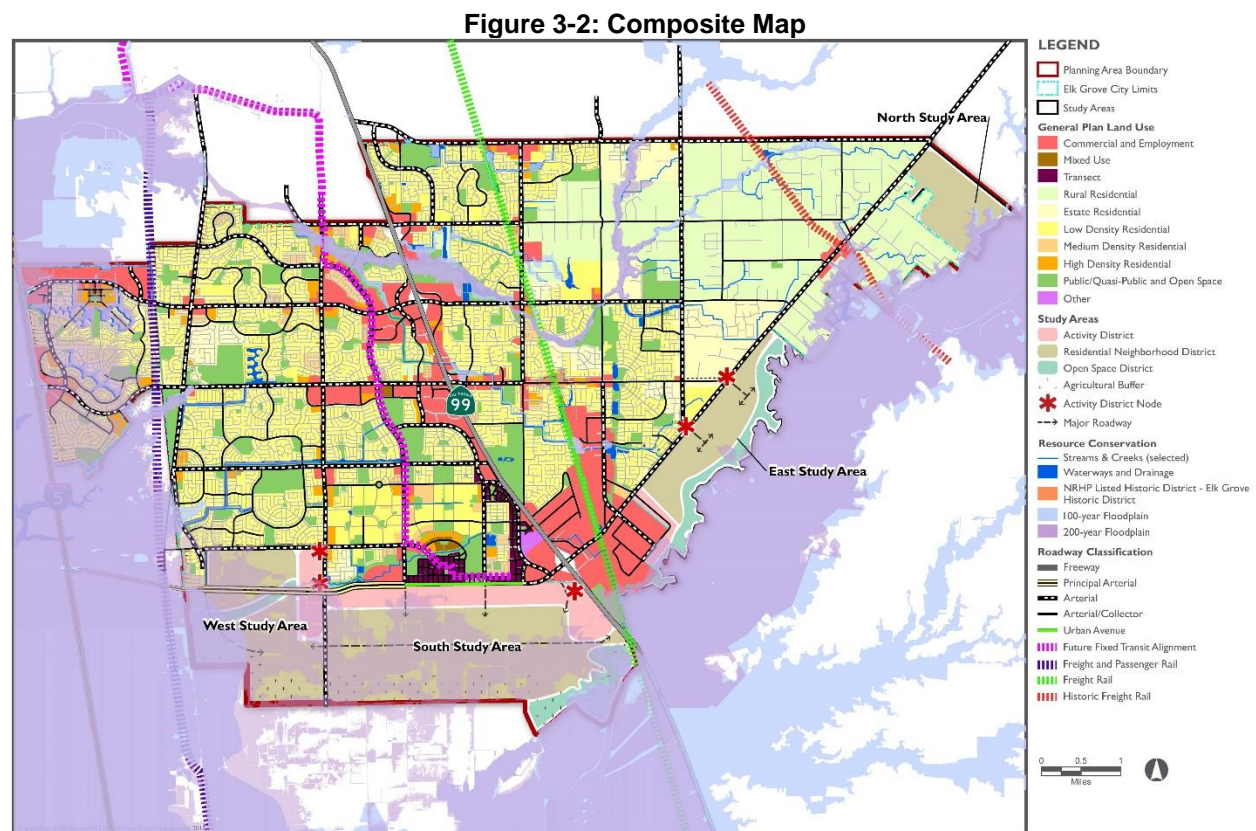
Land use is often considered the heart of the General Plan. The Land Use Diagram accounts for future changes by categorizing and mapping where housing, shopping areas, services, jobs, and open spaces are located today and where they are planned for the future. It considers existing land uses and anticipates where future development is expected to occur, based on market trends as well as input from the public and local decision-makers.

If land use is the heart of the General Plan, the transportation network is its circulatory system. The Transportation Network Diagram accounts for future roadways, pathways, and trails that meet the needs of all users, including motorists, pedestrians, bicyclists, public transportation users, individuals with

disabilities, and seniors. The transportation system is a key public facility in Elk Grove that provides access to and mobility within the community and contributes to the design and character of the area. The design, location, and capacity of transportation infrastructure are based on intended priorities and levels of use as dictated by surrounding land uses and local and regional economic drivers.

Open space and conservation of natural resources are critical to the health and happiness of the City. The Resource Conservation Diagram identifies areas the City will endeavor to preserve and protect, including parks, waterways, ecological preserves, and places of historic significance. It also identifies areas within the 100-year and 200-year floodplains.

The **Composite General Plan Map** represents a composite of the Land Use Diagram, Transportation Network Diagram, and the Resource Conservation Diagram, illustrating their key components at a high level, as depicted in **Figure 3-2**. The Composite General Plan Map has been designed to achieve the Community Vision, while optimizing the performance of future land uses with respect to key objectives, including achieving a desirable jobs/housing ratio, reducing vehicle miles traveled (VMT) and greenhouse gas emissions, improving energy efficiency, and enhancing overall quality of life through a range of land uses and amenities.



THE LAND USE PLAN

The Land Use Plan establishes 49-24 different land use designations within five-six broad categories and identifies the density and/or intensity (as defined on pages 3-9 and 3-10) of development that may occur within each designation. The Land Use Diagram, presented later as Figure 3-4, illustrates in spatial form the general location and distribution of these land uses and intensities within the existing City. Land Use Programs for each Study Area, presented in Chapter 4: Urban and Rural Development, guide how areas outside the existing City may develop or be conserved in the future. Together, these strategies describe the future community form and character that Elk Grove residents, businesses, and decision-makers wish to achieve and a means to get there.

KEY CONSIDERATIONS

A number of key considerations form the basis for the Land Use Plan, as described below.

Employment Growth and Jobs/Housing Balance

A healthy and sustainable economy is a critical component of the City's overall health and is often a prerequisite to achieving community goals including infrastructure improvements, adequate services, safety, and maintenance. Numerous factors determine the City's economic health, including the number and diversity of businesses, the number of jobs in relation to the resident workforce, resident income and wages, resident and business spending patterns, and levels of employment.

A jobs/housing ratio is a calculation of jobs per housing units available in a given area; a perfect balance is expressed as 1:1, or 1.0. A low jobs/housing ratio (less than 1.0) describes a housing-rich community with fewer available jobs for residents, while a high ratio (more than 1.0) describes a jobs-rich area with more jobs available for residents. In a community with a low jobs/housing ratio, working-age residents are more likely to need to commute to work, which, depending on their mode of travel, can contribute to regional congestion and air pollution and can increase individual time lost, stress, and travel costs. Establishing a better balance between jobs and housing can enhance quality of life and improve environmental conditions.

The Land Use Plan provides opportunities for a higher future jobs/housing ratio in Elk Grove than exists today. Elk Grove is located near Sacramento, which, as the State capital, is a large employment center. The City has relatively lower housing prices and generally offers more amenities than locations closer to the capital. These factors make the City an attractive housing location for many families, which, among other factors, contributes to a lower jobs/housing ratio (0.84) in Elk Grove compared to locations more proximate to the region's existing employment centers.

However, because Elk Grove is located at the edge of the Sacramento region, adding new jobs in Elk Grove without commensurate housing may be problematic. If the jobs added are not matched to the skill set of employees, workers will continue to commute to jobs in Elk Grove from locations such as Natomas, Rancho Cordova, Folsom, and elsewhere in the region, contributing to longer commute times and higher VMT. To support reductions in both of these indicators and to improve resident quality of life, the Land Use Plan has been designed to support opportunities that would result in a jobs/housing ratio of approximately 1.2 at buildout. This ratio is considerably higher than existing conditions, but still below SACOG's planned regional average of 1.4, indicating that Elk Grove will increase its employment base while also continuing to serve an important role as a residential community for employees throughout the region.

The Land Use Plan is also designed to support the creation of a Major Employment Center according to SACOG's definition in the MTP/SCS. SACOG defines a Major Employment Center as an area (a) that supports concentrations of at least 10,000 "base" jobs (i.e., including manufacturing, office, medical, educational, and service employment, and excluding sectors like retail and restaurant uses), at an average density of eight or more jobs per acre; and (b) where 80 percent or more of the uses within the center are employment, not residential. While Elk Grove has both a substantial workforce and a concentration of jobs today (2017), there is a mismatch between the skills, experience, and aspirations of the local workforce and the employment opportunities that are locally available (see Chapter 12 for more information). The Land Use Plan has been designed to accommodate numerous locations that, when built out, would meet these criteria.

Rural Area Preservation

Rural areas, cropland, and irrigated pasture make up roughly one-third of Elk Grove's current land area. Much of this area, known as the Rural Area (or the Sheldon Area), has been identified by the community as an area with unique characteristics. The rural lifestyle of this area is typified by homes on lots generally 2 acres in size or larger. The Rural Area lacks the infrastructure typically found in an urban or suburban community, such as sidewalks, curbs and gutters, and widened, improved roads. The Rural Area is not part of the public sewer system; rather, parcels use individual or small combined septic systems. Most residents

maintain their own wells for water. Another defining feature of the Rural Area is dedication to its agricultural roots, as small farms and livestock are allowed throughout the area.

Since incorporation, the City has established and affirmed a policy to retain the built and natural character of the Rural Area and to limit infrastructure. The Rural Area has enjoyed a level of self-determination, and protecting rural character is viewed as a fundamental local priority. Questions arise on a routine basis regarding why Elk Grove has sought outward expansion that is potentially inconsistent with regional plans and priorities, and the answers are related, in part, to preservation of the Rural Area. The growth strategy underlying the Land Use Plan maintains and codifies the City's long-standing commitment to maintain the heritage and character of the Rural Area. Many of the key preservation concepts are detailed in the Sheldon/Rural Area Community Plan presented in Chapter 9: *Community and Area Plans*.

Transit-Supportive Land Uses

Two key principles underlying the General Plan are providing for forms of urban development that are accessible by public transit and promoting development that supports levels of transit ridership that make quality public transit service in Elk Grove financially feasible. Land use and transit are closely linked and, if carefully planned and designed, can be mutually beneficial. Urban development that includes a diverse mix of active uses (e.g., residential, retail, services) and is dense enough to place high numbers of people near transit stops supports efficient transit service. Transit service that runs frequently and provides convenient routes throughout a community also encourages more people to use transit for their daily transportation needs, making more locations attractive and feasible for development.

With this principle in mind, the Land Use Plan establishes land uses and corresponding development densities in appropriate locations of the City that will support efficient and high-quality transit service, giving residents and workers a broader range of transportation options. Transit routes, stations, and pickup locations will be selected to meet circulation needs, corridor functionality, and appropriateness within the neighborhood. In this way, the Land Use Plan supports the Transportation Plan as well as the goals and policies in Chapter 6: Mobility. These transit-supportive land uses will also help achieve other community goals related to air quality and greenhouse gas emissions, which are discussed in Chapter 7: Community and Resource Protection.

MEASURING AND CHARACTERIZING LAND USE

Density and intensity are two closely related concepts used to describe and measure the mass of buildings or other structures that occupy a given land area. For example, an urban downtown is a high-density form of development, while a typical single-family residential neighborhood represents a low-density form. Similarly, development intensity refers to the degree or scale of development on a site. High intensity development is characterized by larger, more concentrated, and potentially multiple-story buildings on a site, preferably with parking accommodated in garages, whereas low-intensity development is characterized by smaller-scale building footprints with surface parking that may leave more open areas on a lot.

The density of residential land use is generally measured in terms of the number of dwelling units per gross acre (du/ac) of land (see definition of gross in Chapter 11); except that the Transect-Based Land Use Designations shall be based on net acre. The intensity of nonresidential (i.e., commercial or industrial) land use, as well as that of mixed land use areas, is generally measured in terms of floor area ratio (FAR), which describes the number of square feet of building on a site relative to the site's land area. FAR calculates the gross floor area of a building divided by the total net area of the site, expressed as a ratio. FAR generally excludes roof-top utility and surface or structured parking; see EGMC Title 23 for specifics on how to calculate FAR. The higher the FAR, the more intense the building may be on a site. For example, a site with 10,000 square feet of net land area would have a different FAR depending on the size of the building placed on the site, as shown in **Figure 3-3**.

Density and building intensity are among the most important factors in shaping the character of the built environment. Higher-intensity built environments have a distinctly different "feel" and character than neighborhoods with a lower intensity of buildings and more open space. However, other factors such as design (e.g., architecture, site planning, landscaping) are also influential in defining the look, feel, and

appeal of any built environment, whether low or high intensity. Density, intensity, and design of development must be carefully considered when seeking to create or preserve the character of a community in both newly developed areas and through changes to existing neighborhoods.

LAND USE DESIGNATIONS

This section describes the City’s land use designations and the accompanying development characteristics for each. Development characteristics that are permitted under each land use designation include residential density and building intensity (as applicable). The land use designations are grouped into ~~five~~ six categories as follows and outlined below:

- Commercial and Employment Land Use Designations
- Mixed Use Land Use Designations
- Transect-Based Land Use Designations
- Public/Quasi-Public and Open Space Land Use Designations
- Residential Land ~~Uses~~ Use Designations
- Other Land ~~Uses~~ Use Designations

...

Mixed Use Land Use Designations

Village Center Mixed Use (VCMU) Development Characteristics	
Residential Density:	Minimum: 12.1 du/ac Maximum: 40.0 <u>80.0</u> du/ac
Building Intensity:	Maximum FAR of 2.0

Village Center Mixed Use (VCMU)

Village Center Mixed uses are generally characterized by pedestrian-oriented development, including integrated public plazas, with mixes of uses that focus on ground-floor commercial retail or office uses and allow residential or office uses above. Vertical integration should be prioritized along public transportation corridors and in activity nodes. Single-use buildings may also be appropriate when integrated into the overall site through horizontal mixes of uses, including public plazas, emphasizing pedestrian-oriented design. The predominant use is intended to be office, professional, or retail use in any combination, and may be supported by residential uses.

Village Centers are generally located along transit corridors with access from at least one major roadway. Secondary access may be allowed from minor or local roadways

...

Transect-Based Land Use Designations

<u>General Neighborhood Residential (T3-R) Development Characteristics</u>	
Residential Density:	Minimum: 10.0 du/ac Maximum: 20.0 du/ac
Building Intensity:	Maximum FAR of 1.0

General Neighborhood Residential (T3-R)

General Neighborhood uses are generally characterized by small-lot single-family residential development (attached or detached), duplexes, townhomes, and small apartment buildings, but may also include small live-work spaces, home-offices or workspaces, and bed and breakfast inns. Limited amounts of local serving retail and small office structures, particularly at intersections are also permitted. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.

Neighborhood Center Low (T3) Development Characteristics	
Residential Density:	Minimum: 14.0 du/ac Maximum: 30.0 du/ac
Building Intensity:	Maximum FAR of 2.0

Neighborhood Center Low (T3)
 Neighborhood Center Low includes similar uses and densities as T3-R, however, a mix of uses is permitted throughout, with no preference provided for residential uses. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.

Neighborhood Center Medium (T4) Development Characteristics	
Residential Density:	Minimum: 20.0 du/ac Maximum: 40.0 du/ac
Building Intensity:	Maximum FAR of 5.0

Neighborhood Center Medium (T4)
 Neighborhood Center Medium uses are generally characterized by a diverse mix of uses residential and commercial uses at higher intensities than T3. Residential building types generally include townhomes and urban apartment buildings, as well as live-work spaces. Retail, hotel, and office uses are permitted. Buildings are typically not taller than 5 stories (though additional height may be allowed through zoning provisions) and may have a mix of garage and or surface parking in the rear of the lot or the middle of the block, screened from view.

Neighborhood Center High (T5) Development Characteristics	
Residential Density:	Minimum: 30.0 du/ac Maximum: 100.0 du/ac
Building Intensity:	Maximum FAR of 7.0

Neighborhood Center High (T5)
 Neighborhood Center High includes a diverse mix of uses at higher intensities than T4. Many individual buildings may have a mix of uses. Residential building types generally include apartment buildings as well as live-work spaces. Retail and Office uses as are hotels. Buildings are typically not taller than 7 stories (though additional height may be allowed through zoning provisions) and will have parking in garages that are screened from view or below ground. Development within the T5 designation is oriented around and accessible by transit services.

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LAND USE CONSISTENCY MATRIX

Table 3-1 illustrates the base zoning districts, which implement the land use designations shown on the Land Use Diagram (Figure 3-4) and described above.

**Table 3-1:
Consistency Matrix**

LAND USE DESIGNATION	CONSISTENT ZONING DISTRICT(S) ¹
COMMERCIAL AND EMPLOYMENT LAND USE DESIGNATIONS	
Community Commercial (CC)	LC, Limited Commercial GC, General Commercial
Regional Commercial (RC)	AC, Auto Commercial SC, Shopping Center
Employment Center (EC)	BP, Business and Professional Office MP, Industrial-Office Park
Light Industrial/Flex (LI/FX)	LI/FX, Light Industrial/Flex
Light Industrial (LI)	MP, Industrial-Office Park LI, Light Industrial
Heavy Industrial (HI)	HI, Heavy Industrial
MIXED USE LAND USE DESIGNATIONS	

Mixed Use Village Center (VCMU)	VCMU, Village Center Mixed Use
Residential Mixed Use (RMU)	RMU, Residential Mixed Use
TRANSECT-BASED LAND USE DESIGNATIONS	
General Neighborhood Residential (T3-R)	T3-R: General Neighborhood Residential
Neighborhood Center Low (T3)	T3: Neighborhood Center Low
Neighborhood Center Medium (T4)	T4: Neighborhood Center Medium
Neighborhood Center High (T5)	T5: Neighborhood Center High
PUBLIC/QUASI-PUBLIC AND OPEN SPACE LAND USE DESIGNATION	
Parks and Open Space (P/OS)	O, Open Space Land Use PR, Park and Recreation C-O, Commercial Recreation
Resource Management and Conservation (RMC)	O, Open Space Land Use
Public Services (PS)	PS, Public Services Any zoning
RESIDENTIAL LAND USE DESIGNATIONS	
Rural Residential (RR) ²	AR-10, Agricultural Residential AR-5, Agricultural Residential AR-2, Agricultural Residential
Estate Residential (ER)	AR-1, Agricultural Residential RD-1, Very Low Density Residential RD-2, Very Low Density Residential RD-3, Very Low Density Residential RD-4, Low Density Residential
Low Density Residential (LDR)	RD-4, Low Density Residential ³ RD-5, Low Density Residential RD-6, Low Density Residential RD-7, Low Density Residential
Medium Density Residential (MDR)	RD-8, Medium Density Residential RD-10, Medium Density Residential RD-12, Medium Density Residential RD-15, Medium Density Residential RM-1, Mobile Home
High Density Residential (HDR)	RD-18, Medium-High Density Residential RD-20, High Density Residential RD-25, High Density Residential RD-30, High Density Residential RD-40, High Density Residential
OTHER LAND USE DESIGNATIONS	
Agriculture (AG)	AR-10, Agricultural Residential AG-20, Agriculture AG-80, Agriculture
Study Areas (SA)	AR-5, Agricultural Residential AR-10, Agricultural Residential AG-20, Agriculture AG-80, Agriculture
Tribal Trust Lands (TTL)	Exempt from local regulations

Notes:

1. Special Purpose Zoning Districts including SP (Specific Plan) and SPA (Special Planning Area), may be considered consistent with any of the land use designations.

2. Lots smaller than 2 gross acres and/or zoned AR-1 within the Rural Area Community Plan that existed as legal lots as of November 19, 2003 are considered consistent with the Rural Residential General Plan designation.
3. Subdivisions approved prior to August 2006 and zoned RD-4 that do not meet the minimum density requirements of the Low Density Residential designation may still be consistent with the designation, provided the lot sizes within the subdivision comply with the lot size range provided herein.

LAND USE DIAGRAM

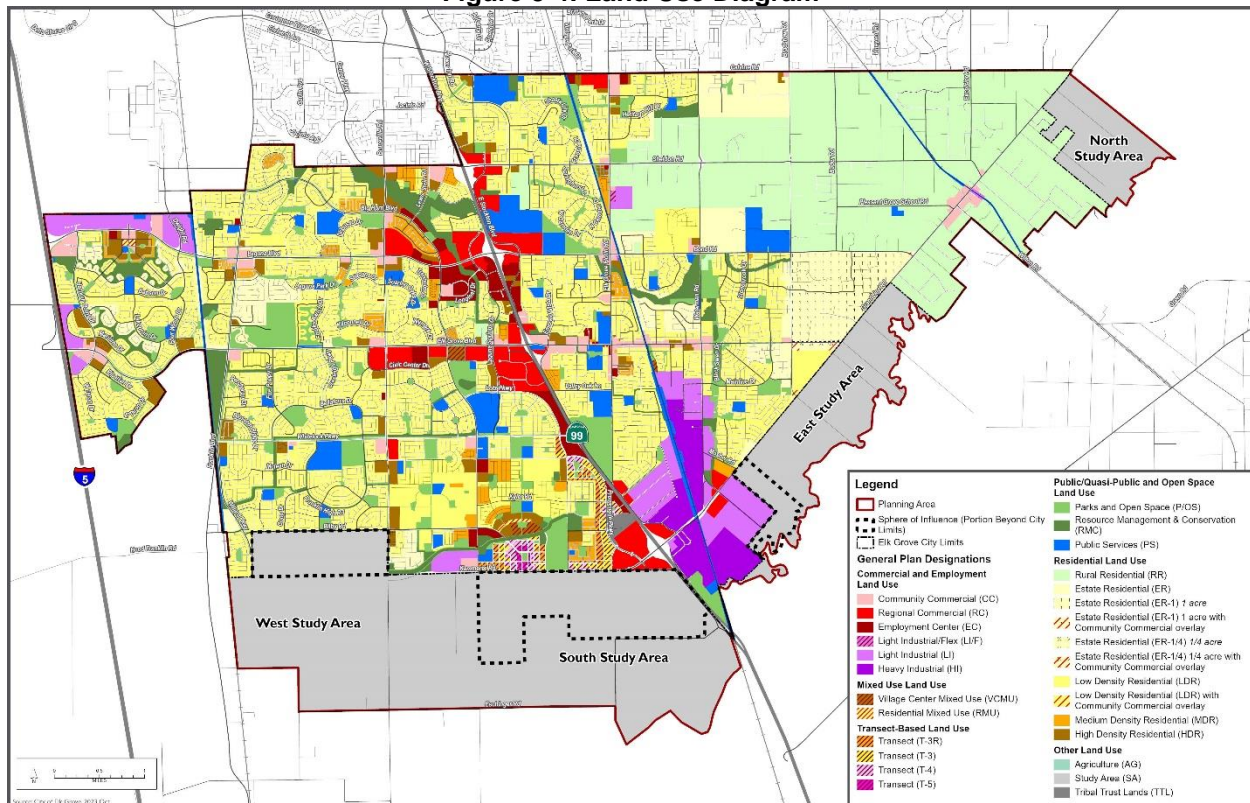
The Land Use Diagram (**Figure 3-4**) illustrates the future development pattern in Elk Grove by applying the 19 Land Use Designations described above to the Planning Area in the context of the street network, the existing City limits, and the Study Areas.

DEVELOPMENT CAPACITY

Table 3-2 identifies the development capacity associated with the planned distribution of land uses described in the Land Use Plan. As the density and intensity standards for each land use designation are implemented by future development projects and land use decisions, the activities occurring on properties will (consistent with the General Plan) transition from one activity to another, and land uses and intensities will shift to align with the intent of this Plan.

The General Plan does not directly specify a maximum population for Elk Grove. The maximum possible number of residential units is determined by the different maximum densities allowed for each land use designation and the amount of land area within that designation. However, this maximum number of units is unlikely to be reached because every lot in Elk Grove would need to be developed to its maximum potential. Because much of the Planning Area is built out and existing buildings are generally in good condition, these changes will primarily occur on underutilized or vacant properties in the City and the Study Areas. Forecasting assumptions using reasonable inferences to determine the realistic expected development that could occur in Elk Grove after development or redevelopment of all properties that are expected to be developed, or redeveloped, are reflected in the development capacity

Figure 3-4: Land Use Diagram



LAND USE POLICY AREAS

The City has also established a number of Land Use Policy Areas to reflect existing and pending major development project approvals or to reflect the need for more detailed land use planning at a future date. These Policy Areas, illustrated in **Figure 3-5**, typically specify the types of land uses to be permitted as well as desired circulation and infrastructure improvements. The City currently contains six Policy Areas. The objectives as well as goals and policies for specific Land Use Policy Areas are located in Chapter 4: *Urban and Rural Development*.

COMMUNITY AND SPECIFIC PLANS

The City uses a variety of tools to implement the General Plan. Two particular tools are community plans and specific plans. Community plans and specific plans are designed to implement the goals and policies of the General Plan for a defined geographic area of the City by providing greater specificity, covering some or all of the following topics: land use and infrastructure needs, economic development approach, design and development standards, and development phasing and implementation. Community plans differ from specific plans in that they are part of the General Plan (see Chapter 9: Community and Area Plans) and contain policy direction for a defined area, while specific plans are separately adopted documents (not a component of the General Plan) that implement General Plan policies.

**Table 3-2:
 General Plan Development Capacity**

	Acres	Dwelling Units	Population ¹	Employment (Jobs)	Jobs/Housing Ratio
Existing Development Total ²	31,449	53,829	171,059	45,463	0.84
General Plan Total	34,956	402,865 103,428	332,254 334,078	127,463 121,885	1.24 1.18
City Limits	29,946	72,262 76,693	233,406 247,724	81,784 72,518	
Study Areas Subtotal	8,008	30,603 26,735	98,848 86,354	45,679 548,367	
North Study Area	646	323	1,043	0	
East Study Area	1,772	4,806	15,523	9,183	
South Study Area	3,675	46,250 11,245	52,488 36,321	30,367 33,564	
West Study Area	1,915	9,224 10,361	29,794 33,466	6,129 5,620	

Table Notes: Number may not sum due to rounding

1. Based on 3.23 persons per household, average.

2. Existing development represents 2017 population and dwelling unit information and derived from 2013 jobs data (the most current year available at the time of writing the General Plan).

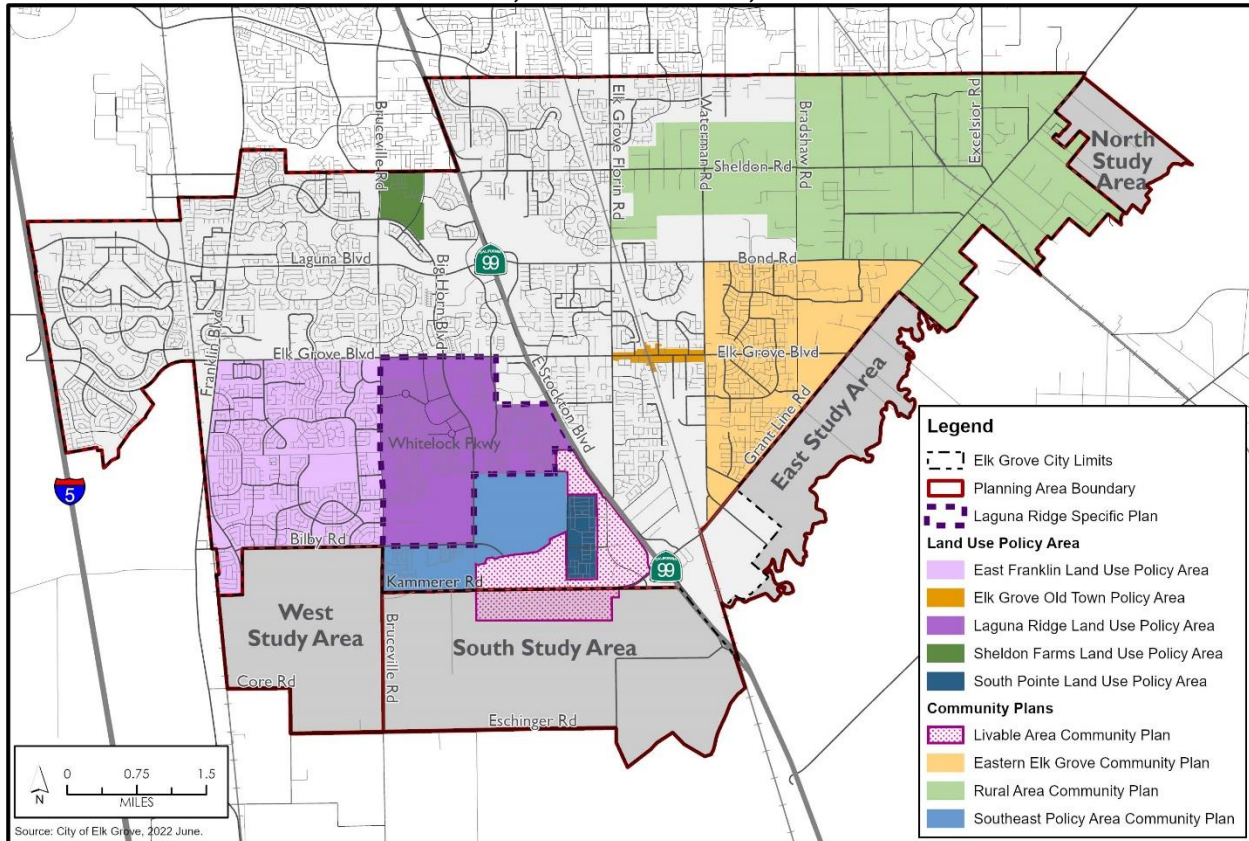
In conjunction with the General Plan, the City maintains community plans that correspond to certain Land Use Policy Areas. A community plan addresses a particular sub-area or community within the overall planning area and refines the policies of the General Plan as they apply to these smaller geographic areas. A community plan must contain specific development policies adopted for the identified area and measures to implement those policies, so that the policies which apply to each parcel of land can be determined. Community plans are adopted as part of the General Plan and are implemented by local ordinances such as the City's zoning and subdivision regulations.

The Southeast Policy Area Community Plan, the Livable Employment Area Community Plan, Sheldon/Rural Area Community Plan, and Eastern Elk Grove Community Plan are components of the General Plan, presented in Chapter 9: Community and Area Plans. Community plans for other Land Use Policy Areas will be created and maintained as resources allow.

The City of Elk Grove has one adopted specific plan, the Laguna Ridge Specific Plan. The primary focus of this plan has been to highlight community characteristics unique to Laguna Ridge and to customize the planning process and land use regulations and requirements that apply to this area of the City. The Laguna Ridge Specific Plan relies on existing development standards in the Zoning Code.

Locations of each of these plans and policy areas in Elk Grove are illustrated in **Figure 3-5**.

FIGURE 3-5: COMMUNITY PLANS, SPECIFIC PLANS, AND LAND USE POLICY AREAS



STUDY AREAS

As discussed above, the General Plan addresses four areas located beyond the City known as Study Areas. These areas have been identified for potential expansion of the City limits. The City has developed specific objectives and development requirements to achieve those objectives for each area, which are contained in Chapter 4: Urban and Rural Development.

STATE MANDATES

Affordable Housing

The Land Use Plan and the Housing Element of the City’s General Plan are closely linked. The Land Use Plan is required under State law to show the location and distribution of sufficient land, with appropriate use designations, to provide for construction of the number of housing units that the City must accommodate according to the Regional Housing Needs Allocation (RHNA). The housing inventory sites that can accommodate future housing growth in Elk Grove are shown in Chapter 4: *Urban and Rural Development* (see Figure 4-9) and have been incorporated into the land use designations appropriate to accommodate the densities necessary to facilitate the construction of affordable housing.

Military Facilities

The State of California (Government Code Section 65302(2)) requires that each local jurisdiction's general plan consider the potential impact of new growth on military readiness activities carried out on military facilities located in the vicinity of that jurisdiction.

While there are no military bases, installations, or operating facilities located within the Planning Area or within a reasonable distance of the City, there is a military recruitment center located at 9163 E. Stockton Boulevard. This center serves as a physical training facility for enlisted personnel living in the area. No impacts to military operations have been identified as a result of continued development of the City. The recruitment center is located within a retail shopping center and the surrounding area is substantially developed. This General Plan does not propose any major land use or circulation changes in the area that would impact these operations.

Additional military operations that may occur within the Planning Area are generally limited to general equipment and personnel movement and overflight of aircraft to or from Travis Air Force Base, Beale Air Force Base, or Mather Field. Additional Coast Guard air operations occur at McClellan Field.

Disadvantaged Communities

A city is required in its general plan to identify and describe any disadvantaged unincorporated communities that exist within a city's sphere of influence (SOI).¹ If any such communities are identified, the City must analyze the water, wastewater, stormwater drainage, and structural fire protection needs for each of these communities and identify financial funding alternatives for the extension of services to any identified communities. No such communities are located within the Planning Area.²

THE TRANSPORTATION PLAN

The Transportation Plan addresses the many ways in which people and goods move from place to place in Elk Grove and the surrounding region. It identifies and describes the overall transportation system and network, including roadways, freight and passenger rail lines, public transit (including light rail and buses), and infrastructure and facilities for bicycles and pedestrians.

The Transportation Plan, along with the accompanying Transportation Network Diagram, presents an integrated and balanced approach to meeting the current and future circulation needs of users of all modes of transportation, including drivers of private vehicles, public transit passengers, and those using active forms of transportation such as walking and biking. It lays out a series of transportation network designations—the roadway network, the transit network, and the active transportation network (bike, pedestrian, and equestrian facilities)—and is closely linked to the physical layout of land uses established in the Land Use Plan. Along with related policies in Chapter 6: Mobility, the Transportation Plan provides for a range of mobility options in Elk Grove and helps to meet other General Plan goals and objectives, such as improving air quality and reducing greenhouse gas emissions.

KEY CONSIDERATIONS

A number of key considerations form the basis for the Transportation Plan, including the following:

Activity Centers

Areas focused on intensive pedestrian activity, such as Old Town, the Civic Center (District56), and the future SEPA Village Center, the urban centers of the Livable Employment Area, and activity centers in the Study Areas require specific design treatment and planning considerations. A greater focus on pedestrian and bicycle infrastructure in these areas will allow for safe, comfortable, and convenient active transportation choices by designing roads, pathways, and facilities with these users in mind. Essential to walking and biking is a complete and connected system of sidewalks, crosswalks, off-street multiuse paths, painted bike lanes and signposted bike routes, along with amenities that enhance pedestrian comfort, convenience, and visibility and are incorporated into street and pathway design. The Transportation Plan prioritizes pedestrian, bicycle, or transit mobility within specific pedestrian-oriented areas and directs updates to street standards to implement enhanced infrastructure serving such modes of travel.

Fixed Transit

~~Fixed transit includes public transportation services that run along an established route at high frequencies, with enhanced stops/stations, signal preemption, and, where possible, a dedicated right-of-way. It may include trains or bus rapid transit that function on an established and generally unchanging schedule or timetable, or the extension of RT Light Rail from Sacramento into Elk Grove. Fixed transit routes typically consist of express fixed routes, such as commuter lines with fewer stops, or as feeder or circulator routes, which transport passengers from a neighborhood or employment area to stops along a connecting bus or rail line.~~

Transit services include a range of alternative vehicle-mobility, including bus and rail. Traditional public transit in Elk Grove are run by the City through its e-tran public service is operated by Sacramento Regional Transit (SacRT) and includes both local and commuter bus service and on-demand microtransit. The service runs through the City's commercial core and along major arterials, serving locations such as the Laguna Gateway Shopping Center, the Elk Grove Marketplace, and the Elk Grove Auto Mall, District56, Sky River Casino, Laguna Town Hall, as well as the transfer center at Cosumnes River College just outside of the City. Historically, the transit service's functionality and efficiency have been limited due to various fiscal constraints and overall system design. The dominant boarding and alighting location for local service is Cosumnes River College, indicating that more than half of all local trips are to places outside of Elk Grove. Differences between weekday and weekend service, low local route frequencies, and inadequate schedules and recovery times are also cited as major contributing factors to ridership. ~~A Comprehensive Operational Analysis (COA) adopted by the City in April 2017 implements service changes that are designed to address several of these ridership attraction issues while further recognizing the present financial conditions that limit higher frequencies and enhanced service capabilities. The new system that began operations in October 2017 incorporates design features that better coordinate local and commuter routes and schedules in order to address efficiency issues and ridership attraction. Services will continue to be monitored and adjusted to improve the overall efficiency and attract greater ridership, and funding opportunities will be sought to implement future high frequency services that are sustainable. E-tran's~~ The commuter service, to and from downtown Sacramento and Rancho Cordova, tends to be has historically been well utilized, but would benefit from reduced time on arterial streets, expansion of peak period times, and improvements to park-and-ride lots; however, changing commute patterns due to increased telework have impacted ridership demand, which may be a potential constraint on the commuter service in the years ahead.

~~High-frequency transit services, which do not currently exist in the City, are ones that run along an established route at high frequencies, with enhanced stops/stations, signal preemption, and, where possible, a dedicated right-of-way. It may include light rail or bus rapid transit. High-frequency transit routes may consist of express routes, such as commuter lines with fewer stops, or as feeder or circulator routes, which transport passengers from a neighborhood or employment area to stops along a connecting bus or rail line.~~

~~Amtrak also provides fixed route heavy passenger inter-city rail service through the eastern part of Elk Grove. As of 2017 there was no with no train stops in the City. However, the Opportunities exist for additional fixed route passenger rail services through the San Joaquin Joint Powers Authority, operators of the Amtrak San Joaquin and Altamont Corridor Express (ACE) services, is planning an expansion from Stockton to Sacramento with a stop in Elk Grove. Services are anticipated post-2024 and would provide heavy and regional rail service in Elk Grove and other interregional services. However, the ultimate determination of service connections to Elk Grove would be based on funding availability and coordination with the passenger rail service providers, including the San Joaquin Joint Powers Authority.~~

The Transportation Plan has been designed to support ongoing local bus and commuter service, as well as the potential for future ~~fixed-high-frequency~~ transit service and heavy/regional rail. Roadway cross sections for certain arterials include lanes and rights-of-way reserved for ~~fixed-high-frequency~~ transit use. The Land Use Plan also anticipates future ~~fixed-high-frequency~~ rail transit service by promoting development of mixed-use, transit-supportive development projects in areas along planned ~~fixed-high-frequency~~ transit alignments that are designated Village Center Mixed Use, and Residential Mixed Use, and Transect.

Goods Movement

The movement of freight is a crucial aspect of the regional transportation and economy. Goods movement takes place in Elk Grove in several forms: large trucks traveling through on freeways connecting west to ports, or inland to deliver goods or access major commercial and industrial facilities in the city; and trains running along the two Union Pacific Railroad lines passing through the City. Freight movement supports a strong economy and delivers products needed by both residents and businesses. It also has environmental and health impacts on nearby communities. Trucks can produce additional noise, wear and tear on roadways, and air pollution, and may carry loads that contain hazardous materials.

The City recognizes the essential role of goods movement as well as its potential impacts. The General Plan attempts to balance these with the need to increase economic growth and prosperity, reduce environmental impacts in communities most affected by goods movement, and provide safe, reliable, efficient, and well-maintained freight movement facilities.

Accessibility

Providing access for individuals is a key aspect of any transportation system. The system must provide both mobility, a path to get from one place to another, as well as infrastructure that allows individuals to reach their destinations safely and efficiently. Consequently, transportation planning must account for the connectivity of the grid; the ways in which the rights-of-way accommodate the needs of motorists, pedestrians, bicyclists, public transportation users, individuals with disabilities, and seniors; and getting users onto and off of the rights-of-way. Examples of infrastructure that can provide accessibility include ADA-compliant sidewalks and crossings, appropriate signaling that accommodates all users, wide and protected bike and pedestrian pathways, and bike and pedestrian amenities such as street trees, benches, and wayfinding signage. Chapter 6: *Mobility* includes goals and policies regarding accessibility for all users of Elk Grove's transportation system.

Efficiency and Mobility

California's Senate Bill 743 (2013) established that a project's effect on automobile delay does not constitute a significant environmental impact under the California Environmental Quality Act (CEQA). The State has been studying various alternative metrics to replace this analysis and has settled on the concept of VMT, which is a measurement tool used to identify environmental impacts (e.g., air quality, noise, greenhouse gas emissions) associated with automobile travel and to determine if mitigation measures are required under CEQA. While VMT does not reflect potential congestion or how mitigation measures for VMT would relieve congestion associated with development, it does produce a much stronger evaluation of the distance traveled and how many more cars will be on the road as a result of the development, and provides information to assess air emissions impacts that would directly result.

The City is not limited to using CEQA to evaluate the effects of land development projects on congestion and to identify remedies for congested conditions. Managing and remedying congestion using efficiency metrics remains a consideration for the City in the land development approval process.

As described in Chapter 6: *Mobility*, this General Plan identifies performance standards for the circulation system that evaluate both efficiency and mobility. The Transportation Plan accommodates both the range of travel modes and the roadway widths and functions needed to achieve the City's desired levels of performance for both efficiency and mobility, including a new VMT standard designed to comply with CEQA.

TRANSPORTATION NETWORK

The City is required by the Complete Streets Act to plan for a balanced, multimodal transportation network that meets the needs of all users, including motorists, pedestrians, bicyclists, public transportation users, individuals with disabilities, and seniors. The transportation system is a public facility in Elk Grove that provides access to and mobility within the community and contributes to the design and character of the area.

The Transportation Network Diagram presented in **Figure 3-6** represents the recommended circulation system for Elk Grove. The City has established roadway classifications, which are based on intended

priorities and levels of use by all types of users. The classifications relate to nearby land uses and circulation within the Planning Area and throughout the larger region. Roadway classifications are discussed in Chapter 6: *Mobility*.

The Transportation Network Diagram also identifies active transportation components that provide for access and safety of pedestrians and bicyclists and for fixed-high-frequency transit. More detailed policies and plans for active users are located in the Bicycle, Pedestrian, and Trails Master Plan. Future fixed-high-frequency transit sites are an ongoing point of discussion and planning for Elk Grove and the larger region.

The roadway classifications identified in **Figure 3-7** are based on intended priorities and levels of use by pedestrians, bicyclists, transit vehicles, delivery vehicles, and automobiles in relation to nearby land uses and circulation within the Planning Area and to the larger region. The roadway classifications, in combination with the classification descriptions, are tools the City uses to accomplish land use and transportation goals and policies as well as related policies throughout the General Plan. Specific roadway dimensions for each classification are provided in the City’s Roadway Improvement Standards.

FIGURE 3-6: TRANSPORTATION NETWORK DIAGRAM

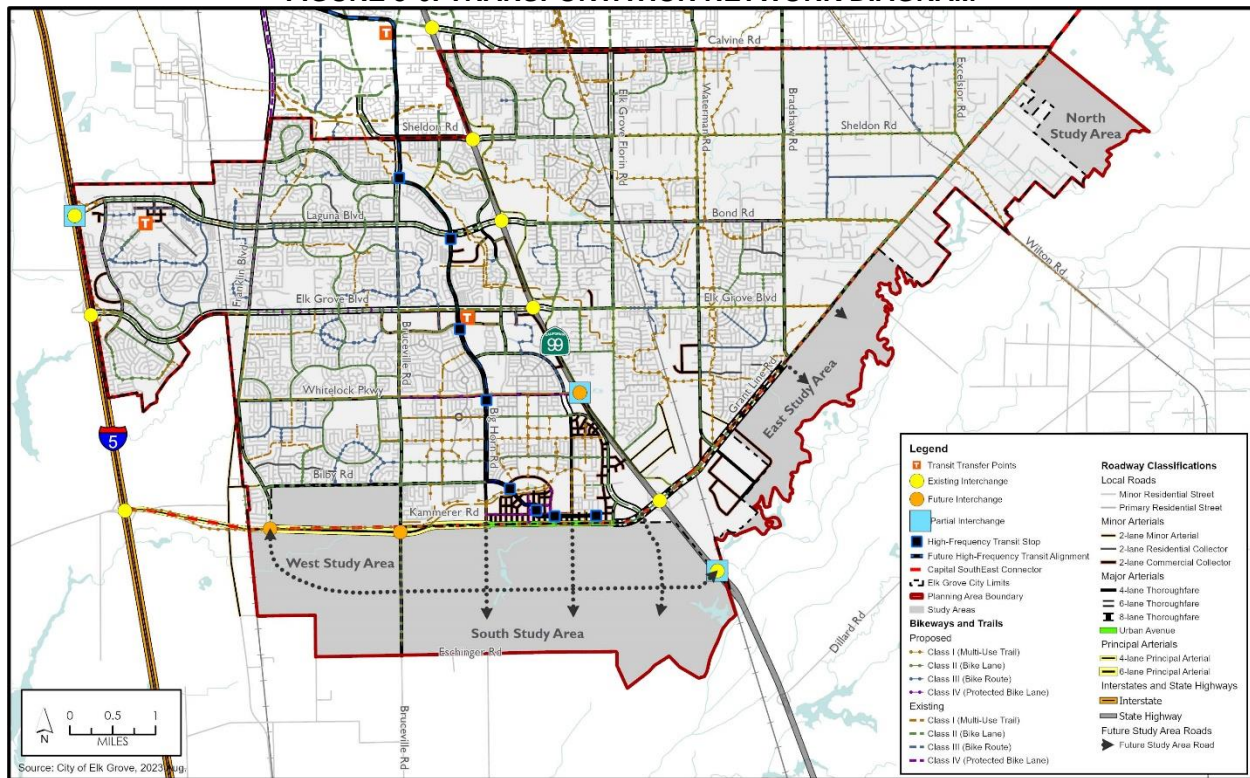
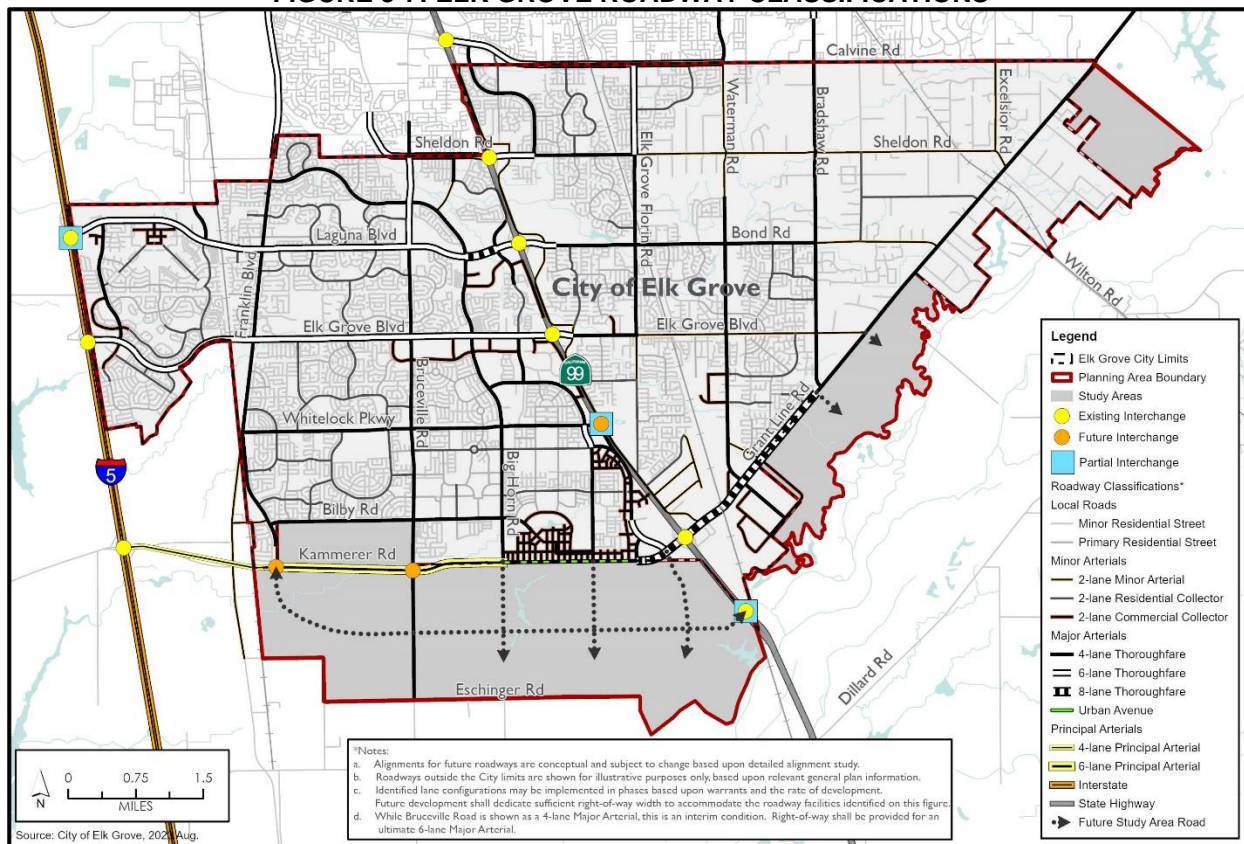


FIGURE 3-7: ELK GROVE ROADWAY CLASSIFICATIONS



Interstates and State Highways

State highways provide mostly uninterrupted travel by car, bus, or trucks, and are designed for high speeds over long distances. They have fully controlled access through on- and off-ramps, typically with separation between opposing traffic flows. Driveways and alternative modes of transportation such as walking or bicycling are forbidden, and intersections may only occur as freeway interchanges. There are two State highways that cross through the Planning Area: Interstate 5 and California 99.

Principal Arterials

Principal arterials provide limited access on high-speed roads with a limited number of driveways and intersections. Principal arterials also allow bicycles, and pedestrians may be permitted in limited locations. Principal arterials are generally designed for longer trips at the county or regional level.

Major Arterials

Major arterials provide controlled access for all transportation modes to enter and leave the urban area. In addition, significant intra-area travel, such as between residential areas and commercial or business areas, should be served by this system. Major arterials can include sidewalks for pedestrian connections, linking land uses to transit. They may have street parking or bike lanes. Major arterials range in size from 4 to 8 lanes and include the following sub-types.

- **Thoroughfare** – Throughfares are the primary form of major arterials and consist of a divided roadway with pedestrian sidewalks in landscape corridors and on-street bicycle facilities.
- **Urban Avenue** - Urban Avenues are often referred to as Multi-way Boulevards. They consist of four-vehicular lanes and a median divide. A slip lane frontage assembly in each direction provides an attractive street for commercial and residential activity. The low traffic speed/volume environment is safe for a bike lane which is buffered by a parking lane and tree lined sidewalks that create a safe ambience for pedestrians and cyclists alike. This type of frontage road provides high

value. It also has a 16' lane to turn into the frontage road- which gives access to local streets- reducing traffic on the Urban Avenue itself.

Minor Arterial/Collectors

Minor arterial/collectors are two-lane roadways providing access to all transportation modes, with a focus on local access. Pedestrian connections link land uses to local destinations and transit. The right-of-way associated with minor arterial/collectors may feature medians, parking lanes, and bike lanes. Arterial/collectors in the Rural Area are subject to the separate Rural Roads Improvement Standards, and may have separate pedestrian and multiuse pathways, but no sidewalks, and may have reduced speed requirements. This listing ~~also includes the following sub-types. Primary and Secondary Residential Streets.~~

- **Minor Arterial** – Minor Arterials are extensions of the Major Arterials but are 2 lane facilities. Examples include Elk Grove Boulevard through Old Town and many of the arterials in the Rural Area.
- **Commercial Collector** – Commercial Collectors are 2 lane facilities found in commercial areas.
- **Residential Collector** – Residential Collectors are found in residential neighborhoods and connect the neighborhood with Major Arterials.

Local Roads

Local roads provide direct access to most properties and provide access to the higher roadway classifications described above. They are generally designed to discourage through traffic. Local roads are typically two-lanes and are designed for low vehicle speeds. In the urban area of the City they include pedestrian sidewalks. In the Rural Area there are no sidewalks. This listing includes the following sub-types.

- **Primary Residential Street** – Primary Residential Streets have wider street widths and often include detached landscape corridors along the street shoulder. This street type allows for residents to take access from the street.
- **Minor Residential Street** – Minor Residential Streets are the predominant street within residential neighborhoods. They provide direct access to homes.

State Mandates

Complete Streets

The Complete Streets Act (California Government Code Sections 65040.2 and 65302) requires that the General Plan include a plan for a multimodal network that meets the needs of all users in a safe and convenient manner. The City must identify how the transportation network will accommodate the needs of all users of streets, roads, and highways for safe and convenient travel. Because no two communities or streetscapes are alike, complete streets must be tailored to the area in context.

As previously mentioned, there is a significant Rural Area in Elk Grove. While the design of complete streets in the Rural Area differs from that in urban or suburban settings, a number of tools are available to improve multimodal access in the area. The Transportation Plan recognizes the different role and context of rural roadways while also accommodating complete streets considerations. Some examples of techniques used to design complete streets in the Rural Area include roadway design options that incorporate wide shoulders, offering options for various modes without designating formal facilities for these purposes, and providing connections to regional trails near rural areas.

Correlation with the Land Use Plan

There is a strong connection and interdependence between land use patterns and transportation systems. Roads, transit infrastructure and routes, and other components of transportation systems are major factors in shaping land development. Conversely, each land use and its spatial layout has a major impact on people's transportation choices and patterns. A dispersed pattern of low-density development creates and reinforces a dependence on automobiles as the primary mode of transportation, while medium- or higher-density development characterized by a mix of residential and commercial land uses in close proximity tends to encourage other modes of travel, such as public transit, walking, and bicycling. For these reasons, it is important to coordinate land use planning and transportation planning. California Government Code

Section 65302 specifically calls for local governments to integrate planning for transportation/circulation and land use in their general plans.

The Transportation Plan is coordinated with the Land Use Plan, and Chapter 6: *Mobility* includes policies that recognize driving as a significant mode of transportation while also promoting other modes of travel such as transit, walking, and biking. As noted above, the General Plan's land use policies encourage transit supportive land uses in appropriate areas of the City. Together, the transportation policies and land use policies aim to maximize transportation choices for residents and workers in Elk Grove, as well as to preserve the character and identity of the community.

THE RESOURCE CONSERVATION PLAN

The Resource Conservation Plan identifies current and future natural, undeveloped areas of the City, as well as public open spaces (passive and active recreation areas). In addition to the urbanized areas described and addressed in the Land Use Plan and the Transportation Plan, Elk Grove encompasses a mix of agricultural land uses and natural community types. Agricultural land uses include cropland, irrigated pasture, vineyards, and orchards. Several natural communities are also present, such as annual grasslands, mixed riparian scrub, mixed riparian woodland, valley oak riparian woodland, and blue oak woodland. Aquatic resources such as open water, streams, seasonal wetlands, and freshwater marshes are located throughout the Planning Area. The General Plan addresses policies related directly to habitat conservation in Chapter 7: *Community and Resource Protection* and policies related to agricultural land in Chapter 4: Urban and Rural Development.

Parks, recreation, and open space are important components of the quality of life for residents of Elk Grove. Parks and recreation services in Elk Grove are provided by the Cosumnes Community Services District (CCSD). The City and CCSD work collaboratively to plan for, fund, design, and construct new park facilities. In addition, the City designs, funds, and operates the Civic Center and Old Town Plaza.

A vital component of the Community Vision is retention, conservation, and management of open space in the Planning Area. Although many areas within the current City limits and the Study Areas are envisioned to be developed with urban uses, the City recognizes that there are also many important agricultural and open space resources located throughout the Planning Area. The Resource Conservation Plan identifies specific natural open spaces, water resources, parks, trails, and agricultural lands that the City has prioritized to protect and conserve. The City is committed to preserving valuable natural resources, balancing conservation with development and growth demands on land in the area. The Resource Conservation Diagram identifies these key resources. The Resource Conservation Plan also ensures that the City's vision for open space, as well as other habitat and conservation needs in the Planning Area, is articulated to the County of Sacramento, the Sacramento Local Agency Formation Commission (LAFCo), and other agencies and stakeholders in the area outside the City limits.

KEY CONSIDERATIONS

Habitat Conservation

Although no natural open spaces are located within the City, its urban parks and waterways provide habitat. There are also several notable open spaces in adjacent jurisdictions, such as the Stone Lakes National Wildlife Refuge and the Cosumnes River Preserve. Access to nearby open spaces for recreation and enjoyment of nature is important to Elk Grove residents. Habitat conservation for ecological diversity is also a valuable resource and a priority of the region and the State. The City recognizes that future development in Elk Grove could have impacts on these resources, since an increase in the local population would result in higher and more intensive use of nearby existing habitats of importance. Several plant and animal species present in the Planning Area are listed as threatened or endangered at the State and/or national level, including Swainson's hawk and the valley elderberry longhorn beetle.

Habitat conservation and agricultural protection is also covered on the regional level in great detail by the adopted South Sacramento Habitat Conservation Plan (SSHCP), a regional approach to addressing issues related to urban development, habitat conservation, and agricultural protection in southern Sacramento County and within the jurisdictions of Sacramento County, the City of Galt, and the City of Rancho Cordova.

The SSHCP consolidates environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats to provide ecologically viable conservation areas. It also minimizes regulatory hurdles and streamline the permitting process for development projects. While the SSHCP does not apply to areas within the existing City limits, the North, East, and portions of the West Study Area may utilize it to streamline their permitting and mitigation. Nothing in the SSHCP compels projects to utilize the SSHCP as the mitigation program.

Agricultural Preservation

Active agricultural uses are present on lands located east and south of the City and include both row crops and agricultural processing activities. The City wishes to ensure that agricultural practices south of the Study Areas may continue without conflict with new residential and commercial development built as identified in the Land Use Plan. To limit potential conflicts, the City will require land use densities and designs that make use of ‘feathering’ and ‘buffering’ concepts. Feathering of densities ensures that lower-density uses, such as Estate Residential, are located closest to agricultural uses, and uses with increasing densities are located in closer proximity to the more built-up areas of the City. Chapter 4: Urban and Rural Development includes land use diagrams that apply feathering and buffering concepts in the South, West, and East Study Areas.

Floodplain Management

Flooding affects a large part of the Planning Area. The areas most susceptible to flooding are located in the eastern portion of Elk Grove. In the Sheldon area, local flooding is widespread but generally minor; the flat land causes floodwaters to spread out, reducing threats to life. Along the eastern and southern edges of the Planning Area, the Cosumnes River represents a major flood hazard. Flood risk in Elk Grove is assessed using the 100-year floodplain and the 200-year floodplain. These floodplain zones are defined by the Federal Emergency Management Agency (FEMA). A 100-year floodplain zone estimates inundation areas based on a flood that has a 1 percent chance of occurring in any given year. A 200-year floodplain zone estimates inundation areas based on a flood that has a one-half percent chance of occurring in any given year. California State law and subsequent regional plans require assessment and specific requirements for new development in the 200-floodplain for all jurisdictions in the Delta region.

The Resource Conservation Diagram (**Figure 3-8**) identifies areas located in the 100- year and 200-year floodplains. Additional flood risk information as well as related goals and policies are found in Chapter 7: Community and Resource Protection.

Other Natural Hazards

In accordance with State law, Elk Grove tracks and evaluates the risk to the community of other potential hazards, including earthquake fault zones and liquefaction, unstable soils, fire, watershed quality and replenishment, and dam inundation. Risks associated with these hazards and policies for mitigation are discussed in Chapter 8: Services, Health, and Safety.

RESOURCE DESIGNATIONS

The General Plan identifies the following categories of important open space and natural resources within the City. These categories address the four categories of open space required by the California Government Code. The following summarizes the key components of each category and how they are addressed in the General Plan. The location of these resources, as described below, are identified on Figure 3-8.

Recreation

This category identifies places that support recreation, including both public parks and public trails. Parks and recreation services in Elk Grove are provided by the CCSD, an independent special district agency that is not affiliated with the City. As of 2018, the CCSD owns and maintains over 90 parks, more than a dozen miles of off-street trails, several aquatic complexes, and numerous community and recreation centers.

Parks are categorized by scale and uses. Park categories include neighborhood, community, regional, sports complexes and golf facilities, special use (including indoor spaces and specialized sport spaces), greenbelts and trails, and open space and natural areas. Additional parks are planned within the Study Areas, as described in Chapter 4: Urban and Rural Development. The City and the CCSD have a joint goal of providing a minimum of 5 acres of park land per 1,000 residents. Currently (2017), there are

approximately 5.36 acres of parkland per 1,000 residents, providing a basis for the City/CCSD parkland standard.

The City has several existing and planned separated bike and pedestrian pathways that offer connections to other recreation resources in the City and to nearby major resources such as Stone Lakes National Wildlife Refuge, the Sacramento Regional County Sanitation District Bufferlands, and the Cosumnes River Ecological Reserve.

Historic, Cultural, and Scenic Resources

This category identifies places that support cultural preservation and enrichment. Agricultural landscapes and large or clustered adult trees are typical scenic resources found in Elk Grove. Notable historic, cultural, and scenic sites include listed historic buildings sprinkled across the City, the potential Winemaker Historic District, the Old Town neighborhood, and the Sheldon Rural area. These latter two areas are addressed in community plans that include specific goals and policies to protect and preserve the resources therein (see Chapter 9: *Community and Area Plans*.)

Natural Resource Preservation

This category includes areas that provide habitat for protected animal or plant species. Elk Grove has several conservation easements to protect habitat for threatened species, including Swainson's hawk. Waterways are often critical habitat areas, and several streams, creeks, and flood channels run through the City.

Natural Resource Management

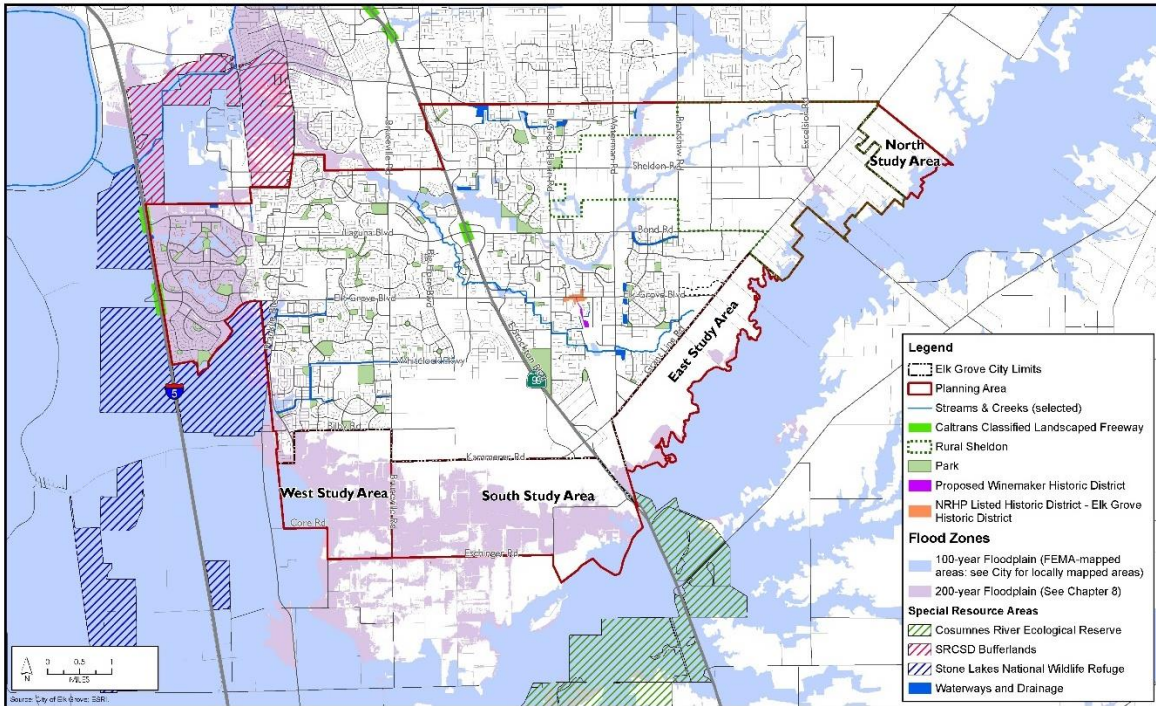
Additional natural resources of importance in the Planning Area include water recharge basins and flood channels located throughout the City, and agricultural lands that will remain in production until developed according to the Land Use Plan.

RESOURCE CONSERVATION DIAGRAM

Portions of the Planning Area that are designated for conservation are identified on the Resource Conservation Diagram (**Figure 3-8**). These areas have been identified in coordination with areas that are defined for existing and future urban development in the Land Use Plan.

Parks and recreational spaces are distributed in and among developed areas to provide green space and facilitate contact with nature in urban and suburban living environments, and to offer opportunities for recreation and active living in close proximity to residential areas. Environmentally sensitive areas (terrestrial and aquatic), lands with high value as natural habitat for plant and animal species, and lands that create safety buffers for hazards around urbanized areas (e.g., floodplains) are assigned resource designations so that they are protected from urban encroachment.

FIGURE 3-8: RESOURCE CONSERVATION DIAGRAM



Changes to Chapter 4 (Urban and Rural Development)

Chapter 4 (Urban and Rural Development) shall be amended as follows:

Chapter 4 Urban and Rural Development

OVERVIEW

The City of Elk Grove is often characterized by both urban and rural land uses. Both sides of SR 99 are surrounded by urban development, and the original location of Elk Grove (Old Town) is on the eastern side of SR 99 oriented around the Union Pacific railroad tracks (the Fresno Subdivision Line). In the future, urban and higher-density residential and commercial uses will continue to be concentrated in these areas as strategic infill. Elk Grove also includes areas that are, and are envisioned to remain, low-density suburban or rural in character, and future development in these locations will be limited. This chapter presents policies to strategically focus high-quality new growth in existing and expanding urban areas, while preserving and enhancing neighborhoods and existing character.

The chapter also establishes a pathway for strategic expansion, allowing growth beyond the current City limits in the Study Areas in a manner that aligns with broader economic and sustainability goals. These policies outline a path for the City to annex new areas that will result in a coordinated development pattern with enhanced connectivity, employment centers, and new housing options, while minimizing conflicts with surrounding land uses.

In coordinating future development of the City and the adjacent Study Areas, priority will be given to the goals of ensuring quality housing, enhancing connectivity across neighborhoods and to the wider region, and achieving economic prosperity and high-quality community design.

The Urban and Rural Development chapter contains goals and policies addressing three topics listed below, which are each assigned a one- or two-letter acronym. Within each topic, the following goals and policies further the Community Vision and Supporting Principles.

Land Use (LU)

- GOAL LU-1: A Coordinated Development Pattern
- GOAL LU-2: A Focus on Infill
- GOAL LU-3: Expansion with Purpose
- GOAL LU-4: Thriving Activity Centers
- GOAL LU-5: Consistent, High-Quality Urban Design
- GOAL LU-6: Context-Appropriate Development of Land Use Policy Areas
- GOAL LU-7: An Established, Protected, and Supported Rural Area

Housing (H)

- GOAL H-1: Adequate Sites to Accommodate the City's Housing Needs
- GOAL H-2: ~~Adequate Housing Stock to Meet the Needs of Lower-Income Households and Special Needs Groups~~ Adequate housing stock to meet the needs of extremely low-, very low-, low-, and moderate-income households and special-needs groups
- GOAL H-3: Development Regulations that Remove Constraints to the Maintenance, Improvement, and Development of Housing
- GOAL H-4: ~~Conserved and Improved Affordable Housing Conditions~~ Maintenance and improvement of affordable housing conditions
- GOAL H-5: Housing Opportunities for All Persons, Regardless of Race, Religion, Sex, Marital Status, Ancestry, National Origin, Color, Familial Status, or Disability
- GOAL H-6: Preserved Assisted (Subsidized) Housing Developments for Lower-Income Households

Agriculture (AG)

- GOAL AG-1: Integrated and Sustained Agriculture
- GOAL AG-2: Urban Agriculture That Is Environmentally Sustainable and a Healthy Food Source

RELATIONSHIP TO OTHER CHAPTERS

The *Urban and Rural Development* chapter closely relates to the *Planning Framework*, *Community and Resource Protection*, and *Community and Area Plans* chapters.

- The *Planning Framework* chapter identifies desired future uses for all lands in the Planning Area and helps to shape future urban and rural development.
- The *Community and Resource Protection* chapter identifies community resources located throughout both urban and rural areas of Elk Grove—cultural, social, and natural—and identifies policies to protect those resources.
- The *Community and Area Plans* chapter outlines the community and area plans that will guide development in both infill areas and outward expansion areas in more detail.

SUPPORTING PRINCIPLES

The *Urban and Rural Development* chapter addresses the following three Supporting Principles:

Development Fills in the Gaps & Expansion Occurs with Purpose. This principle envisions that undeveloped and/or underutilized lands throughout the City will be developed as infill with quality establishments. It envisions that new infill developments will include community-serving businesses and a variety of housing types. This chapter establishes infill as the preferred form of development and identifies areas that are appropriate for infill projects. At the same time, the principle recognizes the opportunity for carefully planned and purposeful expansion through new development outside the existing City limits and annexation of those areas into the City's jurisdiction. This type of expansion and annexation can help Elk Grove achieve its goals related to providing new housing and jobs and promoting economic development.

City Core, Heritage & Well-Known Neighborhoods. This principle recognizes that the City has a thriving civic core and a well-preserved Old Town that provide gathering spaces for the entire community. It also calls for preservation of the quality of Elk Grove's neighborhoods. This chapter establishes the Civic Core, Old Town, and other strategic urban locations as activity centers and promotes a mix of uses, greater density, and transit access to these centers. New mixed-use land use designations and zoning districts will invite a wider variety of uses that serve neighborhoods and are safe and accessible for walking and bicycling. In addition, this chapter sets forth Land Use Policy Areas to provide more detailed direction for new development in established neighborhoods as well as community design standards for public spaces in these neighborhoods.

Protecting Our Farming Heritage & Rural Life. This principle celebrates the City's rural heritage and calls for preservation of the character of rural areas of Elk Grove. This chapter includes policies to protect and enhance existing rural neighborhoods and creates programs that support agricultural production and agritourism.

URBAN AND RURAL DEVELOPMENT: CONCEPTS AND POLICY FRAMEWORK

FOCUSED GROWTH

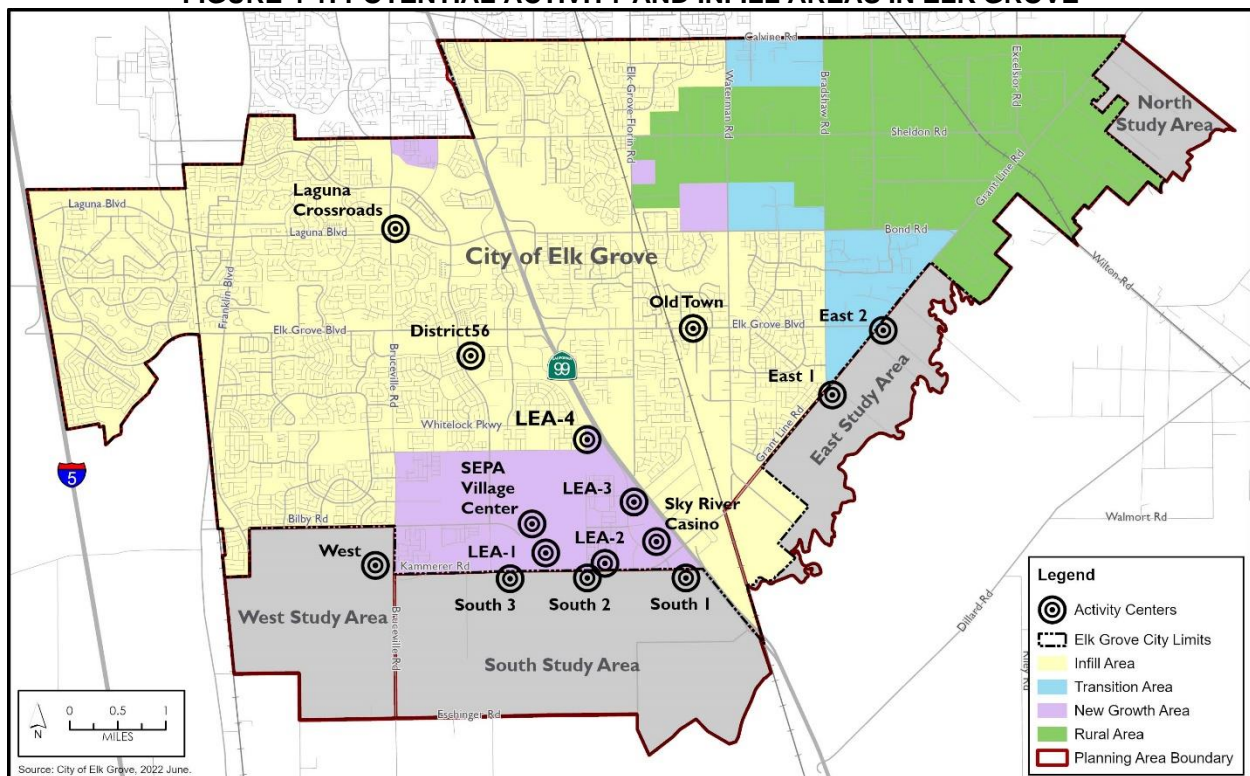
Elk Grove has historically functioned as a bedroom community, consisting primarily of low-density, single-family residential development and neighborhood-serving commercial uses. In recent decades, Elk Grove has expanded its focus, encompassing new growth in its more urban areas. During that time, the City has experienced growth that is both urban and suburban in nature, including a range of densities and styles of housing as well as commercial, office, and industrial uses. Most of the newer development has been concentrated west of SR 99. In the future, the City envisions continued development in specific growth areas to create several activity centers, with concentrations of commercial and civic uses and higher-density housing on or near the main corridors, that are comfortable to get to and around for pedestrians and

bicyclists. These activity centers will include the Civic Center, Old Town, the Village Center of the Southeast Policy Area (SEPA), the Livable Employment Area, Laguna Crossroads shopping center, ~~Lent Ranch~~, and others that may emerge as the City evolves (e.g., in the Study Areas). These activity centers, sometimes called nodes, are intended to serve as central locations for community gathering and social activities, as well as access to services and entertainment, and to function as engines of economic growth and job creation.

In addition, properties that are vacant or underutilized and surrounded by existing development are considered potential infill sites. Infill is anticipated primarily in areas adjacent to or near major transportation corridors including SR 99, existing and future transit corridors, the Civic Center, and in undeveloped pockets of the City. Smaller infill development projects may also be appropriate throughout much of the City, with the exception of the Rural Area.

The locations of primary activity centers, as well as those areas of the City where infill development of vacant or underutilized properties is appropriate, are identified in Figure 4-1.

FIGURE 4-1: POTENTIAL ACTIVITY AND INFILL AREAS IN ELK GROVE



EXPANSION WITH PURPOSE

With limited opportunities to accommodate growth within the existing City limits, the City embraces greenfield development as a strategy to accommodate additional growth and development that benefits the community. Greenfield development can allow for new commercial and industrial growth that creates jobs and for new affordable housing to meet the region’s deficiency, while maintaining the density and character of development that has come to define the community. New growth is anticipated in certain areas both within and beyond the current City limits, as illustrated in **Figure 4-1**. Areas identified for new growth in the City are vacant or contain agricultural uses, and have been approved for new development. These areas include the Sterling Meadows project, the Lent Ranch area, and SEPA and the portion of the Livable Employment Area within the (2021) City limits. Additionally, the four Study Areas are identified as new growth areas that may accommodate future development beyond the current City limits. It is the City’s intent

that these Study Areas offer options for future development when there is a demonstrated community benefit or need.

The goals and policies presented in this chapter offer opportunities for new industries and job creation in the City and beyond into the Study Areas. The Study Areas are described through three Land Use Districts that guide future development—the Activity District, the Residential Neighborhood District, and the Open Space/Conservation District—each with specific development criteria regarding location, density, design, and use that connects back to the General Plan Land Use Categories.

NEIGHBORHOODS AND COMMUNITY CHARACTER

Elk Grove comprises several unique and defined neighborhoods with both urban and rural character. These neighborhoods feature parks, recreation centers, and high-quality schools that are valuable resources for the community. As the City matures and changes, established residential neighborhoods and amenities are intended to be preserved, with their land uses generally remaining consistent and their existing community character enhanced.

Notably, there is a large rural community in the eastern portion of the City, known as the Rural Area (see Figure 4-1). The Rural Area reflects Elk Grove's rural and agricultural heritage and culture and contributes to community values and diversity by offering residents a rural lifestyle characterized by ranch-style homes on large lots (2 acres or greater) with open space or farmland nearby. The Rural Area lacks the infrastructure typically found in an urban or suburban community, such as sidewalks, curbs and gutters, street lighting, or public water and sewer.

The areas identified in Figure 4-1 as Transition Areas are places characterized by a transition from the more urban areas to the Rural Area on the east side of the City. These areas may be designated as Estate Residential or Open Space to transition from the large lots in the Rural Area to the smaller Low-Density Residential lots. The primary purpose of Transition Areas is to buffer the Rural Area from higher-density development in the immediate vicinity.

LAND USE POLICY AREAS

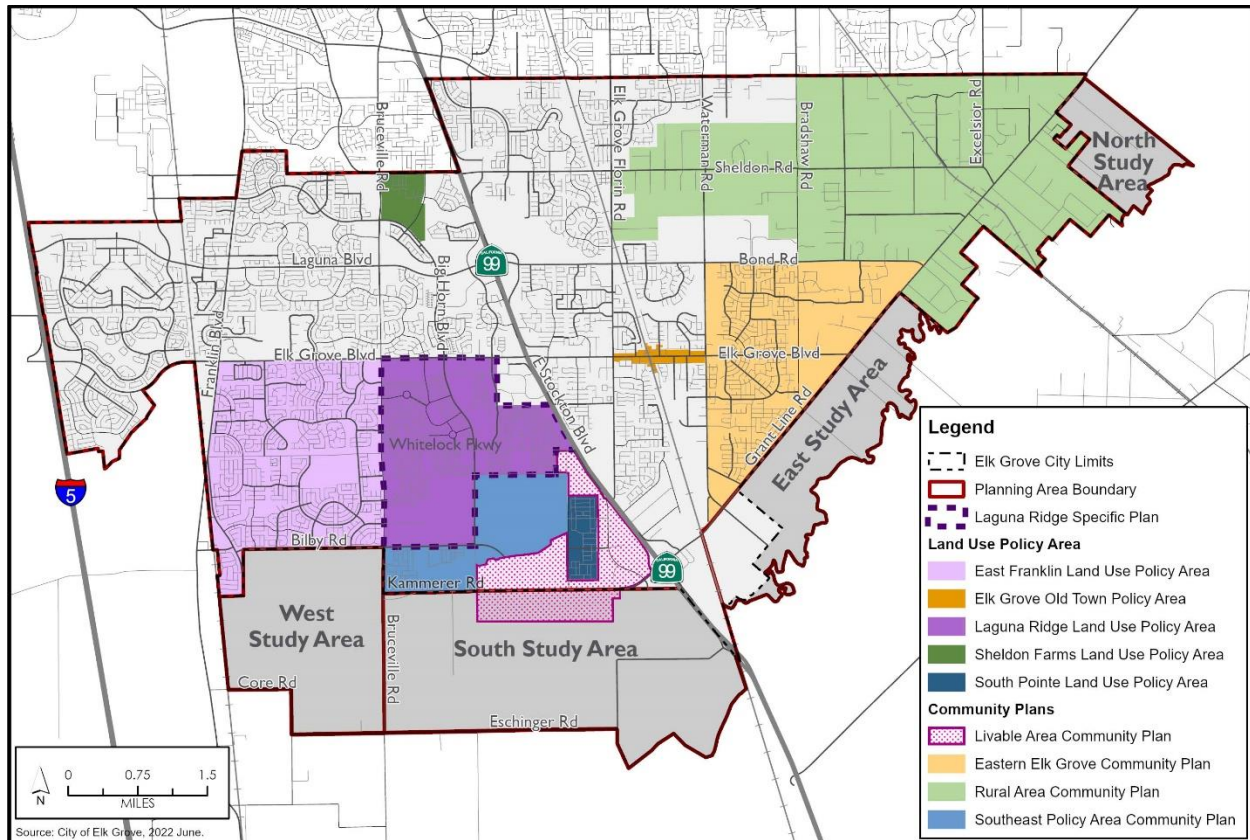
Further development guidance is provided for certain areas of the City through the establishment of Land Use Policy Areas. These Land Use Policy Areas are shown in Figure 4-2, and specific policies for each are contained in this chapter. The Land Use Policy Areas include:

- East Franklin Land Use Policy Area: This area encompasses 2,740 acres of land that includes parks, schools, shopping centers, and more than 10,000 homes. It is the successor to the East Franklin Specific Plan, which was adopted by Sacramento County in April 2000, just prior to City incorporation. The area has been developing since the early 2000s and is an established community with few remaining infill sites. Any new development should reflect the existing residential character and enhance its active transportation connectivity and neighborhood services and amenities.
- Laguna Ridge Land Use Policy Area: The Laguna Ridge area is addressed in detail in the Laguna Ridge Specific Plan. The General Plan designates land use categories for the Laguna Ridge area and requires that the Specific Plan be used to implement the General Plan policies for the area. The Laguna Ridge Specific Plan area is included in the General Plan as a Policy Area to ensure that the Specific Plan serves to implement the policy direction of the General Plan for Laguna Ridge.
- ~~Lent Ranch Land Use Policy Area: Located at the northwest corner of Kammerer Road and SR 99, the Lent Ranch Policy Area provides approximately 295 acres for regional retail, office, high density residential, and entertainment uses. Development of the site is regulated by the Lent Ranch Marketplace Special Planning Area (SPA).~~
- Old Town Land Use Policy Area: This area encompasses a federally recognized Historic District and is the historic “center” of town. Infill development in Old Town should enhance the historic character and preserve it for current and future residents. To the extent feasible, infill should rehabilitate existing structures with minimal disruption to the lifestyle of residents. The development

of an activity center with regional shopping and entertainment opportunities is part of the City’s vision for this area. Site development is regulated by the Old Town SPA.

- South Pointe Land Use Policy Area: The South Pointe area is an approximately 200180-acre site located between the SEPA Community Plan and the ~~Lent Ranch Policy Area~~ Livable Employment Area Community Plan, just north of Kammerer Road and east of (future) Lotz Parkway. Residential development was approved on the site as part of the Sterling Meadows Subdivision in 2008. ~~Bilby Road, which runs through a portion of the area, is planned as the corridor for a new transit service. Portions of the site are appropriate for high-density commercial, and office uses, consistent with an Employment Center as defined in the *Economy and the Region* chapter (see Chapter 5), should existing approvals expire before construction.~~
- Sheldon Farms Land Use Policy Area: Sheldon Farms is an approximately 146-acre area made up of two sites, one of which ~~was~~, as of ~~2018~~2021, ~~vacant being developed and the other rural residential.~~ The sites are planned to contain a mixed-use village, a range of residential densities, and open space uses. Development of this area will support expanded and future transit services. Development should include street-level retail, access to transit, and should be designed to enhance walkability.

FIGURE 4-2: COMMUNITY PLAN AND LAND USE POLICY AREAS



COMMUNITY PLANS, SPECIFIC PLANS, AND SPECIAL PLANNING AREAS, AND COMMUNITY PLANS

The City has specific plans and SPAs, identified in the Zoning Code, that implement guidance for each Land Use Policy Area. A specific plan is a document designed to implement the goals and policies of the General Plan for a defined geographic area of the City by providing greater specificity for land use and infrastructure needs, design and development standards, and development phasing and implementation. The City of Elk Grove has one adopted specific plan, the Laguna Ridge Specific Plan. The primary focus of this plan has been to highlight the characteristics that are unique to Laguna Ridge and to customize the

~~planning process and land use regulations and requirements that apply to this area of the City. The Laguna Ridge Specific Plan relies on the existing development standards in the Zoning Code.~~

~~SPAs are a zoning tool used to regulate property in areas throughout the City that have unique environmental, historic, architectural, or other features which require special conditions not provided through the application of standard zoning regulations. They may be used to protect certain resources in the City from incompatible land uses and to preserve and enhance areas with unique social, architectural, or environmental characteristics that require special considerations and are not adequately addressed by zoning districts. SPAs may establish development standards for minimum lot area, building setbacks, lot width and depth, and building height that differ slightly from Citywide development standards. Development is encouraged to incorporate a variety of housing designs and densities for these areas, such as mixed-use commercial/residential and garden homes. However, all new development shall maintain minimum densities based on the General Plan designation(s) for the area. The SPAs may allow for a greater variety of design treatments and densities.~~

~~Some areas of the City require more detailed policy guidance, which is contained in a community or area plan, as detailed in the Community and Area Plans chapter (see Chapter 9). Community plans differ from specific plans in that the former are part of a city's general plan and contain development policies for a defined area, while the latter are separately adopted documents (not a component of the general plan) with a focus on the implementation of general plan policies. In Elk Grove, community plans include:~~

- ~~• SEPA Community Plan~~
- ~~• Elk Grove Rural Area Community Plan~~
- ~~• East Elk Grove Community Plan~~

Some areas of the City require more detailed policy guidance than the broader policies of the General Plan require. To address this, the City has a variety of tools from which to draw upon. The first is a community or area plan, which is part of this general plan and contains development policies exclusively for that defined area in Elk Grove. The City's community plans include:

- Livable Employment Area Community Plan
- Southeast Policy Area (SEPA) Community Plan
- Elk Grove Rural Area Community Plan
- East Elk Grove Community Plan

The next tool is a specific plan, which is a document designed to implement the goals and policies of the General Plan for a defined geographic area of the City by providing greater specificity for land use and infrastructure needs, design and development standards, and development phasing and implementation. Specific plans differ from community plans in terms of the level of detail and relationship to the General Plan. Where community plans are part of the General Plan (and, therefore, focus more on policy), a specific plan is an implementation tool of the General Plan and is subject to specific State and local content requirements, including a phasing and financing strategy. Specific Plans also incorporate details on infrastructure requirements and, as such, are a good one-stop-shop for summarizing how development will occur within a given area. The City prefers that a specific plan rely on the development standards provided in the Citywide Zoning Code, rather than including deviations or creating new zones. Elk Grove has two adopted specific plans, the Laguna Ridge Specific Plan and the Southeast Industrial Area Specific Plan.

SPAs are a zoning tool used to regulate property in areas throughout the City that have unique environmental, historic, architectural, or other features which require special regulations not provided through the application of standard zoning regulations. They may be used to protect certain resources in the City from incompatible land uses and to preserve and enhance areas with unique social, architectural, or environmental characteristics that require special considerations and are not adequately addressed by zoning districts. SPAs may establish development standards for minimum lot area, building setbacks, lot width and depth, and building height that differ slightly from Citywide development standards. Development is encouraged to incorporate a variety of housing designs and densities for these areas, such as mixed-use commercial/residential and garden homes. However, all new development shall maintain minimum

densities based on the General Plan designation(s) for the area. The SPAs may allow for a greater variety of design treatments and densities. A listing of the SPAs in the City may be found in the Zoning Code.

COMMUNITY DESIGN

Elk Grove desires high-quality public spaces. In addition to preserving the existing character of the community through Land Use Policy Areas and Community Plans, this chapter includes general policies to enhance public spaces, including both the public right-of-way and the built elements that define streets as public spaces. Attractive community design is promoted through streetscape design and integrated architectural style requirements, pedestrian amenities, and placemaking components such as public art and community gateways, the details of which are often determined through specific design guidelines and zoning requirements.

JOB CREATION

Because Elk Grove has historically functioned as a bedroom community, many residents work elsewhere, and the City has a lower number of jobs as compared to residents. Additional commercial, office, and retail uses would increase the jobs/ housing ratio by boosting the number of jobs available in the City. This in turn would reduce commute times for some residents who could choose to work locally.

The range and distribution of land uses influence a city's economic conditions, including the number and types of jobs and the potential for economic development. The City desires to foster economic opportunity through carefully planned and coordinated urban and rural development. Land use policies and regulations in urban areas to encourage activity nodes and employment centers can create employment opportunities in various sectors, including professional services, healthcare, and technology. Similarly, land use policies in rural areas can foster agricultural production and agritourism-related jobs. The Economy and the Region chapter (see Chapter 5) of this General Plan includes further direction, goals, and policies to enhance economic development in Elk Grove.

JOBS AND HOUSING NEEDS

An appropriate balance between jobs and housing can enhance the quality of life and improve environmental conditions. However, because the City is located at the edge of the Sacramento region, adding new jobs in Elk Grove without also adding new housing could be problematic as it could cause new commute patterns where employees who live elsewhere in the region are attracted towards Elk Grove for employment opportunities. Further, if the jobs added within the City are not matched to the skill set of employees who reside in the City, workers will continue to commute to jobs outside Elk Grove despite these job gains. Additional housing in Elk Grove will allow greater flexibility for workers who choose to live closer to their places of employment. Conditions that support a variety of housing types for all income levels will allow Elk Grove to continue to serve an important role as a residential community.

ACCESSIBLE SERVICES AND AMENITIES

There is an important link between the diversity of land uses, job creation, and the accessibility of goods, services, entertainment, and amenities. In the past, residents of Elk Grove may have had to travel to other areas of the county to meet their daily needs for shopping, services, and entertainment. The City's Land Use Plan and policies now promote the development of activity centers, a greater mix of land uses, and easy access by pedestrians and bicyclists to these centers. The intended results are to facilitate easier access for residents to quality amenities and services and to limit the number and length of car trips.

PRESERVING AGRICULTURE

The City is committed to retaining the community's farming heritage, and preserving the Rural Area is a fundamental part of the City's housing and economic development strategy. The City recognizes that preserving large lots and rural infrastructure is an important strategy to balance new infill development within the existing City limits. In addition to supporting residents' desire for a rural lifestyle, the City supports related economic activities such as farmers markets, harvest events, and farm-to-fork dining.

GOALS AND POLICIES: LAND USE GOAL

LU-1: A COORDINATED DEVELOPMENT PATTERN

The City recognizes the value of using its authority to regulate land use in Elk Grove, the location and configuration of new development, and the design of public and private buildings and facilities to create an attractive, vibrant community that fulfills the goals expressed in the General Plan. The Planning Framework chapter (see Chapter 3) includes the Land Use Diagram (see Figure 3-4), which illustrates the planned uses for lands in Elk Grove and the Study Areas outside the City limits. The following policies provide further direction for new development in the City. To reinforce Elk Grove's commitment to fostering more complete urban spaces and employment centers while preserving traditional neighborhoods and rural areas, the following policies promote the City's economic well-being by setting aside lands for uses that will generate employment. The policies also promote the creation of safe, livable, and complete neighborhoods where daily activities may be accomplished within a short walking distance.

Policies: Development Pattern

Also consult Chapter 7: Community and Resource Protection for Air Pollutant Emissions Requirements policies related to buffering for sensitive land uses and odor-producing uses; Chapter 8: Services, Health and Safety for policies related to siting and land uses in areas subject to hazards; *Chapter 9 Community and Area Plans* for policies related to sub-areas of the City; and *Chapter 5: Economy and the Region* for Local Employment Opportunities policies.

Policy LU-1-1: Reference the land use designation descriptions and Table 3-1 Consistency Matrix, as identified in the *Planning Framework* chapter (see Chapter 3), in the assignment of zoning categories and in the review of proposed projects.

Policy LU-1-2: Foster development patterns that will achieve a complete community in Elk Grove, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

Policy LU-1-3: Multifamily housing development should be located according to the general criteria as identified in Policy H-1-3 (see page 4-45).

Policy LU-1-4: Land uses in the vicinity of areas designated as Heavy Industry should include transitions in intensity, buffers, or other methods to reduce potential impacts on residential uses. Buffers may include land designated for other uses, such as light industry, commercial, or open spaces.

Policy LU-1-5: To support intensification of identified growth areas, restrict new development on properties in rural and transitional areas.

Policy LU-1-6: Support the development of neighborhood-serving commercial uses adjacent to residential areas that provide quality, convenient, and community-serving retail choices in a manner that does not impact neighborhood character.

Policy LU-1-7: Encourage disclosure of potential land use compatibility issues including but not limited to noise, dust, and odors, in order to provide potential purchasers with complete information to make informed decisions about purchasing property.

Policies: Employment Land Uses

Policy LU-1-8: Seek to designate sufficient land in all employment-generating categories to provide opportunities for Elk Grove's working population and jobs in categories matching resident's employment level.

Policy LU-1-9: Encourage employee-intensive commercial and industrial uses to locate within walking distance of ~~fixed~~ high-frequency transit stops. Encourage regional public transit providers to provide or increase coordinated services to areas with high concentrations of residents, workers, or visitors.

Policy LU-1-10: The City discourage changes in the land use map that reduce or eliminate properties designated for employment uses, while at the same time encourage the development of employment uses within mixed-use areas.

GOAL LU-2: A FOCUS ON INFILL

Properties that are vacant or in some way underutilized and surrounded by development on multiple sides are considered potential infill sites by the City, as generally illustrated in Figure 4-1. The City supports the development of these infill sites into economically viable projects that contribute to the community's overall fabric. These sites can contribute space for offices, manufacturing, or light industrial employment, satisfy the retail and service needs of the surrounding neighborhood, and/or provide for the housing needs of the community.

Policies: Infill Development

Policy LU-2-1: Promote a greater concentration of high-density residential, office commercial or mixed-use sites and the population along identified transit corridors and existing commercial corridors, in activity centers, and at other appropriate locations.

Policy LU-2-2: Support new development within the existing City limits by investing in public infrastructure.

Policy LU-2-3: Prioritize and incentivize development in infill areas identified in Figure 4-1.

Policy LU-2-4: Require new infill development projects to be compatible with the character of surrounding areas and neighborhoods, support increased transit use, promote pedestrian and bicycle mobility, and increase housing diversity.

GOAL LU-3: EXPANSION WITH PURPOSE

As described in the Planning Framework, four Study Areas have been identified for potential expansion of the City limits, as illustrated in Figure 4-3. It is the City's desire that these Study Areas provide an option for future development when there is a demonstrated community benefit or need. While the Study Areas include classified as Farmland of Statewide or Local Importance as of 2018, the City recognizes that there are limited opportunities for planned, orderly, and efficient future development other than in these areas. Development in the Study Areas may offer opportunities to achieve the City's Community Vision that may not otherwise be accomplished through development within the existing City limits.

The City will review all sphere of influence amendment applications, annexation applications, rezoning requests, specific plans or area plans, subdivision maps, and development agreements relative to both general siting criteria that apply to all Study Areas and the applicable Land Use Program for each Study Area. Proposed projects deemed to be consistent with the general siting criteria and applicable Land Use Program may be considered consistent with the General Plan and may not require a General Plan Amendment. Where the City identifies an inconsistency, a General Plan Amendment will be necessary prior to or in conjunction with approval of any subsequent development application(s).

Future development of the Study Areas will require the creation of new and expanded infrastructure. The City intends for new development to ensure availability of adequate infrastructure as part of all phases of development consistent with the General Plan, which may require both on-site and off-site improvements. Further, it is the City's expectation that the costs associated with development, maintenance, and operation of this infrastructure and related City services be sufficiently funded by the proposed development and not create a burden on existing residents and businesses.

Policies: Study Area Organizing Principles

Policy LU-3-1: Ensure that future development in the Study Areas is consistent with the City’s Vision and Supporting Principles by implementing the Study Area organizing principles provided herein.

Study Area Organizing Principles

The City envisions that future development within the Study Areas will occur within a broader organizing framework of land use principles (referred to as organizing principles). Development shall occur within one or more of the following three districts, which are described in more detail on the following pages.

1. Activity District, which focuses on higher densities and intensities of retail, services, employment, and residential uses.
2. Residential Neighborhood District, where residential development, with neighborhood-serving retail and parks and schools, occurs.
3. Open Space/Conservation District, which includes large urban parks, open spaces, and agriculture-related uses.

Figure 4-4, *Conceptual Illustration of General Siting Criteria*, illustrates how these districts and other community components (including parks and roadways) shall generally be organized. This graphic is included primarily for illustrative purposes and does not reflect any specific development proposal. As future land planning and development entitlements occur, these districts, as they are found in each Study Area, will be refined into the specific land use designations of this General Plan. Development in each district shall comply with the general standards below, as well as with specific Land Use Programs unique to each Study Area.

Policies: Activity District General Components

The Activity District includes higher densities and intensities of retail, services, employment, and residential uses. Activity Districts should be linked and supported by an interconnected network of streets and open spaces, with residential uses located within walking distance, facilitating options such as transit, biking, and walking for access to services and to the Residential Neighborhood District areas. **Figure 4-4** illustrates how various land uses and public spaces (e.g., streets) are intended to work together to implement this concept. This graphic is included primarily for illustrative purposes and does not reflect any specific development proposal. Each Activity District will have one or more activity nodes, which represent the center of commercial or employment uses, typically located at a major intersection or near a transit stop.

Policy LU-3-2: Employment land uses in Activity Districts should meet the following guidelines:

- Regional Commercial and Employment Center uses should be located along major arterial roadways and generally within one-quarter mile of major intersections and/or planned or existing transit stops.
- Community Commercial uses larger than 15 acres should be located along collector and arterial roadways, and adjacent to Mixed Use, Medium Density Residential, or High Density Residential uses.
- Regional Commercial and Community Commercial uses should be sited within walking distance (generally one-half mile) of planned or existing transit stops.
- Uses that may generate very high service populations (employees and/or customers) should be located within one-quarter mile of planned or existing transit stops.
- Heavy Industrial and Light Industrial uses should be buffered from Residential uses by Public Service, Open Space, or Commercial uses.

Policy LU-3-3: ~~Mixed-use Transect-based~~ land uses in Activity Districts ~~should shall implement meet~~ the following guidelines: the provisions of the *Livable Employment Area Community Plan* as provided in Chapter 9 and the provisions of the corresponding zoning designations.

- ~~• Publicly accessible community gathering spaces such as central plazas should be included.~~
- ~~• Vertical (multistory) mixed-use projects should include retail or service uses on the first floor fronting the street, where economically feasible.~~

- ~~• Mixed-use projects should be located within one-quarter mile of major intersections and planned or existing transit stops.~~
- Parking should be located internally on the site, as opposed to fronting on public roads where feasible; structured parking is encouraged where feasible.

Policy LU-3-4: Residential land uses in Activity Districts should meet the following guidelines:

- High Density Residential uses shall be located within one-quarter mile of major intersections and planned or existing transit stops.
- Housing should be buffered via building designs or other features from uses that produce loud noises that frequently exceed 65 decibels.

Policy LU-3-5: Public and Quasi-Public land uses in Activity Districts should meet the following guidelines:

- Acreages for parks shall meet or exceed the minimums required by City and/or Cosumnes Community Services District standard(s).
- Acreages for Public Services land uses shall meet or exceed the minimums required by any applicable standards, including land to support future school sites.
- Proposed development projects should maximize efficiency of service delivery. New development should be located adjacent to existing development and should be connected or linked to uses with similar service and utility needs.
- Schools, community centers, and park and recreation sites shall be connected to nearby residential neighborhoods through separated pedestrian and bicycle pathways.
- Consistent with the Park Design Principles adopted by the Cosumnes Community Services District and the City, local and neighborhood parks shall be located within residential areas and not along arterial roads. Community parks may be located on arterials.

Policies: Residential Neighborhood District General Components

The Residential Neighborhood District includes a range of densities and housing types, as well as lower-density mixed-use and neighborhood-serving commercial, service, and retail uses. It also includes schools and parks. The district should be linked and supported by an interconnected network of streets and open spaces, facilitating options such as transit, biking, and walking for access to services within the district and to Activity Districts.

Policy LU-3-6: Employment and Mixed Use land uses in Residential Neighborhood Districts should meet the following guidelines:

- Serve the neighborhood by providing for services, goods, or entertainment desired by the district's residential population.
- Be located within one-half mile of major intersections and planned or existing transit stops.
- Fit with the surrounding neighborhood character.

Policy LU-3-7: Residential land uses in Residential Neighborhood Districts should meet the following guidelines:

- Rural Residential uses should be buffered from higher-intensity uses with Open Space, Community Commercial, or Estate or Low Density Residential uses.
- Low Density Residential uses should not be located adjacent to Heavy Industrial land uses.
- Medium and High-Density Residential uses should be located within one-half mile of planned or existing transit stops, planned or existing commercial uses, and planned or existing Parks or Open Space areas.
- Agriculture uses should be buffered from higher-intensity uses that may result in conflict, including residential uses in the Estate Residential land use designation and those uses of higher density. Buffering should occur within new development areas and shall include interim buffers for phased development such that the physical and economic integrity of agricultural lands is maintained.

Policy LU-3-8: Public and Quasi-Public land uses in Residential Neighborhood Districts should meet the following guidelines:

- Acreages for parks shall meet or exceed the minimums required by City and/or Cosumnes Community Services District standard(s).
- Acreages for Public Services land uses shall meet or exceed the minimums required by any applicable standards, including land to support future school sites.
- Proposed development projects should maximize efficiency of service delivery. New development should be located proximate to existing development and should be connected or linked to uses with similar service and utility needs.
- Schools, community centers, and park and recreation sites shall be connected to nearby residential neighborhoods through separated pedestrian and bicycle pathways.

Policies: Open Space/Conservation District General Components

The Open Space/Conservation District includes large urban parks, open spaces, agriculture-related uses, and natural resources such as rivers or streams and related floodplains. Only agriculture-related uses, public buildings, and public infrastructure, including parks and open space, should be located in this district. The district should be linked by a robust network of access trails and paths for biking and walking to Residential Neighborhood Districts and Activity Districts, unless such infrastructure would disrupt the rural character or resource conservation efforts.

- **Policy LU-3-9:** Public, Open Space, and Conservation land uses in Open Space/Conservation Districts should meet the following guidelines: Provide a buffer between residential, commercial, and industrial uses.
- In areas designed to promote open space or recreational uses over conservation uses, provide nonvehicular access points within one-half mile of all residential uses.
- Be publicly accessible and, where feasible, be integrated with surrounding land uses.
- Maximize connectivity for both humans and animal life by connecting to an integrated network of passive and active open space corridors and uses.
- Contain all areas located in the 100-year or 200-year floodplain, unless this would result in “islanding” of higher-density land uses. Areas located in the 100-year or 200-year floodplain shall be retained for agriculture if it is the existing use, continues to be economically viable, and would not result in islanding of higher-density land uses. Policy

LU-3-10: Public and Quasi-Public land uses in Open Space/ Conservation Districts should meet the following guidelines

- Acreages for parks shall meet or exceed the minimums required by City and/or Cosumnes Community Services District standard(s).
- Acreages for Public Services land uses shall meet or exceed the minimums required by any applicable standards, including land to support future school sites.
- Proposed development projects should maximize efficiency of service delivery. New development should be located adjacent to existing development and should be connected or linked to uses with similar service and utility needs.
- Schools, community centers, and park and recreation sites shall be connected to nearby residential neighborhoods through separated pedestrian and bicycle pathways, unless such infrastructure would disrupt rural character or resource conservation efforts.

Policies: Study Area Land Use Programs

Policy LU-3-11: Ensure that future development in the Study Areas is consistent with the City’s Vision and Supporting Principles by implementing the Study Area Land Use Programs, as follows:

Study Area Land Use Programs

The Land Use Programs guide the appropriate balance between land development and conservation in each Study Area, using the organizing principles as a basis. The Land Use Programs will be used to guide the approval and development of individual projects in a manner that promotes long-term achievement of

the Community Vision and Supporting Principles. The Land Use Program for each Study Area consists of the following:

1. General development objectives, describing the vision for the individual Study Area.
2. Conceptual land use character graphics that illustrate the appropriate siting of the various Land Use Districts.
3. Land Use Program standards, which describe the future land use designations that will implement the Land Use Districts and the desired land use range (based on the gross acreage of the individual Study Area).

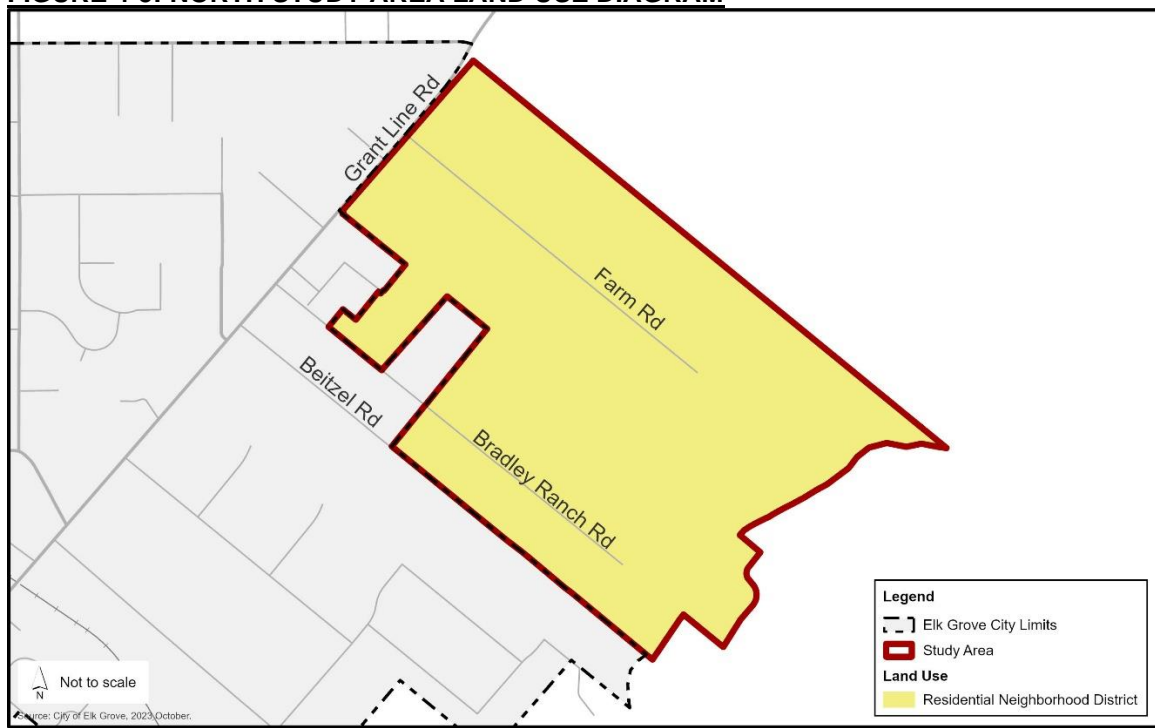
Policies: North Study Area Development Pattern

The North Study Area and the location of Land Use Districts within it are shown in Figure 4-5. The planning objective for the North Study Area is to create a rural residential neighborhood consistent with, and as an extension of, the Elk Grove Rural Area Community Plan. Only Rural Residential development and agriculture-related uses will be allowed in the Study Area.

The Capital SouthEast Connector is located along the northwestern boundary of the North Study Area (Grant Line Road). See the Mobility chapter (Chapter 6) for policies related to the transportation network.

Policy LU-3-12: Ensure that land use plans submitted for properties in the North Study Area are consistent with the following Land Use Diagram (Figure 4-5) and program standards (Table 4-1).

FIGURE 4-5: NORTH STUDY AREA LAND USE DIAGRAM



No changes to Table 4-1

Policies: East Study Area Development Pattern

The East Study Area and the location of Land Use Districts within it are shown in Figure 4-6. The planning objective for the East Study Area is to create a mix of employment activities in the southwest area that transition to residential neighborhoods towards the northeast. Employment uses will function as an

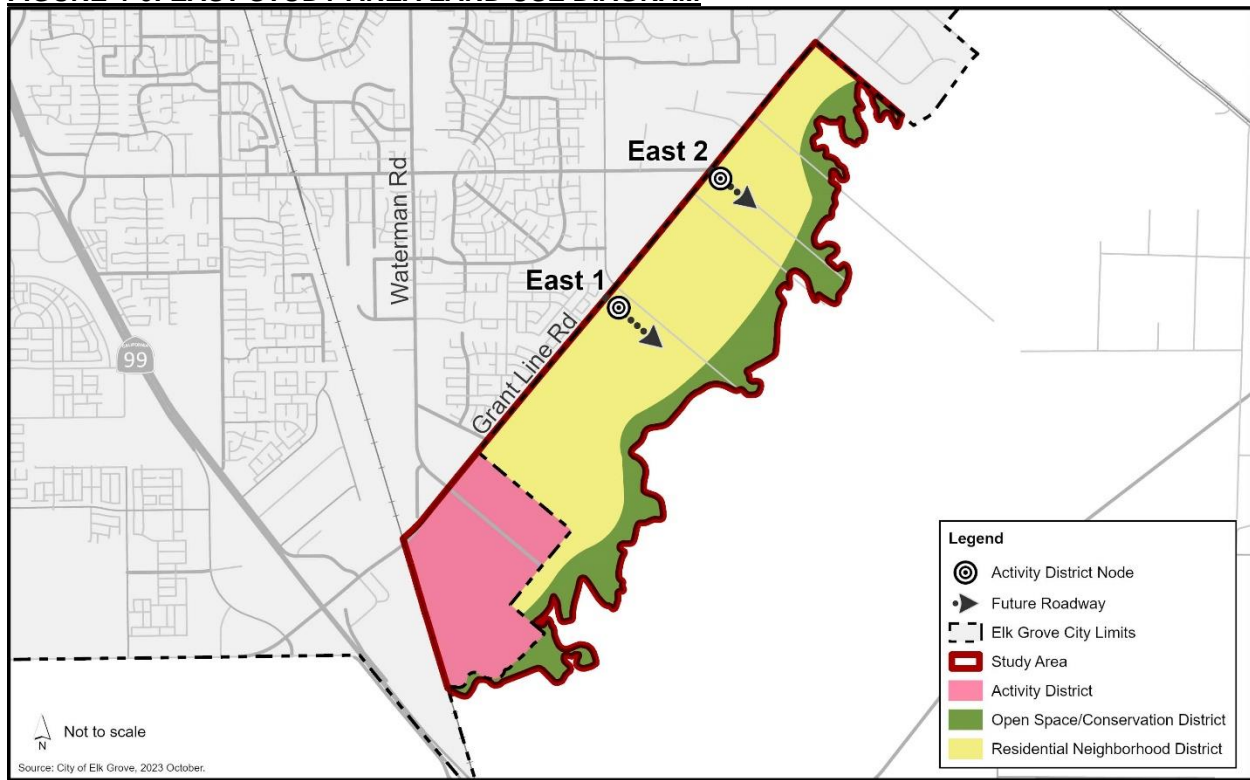
extension adjoining industrial development to the north/northwest. The employment uses envisioned for the East Study Area will focus on industrial, office, and regional retail uses and include a regional recreation and sports center.

In the central and northeastern portions of the East Study Area, uses will transition to residential neighborhoods that are compatible with existing neighborhoods to the north of Grant Line Road, as well as with the rural and agricultural areas located to the northeast and southeast. Opportunities for community-oriented commercial uses exist at major intersections along Grant Line Road at Bradshaw Road and Elk Grove Boulevard.

The Capital SouthEast Connector is located along the northwestern boundary of the East Study Area (Grant Line Road). See the Mobility chapter (Chapter 6) for policies related to the transportation network.

Policy LU-3-13: Ensure that the land use plans submitted for properties in the East Study Area are consistent with the following Land Use Diagram (Figure 4-6) and program standards (Table 4-2).

FIGURE 4-6: EAST STUDY AREA LAND USE DIAGRAM



No changes to Table 4-2

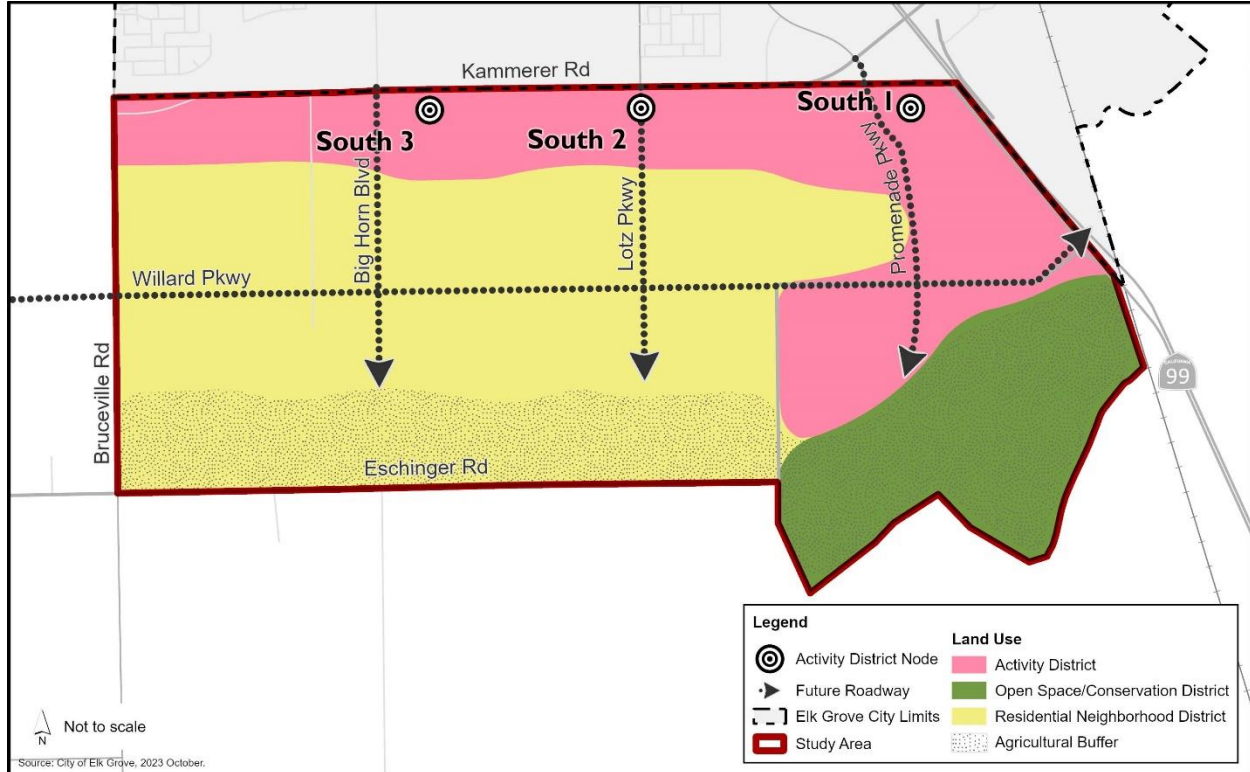
Policies: South Study Area Development Pattern

The South Study Area and the location of Land Use Districts within it are shown in Figure 4-7. The planning objective for the South Study Area is to serve as a second phase of the Livable Employment Area ~~create a new major employment activity center that builds off of development to the north~~ ~~SEPA's business parks and meets SACOG's MTP/SCS standards for a Major Employment Center, comprising high-intensity office, industrial flex space, and light industrial uses.~~ ~~The balance of the activity center should include a range of Village Center Mixed Use, Medium Density Residential, and High Density Residential neighborhoods with strong transit access shall focus on industrial and other regional uses.~~ ~~Along with higher density uses, there~~ ~~There~~ must also be easily accessible open space areas, parks, recreational sites, and public services

available to residents and workers. The Open Space/Conservation District will maintain agricultural lands for the long term and serve as a buffer to the Cosumnes River. The Residential Neighborhood District will allow for a range of residential neighborhoods. Development proximate to the existing Eschinger Road will serve as a buffer to the agricultural land south of the Study Area. From a circulation perspective, parallel access to Kammerer Road will be via a new arterial located approximately halfway between Kammerer Road and Eschinger Road (an extension of Willard Parkway from the west). Eschinger Road will maintain its rural character and not serve as an arterial into the Study Area.

Policy LU-3-14: Ensure that land use plans submitted for properties in the South Study Area are consistent with the following Land Use Diagram (Figure 4-7) and program standards (Table 4-3).

FIGURE 4-7: SOUTH STUDY AREA LAND USE DIAGRAM



**Table 4-3:
 South Study Area Land Use District Program Standards**

Land Use District	Designations Allowed In District	Desired Land Use Range (Gross Acreage Basis) ^{1, 2}	
Activity District	Community Commercial (CC)	3%-8%	110-295 acres
	Regional Commercial (RC)	1.5%-2%	50-75 acres
	Employment Center (EC)	5%-10%	180-370 acres
	Light Industrial/Flex (LI/FX)		
	Light Industrial (LI)	3%-8%	110-295 acres
	Heavy Industrial (HI)		
	Residential Mixed Use (RMU)		
	Village Mixed Use (VCMU)	1%-5%	35-185 acres
	Employment Center (EC)		
	Light Industrial/Flex (LI/FX)	8%-11%	300-400 acres
Light Industrial (LI)			

	<u>Heavy Industrial (HI)</u>		
	<u>General Neighborhood Residential (T3-R)</u>	<u>1.5%-2%</u>	<u>50-70 acres</u>
	<u>Neighborhood Center Low (T3)</u>	<u>1.5%-2%</u>	<u>60-75 acres</u>
	<u>Neighborhood Center Medium (T4)</u>	<u>1%-1.5%</u>	<u>30-50 acres</u>
	<u>Neighborhood Center High (T5)</u>		
	<u>High Density Residential (HDR)</u>	<u>1%-3% or as needed to meet RHNA</u>	<u>35-110 20-50 acres</u>
	<u>Public Services (PS)</u>	<u>1%-3% or as needed to support land uses</u>	<u>35-110 acres</u>
	<u>Parks and Open Space (P/OS)</u>	<u>3%-6%</u>	<u>120-200 acres</u>
Residential Neighborhood District	<u>Community Commercial (CC)</u>	<u>4%-5% 1%-2%</u>	<u>35-185 35-75 acres</u>
	<u>Rural Residential (RR)</u>		<u>1,650-1,840</u>
	<u>Estate Residential (ER)</u>	<u>45%-50% 30%-38%</u>	<u>1,100-1,400 acres</u>
	<u>Low Density Residential (LDR)</u>		
	<u>Medium Density Residential (MDR)</u>	<u>6%-8%</u>	<u>225-300 acres</u>
	<u>High Density Residential (HDR)</u>	<u>1.5%-3%, or as needed to meet RHNA</u>	<u>40-100 acres</u>
	<u>Medium Density Residential (MDR)</u>	<u>8%-13% or as needed to meet RHNA</u>	<u>295-480 acres</u>
	<u>High Density Residential (HDR)</u>		
	<u>Residential Mixed Use (RMU)</u>		
	<u>Parks and Open Space (P/OS)</u>	<u>5%-10% or as needed to support land uses</u>	<u>185-370 acres</u>
	<u>Public Services (PS)</u>	<u>1%-3% 4%-6% or as needed to support land uses</u>	<u>35-110 140-200 acres</u>
<u>Resource Management and Conservation (RMC)</u>	<u>As needed to meet drainage requirements</u>	<u>TBD</u>	
Open Space/Conservation District	<u>Resource Management and Conservation (RMC)</u>	<u>3%-8% or as needed to meet resource conservation standards and/or to provide floodplain buffer</u>	<u>110-295 acres</u>
	<u>Public Services (PS)</u>	<u>1%-3% or as needed to support land uses</u>	<u>35-110 acres</u>
	<u>Resource Management and Conservation (RMC)</u>	<u>8%-11%, or as needed to meet resource conservation standards and/or to provide floodplain buffer</u>	<u>300-400 acres</u>
	<u>Public Services (PS)</u>		

Note:

1. Land use designations shall occur within the percentage range as listed. For those land uses with a percent range listed "as needed" or "or as needed," if an amount more than the stated range is required in order to achieve the necessary amount of parks or other public services needed to serve the development, or increased higher density housing to comply with the City's RHNA, the other land use percentages shall be adjusted, as determined by the City Council, in order to achieve the development pattern for this study area.

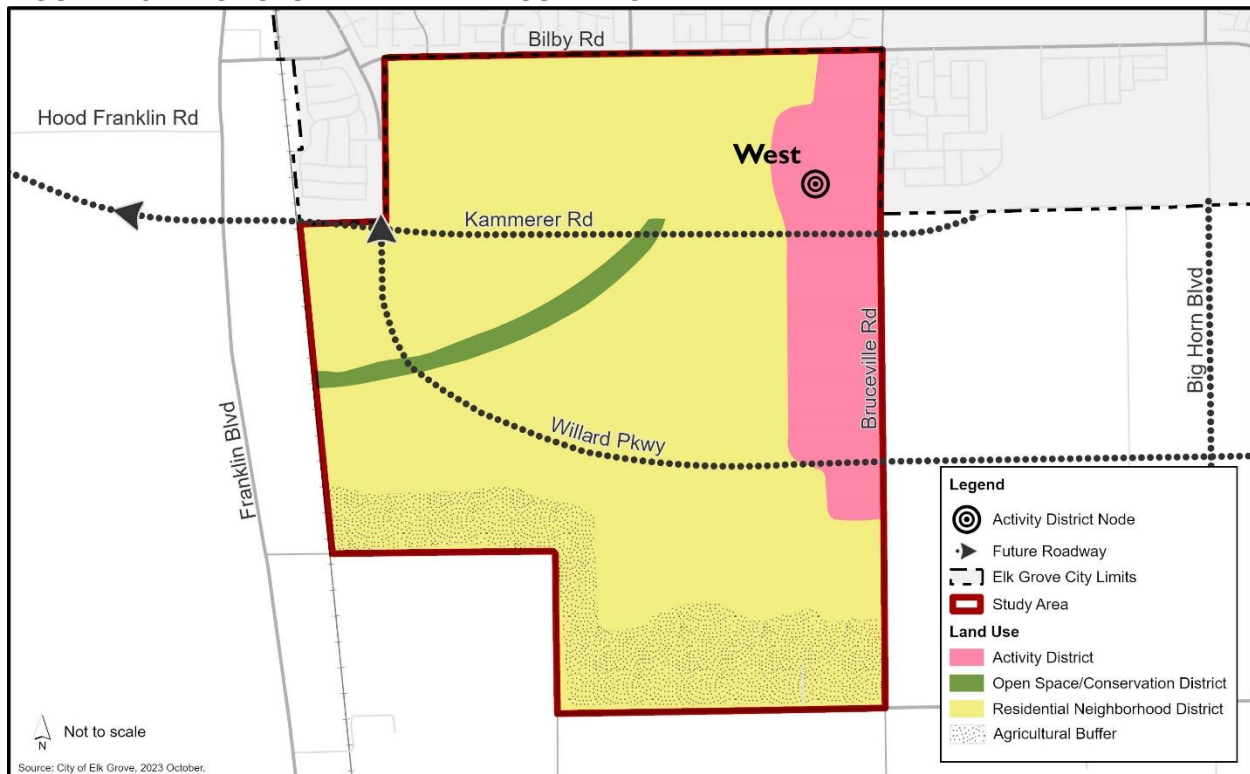
2. Acreage range provided is based upon the gross acreage of the study area and the percent range listed. Where a discrepancy occurs between the two, the percentage shall control.

Policies: West Study Area Development Pattern

The West Study Area and the location of Land Use Districts within it are shown in Figure 4-8. The planning objective for the West Study Area is to create a diverse, walkable residential neighborhoods featuring parks, public services, and lower-intensity employment opportunities. The Study Area will include a range of residential densities, including High Density Residential, Medium Density Residential, Low Density Residential, and Estate Residential housing. Development options rely on completing the extension of Kammerer Road to meet Interstate 5. Willard Parkway shall extend south into the Study Area before turning east into the South Study Area. Development proximate to the existing Eschinger Road and Core Road will serve as a buffer to the agricultural land south of the Study Area. Resource conservation land will also be located along waterways (e.g., Shed C channel) to protect water resources and guard against flood hazards.

Policy LU-3-15: Ensure that land use plans submitted for properties in the West Study Area are consistent with the following Land Use Diagram (Figure 4-8) and program standards (Table 4-4)

FIGURE 4-8: WEST STUDY AREA LAND USE DIAGRAM



**Table 4-4:
 West Study Area Land Use District Program Standards**

Land Use District	Designations Allowed In District	Desired Land Use Range (Gross Acreage Basis) ^{1, 2}	
Activity District	Community Commercial (CC)	1%-3%	20-60 acres
	Employment Center (EC)	3%-8% <u>3%-5%</u>	58-155 <u>60-100</u> acres
	High Density Residential (HDR)	4%-3% <u>5%-8%</u> or as needed to meet RHNA	20-60 <u>110-150</u> acres
	Public Services (PS)	1%-3% or as needed to support land uses	20-60 acres
Residential Neighborhood District	Community Commercial (CC)	1%-3%	20-60 acres
	Rural Residential (RR)		
	Estate Residential (ER)	50%-55% <u>50%-60%</u>	950-1,050 <u>950-1,150</u> acres
	Low Density Residential (LDR)		
	Medium Density Residential (MDR)	15%-20%	285-385 acres
	High Density Residential (HDR)		
	Medium Density Residential (MDR)	8%-10%	150-190 acres
	High Density Residential (HDR)	3%-5% or as needed to meet RHNA	60-100 acres
	Park and Open Space (P/OS)	5%-10% <u>8%-15%</u> or as needed to support land uses	95-190 <u>150-290</u> acres
Public Services (PS)	1%-5% <u>5%-8%</u> or as needed to support land uses	20-95 <u>100-150</u> acres	
Open Space/Conservation District	Resource Management and Conservation (RMC)	3%-8% or as needed to meet resource conservation standards and/or to provide floodplain buffer	60-115 acres
	Public Services (PS)	1%-3% or as needed to support land uses	20-60 acres
	Resource Management and Conservation (RMC)	2%-8% or as needed to support land uses	40-150 acres
	Public Services (PS)		

Note:

1. Land use designations shall occur within the percentage range as listed. For those land uses with a percent range listed “as needed” or “or as needed,” if an amount more than the stated range is required in order to achieve the necessary amount of parks or other public services needed to serve the development, or increased higher density housing to comply with the City’s RHNA, the other land use percentages shall be adjusted, as determined by the City Council, in order to achieve the development pattern for this study area.

2. Acreage range provided is based upon the gross acreage of the study area and the percent range listed. Where a discrepancy occurs between the two, the percentage shall control.

Policies: City Expansion Policy

LU-3-16: Support applications (both public and private projects which are in conformance with the General Plan) to the Sacramento LAFCo to expand the City’s Sphere of Influence and corporate boundaries that implement this General Plan. Expansion of the City limits shall occur only within the identified Study Areas, as shown in Figure 4-3, when in conformance with the policies contained herein.

Policy LU-3-17: Seek to have the area outside of the City’s Sphere of Influence but within the Planning Area designated as an Area of Concern, consistent with Sacramento LAFCo policy.

Policy LU-3-18: Work with Sacramento County to establish agreement(s) regarding Sphere of Influence amendments, a master tax sharing agreement applicable to future annexations, and potentially a master agreement relative to the fair share of regional housing needs.

Policy LU-3-19: Work with the Cosumnes Community Services District (and other affected agencies and independent districts, as necessary) to promote expansion of its Sphere of Influence and territory by LAFCo so that its services may continue to be provided to the residents of Elk Grove as annexations occur.

Policy LU-3-20: Prezone all properties subject to an annexation application prior to the initiation of an annexation application with LAFCo. The rezoning shall be consistent with the General Plan.

Policy LU-3-21: Accept annexation proposals when located within the City’s Sphere of Influence and contiguous with the existing City limits at the time of application, providing a contiguous development pattern.

Policy LU-3-22: Identify a mitigation program for critical habitat for special status species known to occur within the Study Areas. A proposed project determined to have a significant impact to habitat for special status species shall implement all feasible mitigation measures established in the program, including but not limited to land dedication (which may be located either inside or outside the corresponding Study Area) or fee payment, or both.

Policy LU-3-23: Annex additional land into the City, as appropriate, where the proposed project implements the Community Vision and regional growth objectives.

Policy LU-3-24: Ensure that annexation proposals provide a demonstrated community benefit, such as incentives through the project that include transportation, utility, park, and other public improvements or that address mobility or service needs, or impact fees that support such improvements. The City may establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits. Policies: Annexation Criteria and Submittal Requirements

Policy LU-3-25: Allow expansion when economic need, the Community Vision, and regional goals align.

Policy LU-3-26: Require annexation proposals to demonstrate compliance with all of the following criteria:

- **Criteria 1.** The annexation proposal is consistent with the applicable Land Use Program and Study Area organizing principles.
- **Criteria 2.** The annexation proposal is consistent with the City’s multimodal transportation goals, including integration of alternative transportation facilities as applicable.
- **Criteria 3.** The annexation proposal provides for the planned, orderly, efficient development of the City within near-term time frames, recognizing opportunities or limitations to achieving substantially the same project within the existing City consistent with the General Plan. Options to achieve this criteria include, but are not limited to, a market demand/feasibility analysis.
- **Criteria 4.** The annexation proposal is consistent with and furthers the Community Vision, as shown by demonstrating one or more of the following:
 - How the proposal furthers regional goals
 - How the proposal facilitates development of a regional attractor (e.g., Major Employment Center) or use that implements one or more of the General Plan Supporting Principles.
 - How the proposal furthers General Plan goals or objectives. - How the proposal provides key infrastructure or facilities needed to maintain or improve community service levels.

- **Criteria 5.** The annexation proposal does not reduce safety, utility, and infrastructure service levels within the City limits to less than the acceptable service standards or work level standards adopted by the City or the applicable service agency.
- **Criteria 6.** The annexation proposal identifies the source of future water supply for areas proposed for new development, in compliance with the Sustainable Groundwater Management Act.

Policy LU-3-27: Require that the following items be submitted with all annexation applications:

- **Land Plan.** A land plan addressing land use, circulation, infrastructure, public facilities, and public services for the subject property, and interfaces with planned facilities and services for the balance of the subject Study Area or the adjacent Study Area(s) or the existing City. Sufficient detail shall be provided to determine consistency with the applicable Land Use Program and allow for rezoning of properties.
- **Infrastructure Plan.** An infrastructure plan identifying the backbone infrastructure necessary to serve the subject property, and interfaces with planned facilities and services for the balance of the subject Study Area or the adjacent Study Area(s) or the existing City. A process for phasing of infrastructure shall be identified (if improvements are to be phased), and connections to existing and planned infrastructure beyond the limits of the subject property and/or Study Area may be required.
- **Financing Plan and Fiscal Analysis.** A financing plan and fiscal analysis indicating anticipated funding for the infrastructure identified in the infrastructure plan. The fiscal analysis shall evaluate the impact of development and the associated construction and maintenance of infrastructure on the City's general fund.
- **Service Level Analysis.** An analysis of service levels for safety, utility, and infrastructure facilities at buildout of the proposed land plan. The analysis will compare service levels at buildout of the proposed land plan with adopted City or agency service standards or established work level standards.
- **Performance Standards.** An analysis of the projected vehicle miles traveled (VMT) and greenhouse gas emissions for the proposed development.
- **Market Study.** A market study demonstrating demand for the uses identified in the land plan. The market study should consider the local and regional market as well as the availability and feasibility of sites located within the City limits that may support similar development.
- **Supporting Principles.** A list and discussion of which General Plan Supporting Principle(s) are implemented by the proposal and why. Particular attention should be given to meeting economic need, the Community Vision, and regional goals.

Policy LU-3-28: Except as otherwise determined by the City Council, require that applications for annexation be provided as specific plans. The format, content, and structure of each specific plan shall be consistent with State law and local regulations, to the satisfaction of the City. In considering if a specific plan will not be required, the City shall give consideration to the size of the project, the proposed mix of uses, and other factors as it deems relevant.

Policy LU-3-29: While the City encourages property owners within each Study Area to work together proactively and with the City to address common planning issues, each development/annexation proposal is not required to individually plan its entire Study Area.

Policies: Infrastructure Financing Policy

LU-3-30: When reviewing subsequent land use entitlements (e.g., tentative map, conditional use permit) that deviate from the land plan approved as part of an annexation process, the City may require an updated fiscal analysis if the proposed development materially varies from the development contemplated in the fiscal analysis prepared for the annexation, and/ or a substantial change in market or other financial conditions has occurred.

Policy LU-3-31: Only allow projects in growth areas that are proposed in tandem with infrastructure improvements that minimize potential burden from the new project to existing ratepayers.

Policy LU-3-32: Establish funding mechanisms for the expansion of public services and infrastructure to ensure new development is carrying its cost burden.

Policies: Service Levels

Policy LU-3-33: Ensure infrastructure and facilities are planned and designed to meet projected future demands.

Policy LU-3-34: Ensure backbone infrastructure and facility improvements are installed concurrent with projected development demands to meet adopted City or agency service standards or adopted work level standards.

GOAL LU-4: THRIVING ACTIVITY CENTERS

The City envisions continued development in specific areas to create multiple activity centers that could include some combination of civic, commercial, and recreational uses which will provide a central gathering space for community members. Activity center locations will include the Civic Center, Old Town, the Village Center of SEPA, the centers of the Livable Employment Area, ~~Lent Ranch~~, Laguna Crossroads shopping center, the Activity Centers in the Study Areas, and others that may emerge as the City evolves. These activity centers are intended to provide central locations for community gathering and social activities, facilitate access to services and entertainment, and function as engines of economic growth and job creation. To reinforce and enhance the civic core, the City will improve pedestrian- and bicycle-oriented connectivity and support pedestrian-friendly commercial and other supporting uses in the area.

Each activity center will provide for a vertical or horizontal mix of land uses and be transit accessible. The exact locations and boundaries, as well as detail density and intensity, mix of land uses, and specific design and access requirements, are reflected in zoning requirements, design guidelines, and/or district development plans that will be developed for each area.

Policies: Activity Centers

Policy LU-4-1: Establish activity centers as community gathering places characterized by the following design element related actions:

- Devote portions of street frontage to commercial, cultural, and recreation uses to meet the needs of residents in nearby neighborhoods.
- Ensure development includes spaces available to the public for community events and gatherings.
- Prioritize pedestrian and bicycle access.
- Ensure local and regional transit connections are provided throughout each activity center.
- Provide a mechanism to ensure development occurs in line with a cohesive design theme established for each activity center.
- Incorporate public art in central locations.

GOAL LU-5: CONSISTENT, HIGH-QUALITY URBAN DESIGN

“Urban design” generally refers to the design of public and private buildings and spaces. Good urban design is essential in creating attractive, appealing, and livable districts and neighborhoods. The City recognizes that the public’s interest is served by ensuring that new development in Elk Grove is of a high level of design and quality.

Policies: Street-front Visual Character

Also consult Chapter 8: Services, Health and Safety for Utility Undergrounding policies which affect the visual character of right-of-way.

Policy LU-5-1: Ensure that new development reflects the City's desire to create a high-quality, attractive, functional, and efficient built environment.

Policy LU-5-2: Provide and implement regulations that encourage high-quality signage, ensure that businesses and organizations can effectively communicate through sign displays, promote wayfinding, achieve visually vibrant streetscapes, and control excessive visual clutter.

Policy LU-5-3: Reduce the unsightly appearance of overhead and aboveground utilities by requiring the undergrounding of appropriate services within the urban areas of the City.

Standard LU-5-3.a: New utility facilities should be located underground to the extent possible. Facilities to be placed underground should include electrical transformers (where consistent with the guidelines of the electrical utility), water backflow preventers, and similar items.

Standard LU-5-3.b: Require that existing overhead utility facilities be undergrounded as a condition of project approval. This shall include electrical service lines under 69kV. Electrical service lines of 69kV and higher are encouraged to be undergrounded.

Policy LU-5-4: Require high standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses. Design standards shall address new construction and the reuse and remodeling of existing buildings.

Standard LU-5-4.a: Nonglare glass shall be used in all nonresidential buildings to minimize and reduce impacts from glare. Buildings that are allowed to use semi-reflective glass must be oriented so that the reflection of sunlight is minimized. This requirement shall be included in subsequent development applications.

Policy LU-5-5: Improve the visual appearance of business areas and districts by applying high standards for architectural design, landscaping, and signs for new development and the reuse or remodeling of existing buildings.

Policy LU-5-6: When resources are available, seek to enliven the public right-of-way with attractive landscaping, public art, lighting, civic landmarks, sidewalk cafés, gateways, water features, interpretive/wayfinding signage, farmers markets, festivals, outdoor entertainment, pocket parks, street furniture, plazas, squares, or other amenities in spaces for public use.

Policy LU-5-7: Encourage incorporation of publicly accessible spaces, such as plazas or squares, into new commercial and mixed-use developments.

Policy LU-5-8: Require developers to provide pedestrian amenities, such as trees, lighting, recycling and refuse containers, seating, awnings, and/or art, in pedestrian areas along project frontages. Where appropriate, install pedestrian amenities in public rights-of-way.

Policy LU-5-9: Emphasize placemaking design principles in new development projects.

Standard LU-5-9.a: Prioritize the pedestrian by implementing the following measures:

- Minimize parking areas and curb cuts along commercial street frontages.
- Encourage a vertical and horizontal mix of land uses.
- Provide urban plazas and gathering spaces in commercial and multifamily development.
- Provide pedestrian amenities such as lighting, landscaping, and benches.

Standard LU-5-9.b: Encourage public art in all new large-scale development projects equal to or greater than 100,000 square feet.

Policy LU-5-10: Consider ways for the City to formally recognize examples of outstanding private development projects or practices, such as establishing an annual award program for architecture, site design, historical preservation, and/or landscaping treatment.

Policy LU-5-11: Design neighborhoods and buildings in a manner that is likely to prevent crime and provides security and safety for people and property when feasible.

Policies: Low Impact Development

Policy LU-5-12: Integrate sustainable stormwater management techniques in site design to reduce stormwater runoff and control erosion, during and after construction.

Standard LU-5-13.a: Where feasible, require on-site natural systems such as vegetated bioswales, green roofs, and rain gardens in the treatment of stormwater to encourage infiltration, detention, retention, groundwater recharge, and/or water reuse on-site.

GOAL LU-6: CONTEXT-APPROPRIATE DEVELOPMENT OF LAND USE POLICY AREAS

Land Use Policy Area: Old Town

Policy LU-6-1: Maintain and improve the aesthetic quality and architectural diversity of the Old Town historical district.

~~Land Use Policy Area: Lent Ranch~~

~~Policy LU-6-2: Support development of Lent Ranch to achieve a thriving activity center with distinct urban character.~~

~~Policy LU-6-3: Implement the Lent Ranch SPA with developments that meet the land use requirements and conform to the vision of the eight-district concept established therein.~~

Land Use Policy Area: Laguna Ridge

Policy LU-6-42: Land uses in the Laguna Ridge Policy Area shall conform to the general layout of land uses shown in the Land Use Diagram in the Planning Framework (see Chapter 3).

Policy LU-6-53: Development in the Laguna Ridge Policy Area shall take place under the guidance of a Specific Plan which includes land use designations, development standards, infrastructure standards, infrastructure plans, a financing plan, and design guidelines and implementation.

Policy LU-6-64: The Laguna Ridge Specific Plan and any related implementation plans (including, but not limited to, capital facilities plans and public facilities financing plans) shall be consistent with this General Plan and shall be used to implement the land use and other policies of this General Plan.

Land Use Policy Area: Sheldon Farms

Policy LU-6-75: Ensure that street fronts provide a positive pedestrian experience through street-level retail, appropriate setbacks, open window architecture, and pedestrian amenities.

Policy LU-6-86: Support the development of transit-friendly land uses and densities in the Land Use Policy Area, consistent with the City-preferred alignment and station locations for fixed route transit.

Land Use Policy Area: South Pointe

~~Policy LU-6-97: Support potential changes to the South Pointe Policy Area that incorporate retail, office, and light industrial/flex land uses along Kammerer Road. Land uses in the South Pointe Policy Area shall conform to the land uses shown in the Land Use Diagram in the Planning Framework (see Chapter 3) and shall include a range of residential uses with parks and other public facilities.~~

~~**Policy LU-6-10:** Prioritize land development of the type and scale in the South Pointe Policy Area to allow for and support a fixed rail or bus rapid transit service with regional connectivity.~~

GOAL LU-7: AN ESTABLISHED, PROTECTED, AND SUPPORTED RURAL AREA

A defining feature of the Rural Area is the community's dedication to preserving the agricultural and rural lifestyle of the area as an important part of Elk Grove's heritage. Small farms and the keeping of livestock are allowed throughout the Rural Area. Residents of this area have generally indicated that they value preserving the rural feel of their community, as well as the existing type and character of infrastructure. The community recognizes that retaining its farming heritage is an important economic strategy. In addition to attracting residents who desire this lifestyle, certain economic activities are encouraged in the Rural Area, including farmers markets, harvest events, and farm-to-fork dining.

Detailed standards for development, roadway design, utilities, and land uses and zoning densities in the Rural Area are provided in the Sheldon/Rural Area Community Plan (see Chapter 9: Community and Area Plans).

Policies: Rural Area Preservation

Also consult Chapter 9: Community and Area Plans for policies specific to the Sheldon/Rural Area

Policy LU-7-1: Development in the Rural Area shall take place under the guidance of a Sheldon/Rural Area Community Plan that includes land use designations, development standards, infrastructure standards, infrastructure plans, a financing plan, and design guidelines and implementation.

...

No changes to the Housing or Agricultural sections of this chapter

Changes to Chapter 5 (Economy and the Region)

Chapter 5 (Economy and the Region) shall be amended as follows:

Chapter 5 ECONOMY AND THE REGION

OVERVIEW

A healthy and sustainable economy is a critical component of Elk Grove’s overall well-being and enables City government to achieve and sustain community goals, such as enhanced resident employment options, reduced commute times, and an overall higher quality of life through the generation of wealth in the community. A healthy economy also provides the City with needed revenue for infrastructure improvements, core City services, safety, and maintenance. A range of factors determine the economic health of a city, including the number and diversity of businesses, the number and diversity of jobs in relation to the resident workforce, levels of employment, resident income and wages, and resident and business spending patterns.

Elk Grove has a complex local economy; it is currently a bedroom community, but is also the second largest City in the Sacramento region. The City contains a highly educated multicultural resident population that primarily works in government, healthcare, education, and tech industries. The City is home for commuters who travel to other cities to work but has a significant and growing business base of its own that employs a mix of residents and imported daily workers.

In addition, there is a strong relationship between Elk Grove’s local economy and that of the greater Sacramento and San Joaquin Valley regions, and the eastern portions of the Bay Area and Silicon Valley. The City’s economy and its residents rely on the flow of jobs, goods, and capital from these surrounding areas. The success of these larger regions in attracting and retaining a diversity of companies and jobs affects Elk Grove in a multitude of ways, particularly given the relationship between many City residents and employment opportunities in other jurisdictions. How the City is positioned in the Sacramento region is especially important both politically and economically. The City benefits from coordination on regional economic development efforts with outside organizations and public agencies, such as Sacramento County, the City of Sacramento, the Sacramento Metropolitan Chamber of Commerce, the Sacramento Area Council of Governments, the Greater Sacramento Economic Council, and the San Joaquin Valley Partnership.

The City seeks to maintain and enhance many of the economic patterns present in the community today, while at the same time becoming a more self-sufficient and self-sustaining economy by:

- growing and diversifying its business and employment base;
- building up its emerging employment centers;
- supporting residents’ commutes to employment centers outside the City, while also supporting opportunities to provide local employment options that reduce commute burdens;
- increasing residents’ overall quality of life through better lifestyle amenities;
- establishing effective rural-urban connections that preserve both land use types;
- preserving Elk Grove’s unique identity and heritage; and
- contributing to regional economic development and transportation goals.

The Economy and the Region chapter contains goals and policies addressing the following two topics, which are each assigned a two-letter acronym. Within each topic, the following goals further the Community Vision and Supporting Principles.

Economic Development (ED)

- **GOAL ED-1:** A Diverse and Balanced Mix of Land Uses
- **GOAL ED-2:** More Residents Employed Locally
- **GOAL ED-3:** Successful Local Businesses

Regional Coordination (RC)

- **GOAL RC-1:** A New Regional Employment Center
- **GOAL RC-2:** Strong Interagency Coordination on Economic Development Efforts
- **GOAL RC-3:** Regional Mobility and Infrastructure to Support the Local Economy

RELATIONSHIP TO OTHER CHAPTERS

The Economy and the Region chapter most closely relates to the Urban and Rural Development, Mobility, and Community and Resource Protection chapters, as follows.

- The Urban and Rural Development chapter (Chapter 4) presents policies related to land uses and development intensities allowed in various locations, which have major impacts on the number and types of businesses and jobs that exist or can exist in the City.
- The Mobility chapter (Chapter 6) lays out the City's policies for an efficient, multimodal transportation system. It is essential to have strong and well functioning transportation connections within the City and region, and between Elk Grove and other cities in the state and beyond, to ensure the efficient movement of people and goods on which a healthy economy depends. Providing a range of transportation modes for people to commute to work or school can support a thriving job market. Reducing traffic congestion also improves quality of life, which in turn contributes to a prosperous region.
- The Community and Resource Protection chapter (Chapter 7) includes policies to ensure the conservation and protection of natural and cultural resources, as well as other community assets that contribute to the quality of life in Elk Grove. The viability and strength of the local and regional economy depend on maintaining a clean, healthy environment and a vibrant community where people want to live and work. In turn, a robust economy ensures that the City and the community have the necessary resources to properly care for and protect the environment and other important resources.

SUPPORTING PRINCIPLES

The Economy and the Region chapter carries out the following Supporting Principles:

Our Economy Is Diverse & Balanced & Enhances Quality of Life. This principle calls for a strong, diverse, and balanced local economy that supports existing and prospective businesses, from large to small, and attendant job growth, revenue generation, and capital investment. The policies in this chapter aim to strengthen the economy in Elk Grove through a number of measures. These include increasing economic diversity by offering a broad range of companies, jobs, goods, and services in the City. In addition, the City seeks to attract new businesses in targeted industries including government, healthcare, corporate office, higher education, light and advanced manufacturing, and other types of industries (e.g., retail, entertainment, hospitality) that enhance resident quality of life.

Our Regional Neighbors Know Us & Our Contributions. This principle speaks to Elk Grove's place and function within the larger Sacramento region, and relationship to nearby regions such as San Joaquin Valley, the San Francisco Bay Area, and Silicon Valley. Since the economy in Elk Grove is strongly influenced by regional factors and trends, the policies in this chapter aim to enhance the City's prominence in the regional economy in a variety of ways. These include establishing a major regional employment center in Elk Grove pursuant to the regional transportation and land use strategy (discussed in further detail on pages 5-8 and 5-9); improving coordination between the City and regional agencies and organizations on economic development matters; and strengthening Elk Grove's linkages to the regional transportation network to support local economic development.

GOALS AND POLICIES: ECONOMIC DEVELOPMENT

THE LOCAL ECONOMY

Historical Economic Conditions

Elk Grove's economy was predominantly agricultural from the time of its founding in 1850 and continued that way for nearly a century. However, starting in the 1950s, job growth in Sacramento and elsewhere spurred a steady increase of residents to Elk Grove who commuted to Sacramento or other predominantly northern destinations for work—a trend that continues today. During the 1990s, Elk Grove's population grew by more than 70 percent, while corresponding job growth during that period was primarily happening in other parts of Sacramento County and the region. Sacramento County's General Plan vision for the unincorporated Laguna and Elk Grove Community Plan Areas was primarily that those communities would continue to function as suburbs of Sacramento.

The City of Elk Grove was incorporated on July 1, 2000, establishing control over land use and development services. In 2003, the City completed its first comprehensive General Plan, establishing a long-term vision for the community, including a desire to both preserve a rural lifestyle in portions of east Elk Grove and boost economic development and local employment. In 2011, the City established an Economic Development Department to facilitate economic growth in the community and ensure the success of its businesses.

Recent Jobs and Housing Trends

According to the City's 2016 Employment Dynamics Report, at the end of 2013 the City had 44,806 jobs at 8,710 business establishments. Between 2000 (the year the City incorporated) and 2013, the City added 6,603 businesses (net of known losses), an 8.7 percent average annual increase. Over the same period, the City added 29,601 jobs (net of known losses), an 11.5 percent average annual increase. Only 11 percent of job growth and 5 percent of business growth was due to annexation. At the end of 2013, Elk Grove's 25 largest employers employed 34.4 percent of the City's total employment base, 65 percent of businesses employed less than 150 people, and 37 percent of businesses and 11 percent of jobs were home-based. Elk Grove was impacted by the national housing and banking crisis known as the Great Recession in the late 2000s, similar to other communities in California and throughout the country. From an employment standpoint, however, Elk Grove was impacted only modestly.

By the early 2010s, the local economy began to recover from the recession. Elk Grove added 11,499 jobs and 2,705 businesses between 2009 and 2013.¹ The largest employers are a mix of public and private entities, including educational institutions, healthcare institutions, major retailers, and technology companies.

Elk Grove's jobs/housing ratio was approximately 0.86:1 in 2013. A potential implication of this indicator is that a high proportion of residents commute elsewhere for work, based either on limited employment opportunities available in the City or a mismatch in the types of jobs or wages available and the skills of the workforce.

Figure 5-1 shows the change in the jobs/housing ratio in Elk Grove between 2000 and 2013. As the graph illustrates, there has been a general upward trend in the jobs/housing ratio since the mid-2000s (i.e., a greater number of jobs relative to the number of housing units in the City). The increase in the jobs/housing ratio has been most significant in the years following the recession—rising from 0.71 to 0.86, an increase of 21 percent, between 2010 and 2013. This demonstrates that not only is the absolute number of jobs in Elk Grove growing, but also that the balance between jobs and housing is improving despite significant housing unit growth over the same time period. This potentially indicates that a greater number of residents have the option to work in Elk Grove as opposed to commuting elsewhere in the region.

The Future Economy

Elk Grove is a fast-growing community, known for its family-friendly features, competitive living costs, affordable housing options and top-notch public schools, parks, and recreation programs. Elk Grove is a multicultural community, with many prosperous households, and is a community of choice for many

millennials. Elk Grove is also an affordable and business-friendly location for companies to grow in or relocate to within an emerging major metropolitan region with excellent access and proximity to the Bay Area and to neighboring states. The City intends to build on and market these strengths, and implement strategies to grow, diversify, and balance the economy with increased employment, entertainment, recreation, and housing opportunities.

Strategies to achieve the vision for economic vitality require a focus on the following objectives, as identified in the goals and policies included in this chapter:

- Establishing land use policies, regulations, programs, and incentives that encourage desired development at appropriate locations.
- Attracting new businesses in targeted industries, in accessible employment centers throughout the City.
- Retaining and expanding existing businesses.
- Developing an entrepreneurial and startup culture and ecosystem in which small businesses can launch and thrive.
- Developing needed and enhanced lifestyle amenities (retail, restaurants, entertainment, recreation, and civic facilities).
- Developing increased hospitality and visitation assets to foster increased business and personal travel to the City.
- Attracting companies that more closely align with resident skills and work choices.
- Maintaining low resident unemployment by increasing available local jobs that align with resident skills, wages, and work choices; connecting resident workers with regional workforce services and local employers; and assisting Elk Grove companies with their hiring needs.
- Increasing the City's jobs/housing ratio while providing a greater diversity of housing options.
- Building critical public and private infrastructure and utilities to serve employment centers.
- Coordinating effectively with neighboring jurisdictions, regional agencies, and service providers on economic development matters.

GOAL ED-1: A DIVERSE AND BALANCED MIX OF LAND USES

The City of Elk Grove is a developing community with the opportunity to expand its existing commercial and employment base. As described in Chapter 3: Planning Framework, flexible land use designations allow the City to accommodate shifts in market trends over time, which will facilitate new investment and complementary land uses to meet local and regional shopping needs, provide a broader range of job opportunities to improve the jobs/housing ratio, and grow the City's tax base. The City's vision is for Elk Grove to be a community in which people can live, work, shop, and play.

Policies: Business Diversity

Policy ED-1-1: Allow for a variety of sizes and types of commercial development in order to attract a diverse range of job opportunities and types.

Policy ED-1-2: Promote programs and services that support a diverse local economy.

Policies: Business Attraction and Expansion

The reader should also consult *Chapter 3: Planning Framework* and *Chapter 4: Urban and Rural Development* for additional policies related to infill and expansion areas that accommodate a variety of business types.

Policy ED-1-3: Encourage the full and efficient use of vacant and underutilized parcels in appropriately designated areas to support the development and expansion of targeted commercial uses.

Policy ED-1-4: Use public/private partnerships as a means to revitalize existing employment and/or retail spaces, and to catalyze development of vacant sites.

Policy ED-1-5: Support existing and prospective businesses that contribute to meeting Elk Grove’s strategic economic goals and facilitate their relocation and expansion as appropriate.

GOAL ED-2: MORE RESIDENTS EMPLOYED LOCALLY

The City will seek to increase the number of jobs in Elk Grove to improve the jobs/ housing ratio, and increase the number of Elk Grove residents employed by Elk Grove businesses to reduce commute times.

The reader should also consult *Chapter 4: Urban and Rural Development* for Development Patterns policies related to allowances for minor changes in residential configurations and densities under certain conditions.

Policies: Local Employment Opportunities

Policy ED-2-1: Continue to improve Elk Grove’s jobs/housing ratio by expanding local employment opportunities, with an emphasis on attracting jobs in sectors and industries that are well matched for the skills of the local workforce.

Policy ED-2-2: Maximize the use of nonresidential land for employment-generating and revenue-generating uses.

Policy ED-2-3: Support efforts to provide residents with training opportunities, in particular helping residents acquire new skills needed for employment opportunities in coordination with targeted industries.

Policy ED-2-4: Provide for a range of housing options that match the anticipated preferences and income levels of potential workers associated with planned employment-generating projects.

Policy ED-2-5: Support the creation and retention of jobs that provide sustainable wages and benefits.

GOAL ED-3: SUCCESSFUL LOCAL BUSINESSES

As part of its overall economic development strategy, the City will make special efforts to encourage local businesses that reflect, strengthen, and reinforce a balanced and diverse economy in Elk Grove.

Policies: Businesses Reflecting Local Values

Policy ED-3-1: Promote a thriving locally owned business sector in a diversity of industries, particularly in the civic core, Old Town, and the retail portion of the Rural Area.

Policy ED-3-2: Support existing and prospective small and homebased businesses and enable them to launch and grow into larger thriving, successful companies and employers.

GOALS AND POLICIES: REGIONAL COORDINATION

ELK GROVE AND THE REGIONAL ECONOMY

Elk Grove is part of the Sacramento Metropolitan Region, which includes six counties (Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba); the cities in these counties share economic conditions and a common labor market. The region is served by the agency known as the Sacramento Area Council of Governments (SACOG). SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, the Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS), SACOG allocates the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air, and airport land uses.

It is part of Elk Grove's vision to play a unique and active role in the region. In terms of the economy, that goal consists of two parts. First, Elk Grove seeks to better establish itself in the regional market as an activity and employment center by attracting additional high-quality jobs, enhanced amenities, visitation, and additional tax revenue to the City. Second, Elk Grove seeks to support the economic growth, circulation, and sustainability goals established for the region. To achieve the former, the City will encourage the growth of businesses in targeted industries and at targeted locations by providing a regulatory framework, business support, and infrastructure to attract these new businesses. To achieve the latter, in addition to local activities, the City will work to meet the goals set by regional plans.

~~A major aspect of SACOG's 2016 MTP/SCS is planning for Major Employment Centers in the region. Major Employment Centers are defined by SACOG as areas: (a) that support concentrations of at least 10,000 "base" jobs (i.e., including manufacturing, office, medical, educational, and service employment, and excluding sectors like retail and restaurant uses) at average densities of eight or more jobs per acre; and (b) where 80 percent or more of the uses within the center are employment, not residential. SACOG has identified existing Major Employment Centers in the region. Elk Grove recognizes the benefits of having a Major Employment Center identified in the City for inclusion in future updates to the MTP/SCS, including the ability to bring new jobs, employ residents, and provide new services and amenities for the community. The City's economic, land use, and transportation policies are intended to enable the growth of a Major Employment Center in the south-central portion of the Planning Area, as shown in **Figure 5-2**.~~

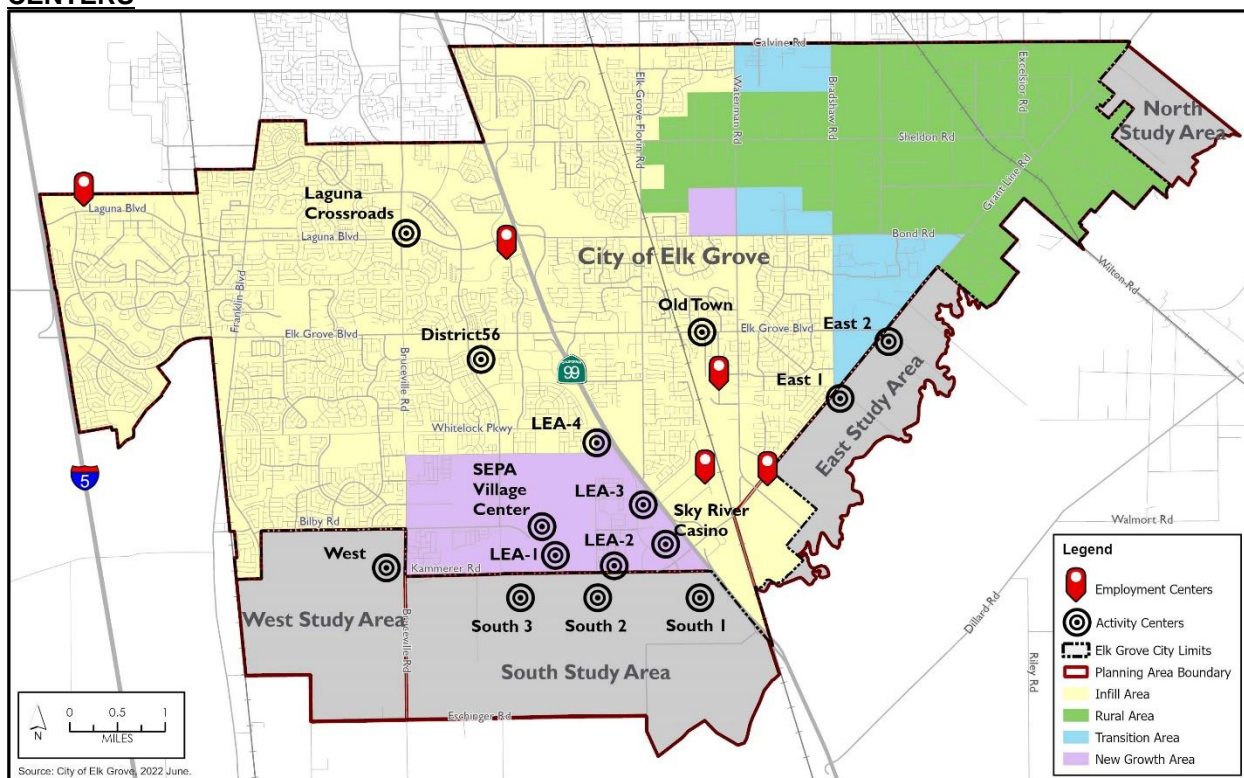
~~In addition, the City wishes to develop additional concentrations of employment at various strategic locations, including but not limited to SEPA, the Laguna Springs Corporate Center, and the Laguna West Commercial Area. While these areas will not all meet the specific parameters of a Major Employment Center, as established by SACOG, all are an important component of the City's economic strategy. Policies that support these areas refer to 'employment centers,' which can be differentiated from the Major Employment Center shown in Figure 5-2.~~

The development of activity and employment centers in the City provides opportunities to employ residents locally, improving opportunities for work-life balance and reducing vehicle miles traveled. It also provides opportunities to diversify the City's employment and tax base, improving community sustainability.

Several activity and employment centers exist in the City and there are multiple opportunities for creating new centers in the future. **Figure 5-2** illustrates the locations of these existing and planned centers. The development of these will occur over time and as market conditions provide.

Elk Grove also recognizes that jobs in the retail, restaurant, hospitality, and related sectors are, and will continue to be, important to Elk Grove. The City's economic strategy includes actions to continue to foster these types of employment uses in the community.

FIGURE 5-2: DESIRED FUTURE MTP/SCS EMPLOYMENT CENTERS EXISTING AND PLANNED CENTERS



GOAL RC-1: A REGIONAL EMPLOYMENT CENTER WITHIN THE REGION

Elk Grove aims to become a center within the larger region, providing opportunities for employment, recreation, education, retail, industry, and residential development. This objective aligns with regional goals for economic development, sustainability and resiliency, and quality of life. recognizes that in addition to facilitating and supporting businesses as well as encouraging development of a Major Employment Centers and other employment centers locally, the City will need to work with regional entities to meet the goals identified in regional plans. This goal includes achieving a Major Employment Center designation in the City in a future MTP/SCS.

Policies: Employment Centers

The reader should also consult Chapter 4: Urban and Rural Development for additional policies establishing the type of land uses and growth allowed within the Major Employment Center and other employment centers as well as Chapter 9: Community Plans for a description of the Livable Employment Area.

Policy RC-1-1: Establish and maintain a sufficient area for business and job locations, including office and industrial to achieve Major Employment Center status in the Sacramento region’s Metropolitan Transportation Plan/Sustainable Communities Strategy.

Policy RC-1-2: Continue efforts to attract larger employers in target industries.

Policy RC-1-3: Continue to invest in public infrastructure to attract target industries to Elk Grove, such as improved broadband capacity and reliability, road and protected bike lane construction and maintenance, safe and adequate pedestrian facilities including crosswalks, and shaded sidewalks, public transit, new and upgraded public utilities, great public spaces including urban plazas and parks, and adequate community services.

Policy RC-1-4: Encourage the facilitation and attraction of companies in emerging industries, both known or to be identified, in both private and public sectors. Many emerging technology companies prefer to be located in exciting, vibrant communities with great quality-of-life amenities that are able to attract and retain the best and the brightest in their respective disciplines.

Standard RC-1-4a: Create a public realm allowing venture capitalists, technology entrepreneurs, creative engineers, and designers to mix and network.

Standard RC-1-4b: Create places that will inspire architects, artists, engineers, and others employing design thinking to mix with one another as well as technology professionals to inspire and be inspired. This will require great placemaking and a vital public realm.

Policy RC-1-5: ~~In addition to establishing a primary Major Employment Center (see Policy RC-1-1), consider~~ Consider options to develop additional employment activity centers in portions of the City with enough available undeveloped land and potential sufficient transit access to support such a center. The reconstruction of Kammerer Road as a Throughfare and Urban Avenue provides an opportunity for the City to advance this initiative by targeting the centers toward the type of employment centers that will appeal to companies and employees participating in the knowledge economy of 21st century.

GOAL RC-2: STRONG INTERAGENCY COORDINATION ON ECONOMIC DEVELOPMENT EFFORTS

Encouraging new businesses to locate in Elk Grove will require coordination with regional partners and a focus on providing the infrastructure needed to support employment centers, including both base jobs and targeted industries.

Policies: Interagency Coordination

Policy RC-2-1: Coordinate with adjacent cities, counties, and the Sacramento Area Council of Governments on local land use and transportation planning efforts.

Policy RC-2-2: Coordinate with regional planning agencies working on land use and environmental issues, and cooperate in the implementation of programs consistent with General Plan policy.

Policy RC-2-3: Support efforts to coordinate education and job training programs among the Elk Grove Unified School District, Los Rios Community College District (Cosumnes River College), other community college districts and local colleges and universities, employment training and service agencies, and employers.

Policy RC-2-4: Improve interagency coordination during the development review process for major commercial developments, to provide faster, more streamlined, cost-effective, and predictable review and approval processes, thereby making it easier for businesses to locate or expand in Elk Grove.

Policy RC-2-5: Coordinate with regional economic development agencies on economic development and related issues, and cooperate in the implementation of coordinated programs consistent with General Plan policy and City-adopted economic development strategies.

GOAL RC-3: REGIONAL MOBILITY AND INFRASTRUCTURE TO SUPPORT THE LOCAL ECONOMY

Transportation infrastructure and transportation choices are a major determinant for regional and local economic success. The City will work to ensure that the transportation network and related infrastructure serve the economic needs of the local community and region. These facilities are further addressed in *Chapter 6: Mobility*.

Policies: Regional Mobility

The reader should also consult *Chapter 6: Mobility* for additional policies related to regional mobility.

Policy RC-3-1: Integrate economic development and land use planning in Elk Grove with planning for regional transportation systems.

Policy RC-3-2: Ensure that decisions regarding transportation between regions result in benefits to the Elk Grove community, including decisions regarding regional roadways, airport, port, and passenger and freight rail services.

Policy RC-3-3: Coordinate and participate with the City of Sacramento, Sacramento Area Council of Governments, Sacramento County, the Capital SouthEast Connector Joint Powers Authority, Caltrans, and other regional and local agencies on roadway improvements that are shared by the jurisdictions in order to improve operations, including joint transportation planning efforts, roadway construction, and funding.

Policy RC-3-4: Advocate for fixed-route transit service in Elk Grove as part of a coordinated regional network designed and routed to serve Major Employment Centers, employment, residential, and shopping centers, and colleges and universities.

Policy RC-3-5: Identify and advocate for future, as yet unknown or fully developed, transportation technologies that would be of benefit to Elk Grove and surrounding regions.

Changes to Chapter 6 (Mobility)

MOB-1 in Chapter 6 (Mobility) shall be amended as follows:

GOAL MOB-1: A CONNECTED TRANSPORTATION NETWORK THAT PROVIDES FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS ACROSS ALL MODES WHILE ACCOUNTING FOR ENVIRONMENTAL EFFECTS

Since the City's incorporation, and for decades before as an unincorporated community in the county, development in Elk Grove (and much of California in general) embraced more highways, expanded intersections, widened roads, and intricate, indirect residential street patterns. Elk Grove's land use and transportation pattern emphasized the automobile as the primary mode of transportation in terms of behavior, accommodation, and facility development.

Through this General Plan, the City desires to provide roadways that allow efficient movement and safe travel spaces for all modes of travel, while limiting the social, environmental, and fiscal impacts that can result from extensive road systems, vehicles on the road, and vehicle miles traveled (VMT). At the same time, the City wishes to allow new development consistent with the General Plan to proceed without undue confusion or extensive delays.

The City will use VMT as a measure of transportation effectiveness in development review to provide a local process for compliance with both State targets and procedures and with expectations when projects exceed thresholds of significance. VMT reductions can be achieved through a diverse land use mix that includes both employment and service uses, allowing residents to meet daily needs within a short distance from their homes. This reduces trip lengths and improves access to alternative transportation modes (e.g., walking, bicycle, transit). The City will use RPT to ensure that roadways have the capacity to accommodate vehicles and to safely convey bicyclists and pedestrians.

Policies: Vehicle Miles Traveled Limits

Policy MOB-1-1: Achieve State-mandated reductions in VMT by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA.

Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological or other considerations is achieved by the project.

(a) **New Development** – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as “development projects”) are required to demonstrate a 15 percent reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required:

(i) **Land Use** – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project's General Plan land use designation, as shown in Table 6-1, which incorporates the 15 percent reduction from 2015 conditions.

**Table 6-1:
 Vehicle Miles Traveled Limits by Land Use Designation**

LAND USE DESIGNATION	VMT LIMIT (DAILY PER SERVICE POPULATION)
COMMERCIAL AND EMPLOYMENT LAND USE DESIGNATIONS	
Community Commercial (CC)	41.6 <u>26.7</u>
Regional Commercial (RC)	44.3 <u>26.9</u>
Employment Center (EC)	47.1 <u>20.2</u>
Light Industrial/Flex (LI/FX)	24.5 <u>15.5</u>
Light Industrial (LI)	24.5 <u>22.4</u>
Heavy Industrial (HI)	39.5 <u>26.5</u>
MIXED USE LAND USE DESIGNATIONS	
Mixed Use Village Center (VCMU)	41.6 <u>19.4</u>
Residential Mixed Use (RMU)	21.2 <u>20.6</u>
TRANSECT-BASED LAND USE DESIGNATIONS	
General Neighborhood Residential (T3-R)	<u>20.7</u>
Neighborhood Center Low (T3)	<u>21.1</u>
Neighborhood Center Medium (T4)	<u>20.2</u>
Neighborhood Center High (T5)	<u>15.7</u>
PUBLIC/QUASI-PUBLIC AND OPEN SPACE LAND USE DESIGNATION	
Parks and Open Space (P/OS) ^a	0.0 <u>n/a¹</u>
Resource Management and Conservation (RMC) ^a	0.0 <u>n/a¹</u>
Public Services (PS)	53.4 <u>n/a¹</u>
RESIDENTIAL LAND USE DESIGNATIONS	
Rural Residential (RR)	34.7 <u>25.2</u>
Estate Residential (ER)	49.2 <u>20.6</u>
Low Density Residential (LDR)	21.2 <u>19.3</u>
Medium Density Residential (MDR)	20.9 <u>17.9</u>
High Density Residential (HDR)	20.6 <u>17.7</u>
OTHER LAND USE DESIGNATIONS	
Agriculture (AG)	34.7 <u>n/a¹</u>
Study Areas	<u>n/a²</u>
Tribal Trust Lands	<u>n/a³</u>

Notes:

A1. These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.

2. Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim “Study Area” designation.

3. Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy.

ii) **Cumulative for Development Projects in the Existing City** – Development projects within the ~~existing~~ (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of ~~6,367,833~~ 8,066,247 VMT (total daily VMT).

(iii) **Cumulative for Development Projects in Study Areas** – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in Table 6-2.

**Table 6-2:
 Study Area Total Vehicle Miles Traveled Daily Limits**

STUDY AREA	VMT LIMIT (TOTAL VMT AT BUILDOUT)
North Study Area	37,622 27,383
East Study Area	420,612 584,786
South Study Area	1,311,107 1,594,674
West Study Area	705,243 773,103

(b) **Transportation Projects** – Transportation projects likely to lead to a ~~substantial~~ or measurable increase in VMT shall:

(i) **Not increase VMT per service population.** Projects must demonstrate that the VMT effect of the project does not exceed the project’s baseline condition VMT.

(ii) **Be consistent with the regional projections and plans.** The project shall be specifically referenced or listed in the region’s MTP/ SCS and accurately represented in the accompanying regional travel forecasting model. Qualifying Subject transportation projects that are not consistent with the MTP/SCS shall also instead demonstrate that the cumulative VMT effect does not increase regional VMT per service population.

...

MOB-3 in Chapter 6 (Mobility) shall be amended as follows:

GOAL MOB-3: ALL STREETS IN THE CITY ARE COMPLETE AND SENSITIVE TO CONTEXT

Complete streets are designed for safety and accessibility by all users and all modes of transportation. A well-designed complete street acknowledges that transportation may include vehicles as well as pedestrians, bicyclists, and public transit, and that streets will be traveled by a variety of individuals with a wide range of needs, destinations, and abilities.

The City is required by the Complete Streets Act to plan for a balanced, multimodal transportation network that meets the needs of all users (e.g., motorists, pedestrians, bicyclists, children, individuals with disabilities, seniors, movers of commercial goods, and users of public transportation).¹ The City must identify how streets, roads, and highways will accommodate the needs of all users for safe and convenient travel in a manner that is suitable to the surrounding rural, suburban, and/or urban context. Therefore, the policies contained herein shall apply to all types of streets in the City, including both public and private streets.

The Complete Streets Act allows the City to consider different policies, standards, and implementation measures that are context sensitive. The City recognizes that the roadway system is a major component of the “feel” of the community. Therefore, the City’s Complete Streets policies recognize the need for modified design standards in certain areas of Elk Grove that are consistent with the character of the neighborhood but still facilitate access by all users.

Policies: Complete Streets Design

See Chapter 9 for policies specifically related to complete streets in the Sheldon/ Rural Area Community Plan Area.

Policy MOB-3-1: Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.

Policy MOB-3-2: Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.

Standard MOB-3-2.a: Require new development to install conduits for future installation of electric vehicle charging equipment.

Policy MOB-3-3: Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible.

Policy MOB-3-4: As new roads are constructed, assess how the needs of all users can be integrated into the street design based on the local context and functional classification.

Policy MOB-3-5: Strive to balance needs for personal travel, goods movement, parking, social activities, business activities, and ease of maintenance when planning, operating, maintaining, and expanding the roadway network.

Policy MOB-3-6: Execute complete streets design in accordance with neighborhood context and consistent with specific guidance in community plans or area plans, as applicable.

Policy MOB-3-7: Develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas.

Policy MOB-3-8: Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.

Policy MOB-3-9: As funds become available, provide for the operation and maintenance of facilities for bicycle and pedestrian networks proportionate to the travel percentage milestone goals for each mode of transportation in the Bicycle, Pedestrian, and Trails Master Plan.

Policy MOB 3-10: Design Kammerer Road to be an Urban Avenue, as shown in Figure 3-7, supported by an adjacent street grid.

Policies: Safety for All Users of the Mobility System

Policy MOB-3-4011: Design and plan roadways such that the safety of the most vulnerable user is considered first using best practices and industry design standards.

Policy MOB-3-4112: Consider the safety of schoolchildren as a priority over vehicular movement on all streets within the context of the surrounding area, regardless of street classifications. Efforts shall specifically include tightening corner-turning radii to reduce vehicle speeds at intersections, reducing pedestrian crossing distances, calming motorist traffic speeds near pedestrian crossings, and installing at grade pedestrian crossings to increase pedestrian visibility.

Policy MOB-3-4213: Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.

Policy MOB-3-4314: Continue to design streets and approve development applications in a manner that reduces high traffic flows and parking demand in residential neighborhoods.

Policies: Vehicle Parking

Policy MOB-3-4415: Regulate the provision and management of parking on private property to align with parking demand, with consideration for access to shared parking opportunities.

Policy MOB-3-4516: Utilize reduced parking requirements when and where appropriate to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.

Policy MOB-3-4617: Establish parking maximums, where appropriate, to prevent undesirable amounts of motor vehicle traffic in areas where pedestrian, bike, and transit use are prioritized.

Policy MOB-3-4718: Ensure new multifamily and commercial developments provide bicycle parking and other bicycle support facilities appropriate for the users of the development.

MOB-5 in Chapter 6 (Mobility) shall be amended as follows:

GOAL MOB-5: A SAFE, CONNECTED, AND CONVENIENT TRANSIT SYSTEM

Providing transit service for residential and commercial areas and ensuring continued connections to the larger transit network in the Sacramento region are important components of mobility in Elk Grove. An array of viable and desirable transit options can greatly increase mobility for residents and employees and aid significantly in achieving VMT reduction goals.

Improved access to transit and increased transit service are particular priorities along the future ~~fixed-high-frequency~~ transit alignment (see Transportation Network Diagram, Chapter 3), in the activity centers (see Figure 4-1: Potential Activity and Infill Areas in Elk Grove, Chapter 4), in higher-density residential areas, and in employment and entertainment areas. However, transit access is important in many areas of Elk Grove so that transit-dependent residents can access needed services, employment, and social connections.

Components of the transit system in the region include ~~the City's Sacramento Regional Transit's (SacRT's) local and commuter bus systems and future light rail/high-frequency e-tran system, Sacramento Regional Transit's light rail and bus systems, and Amtrak and ACE rail services. Only the e-tran bus and an Amtrak thruway bus to the Sacramento Amtrak station operated in Elk Grove in 2017.~~

City E-Tran Service Local and Commuter Bus

~~E-tran is a fixed-route bus system operated by the City of Elk Grove that~~ Sacramento Regional Transit provides both local and commuter bus services in Elk Grove. Routes are coordinated with buses, light rail, and South County Transit/Link (SCT Link) to areas outside Elk Grove. ~~The City SacRT also operates a complementary paratransit service called e-van which~~ that addresses federal Americans with Disabilities Act (ADA) requirements ~~to for fixed-route service and primarily serves ADA-eligible passengers, such as disabled and elderly community members.~~

Sacramento Regional Transit Light Rail/High-Frequency Transit

The City views light rail ~~(or other high-frequency transit, such as bus rapid transit)~~ as an important part of the overall transit plan for Elk Grove, including the use of light rail to connect workers to current and future employment centers in the City. ~~Many extensions and connections for Elk Grove are being considered by both the City and Regional Transit. The planned route for light rail service is illustrated on the Transportation Network Diagram in Chapter 3.~~ However, current funding constraints must be addressed to advance planning and construction efforts. The City will work closely with SacRT, SACOG, and other jurisdictions in the region to identify funding strategies and other resources that could advance the ~~most feasible regional transit services and infrastructure.~~

Amtrak Commuter Interregional/Interstate and Intercity/Interurban Rail

Amtrak is a national passenger rail service that offers both medium and long-distance service throughout the country. Amtrak operates interregional and interstate passenger train service through a station in downtown Sacramento, ~~with regular service to Los Angeles and Seattle (via the Coast Starlight) and~~

~~Chicago (via the California Zephyr). The City supports the provision of efficient connections for the Elk Grove community to the larger Amtrak system through the Sacramento Valley Station. The City of Elk Grove is considering the potential development of a multimodal facility that may allow for a new commuter rail (Amtrak) station to provide commuter service between Sacramento and Bakersfield, as well as a convenient location to access and transfer between transit services such as local and commuter buses~~

~~The San Joaquin Joint Powers Authority (SJJPA) operates the Amtrak San Joaquin services, which currently runs through the City but without a rail stop; a connecting bus is available to Stockton. SJJPA also operates the Altamont Corridor Express (ACE) service from Stockton to San Jose. The SJJPA is pursuing an expansion of both systems, which would create a station in Elk Grove for both Amtrak and ACE services.~~

Land Use Coordination

The expansion of transit infrastructure and vehicles must be paired with supportive land use planning for compact development and a mix of uses both in the City and in the wider region. The region has established a vision for land use and transportation for all of Sacramento County called the Preferred Blueprint Scenario. The Preferred Blueprint Scenario depicts a way for the region to grow through the year 2050 in a manner generally consistent with growth principles established by SACOG. The Preferred Blueprint Scenario is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for 2035, the long-range transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050.

Policies: Transit-Supportive Land Use Planning

Policy MOB-5-1: Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's ~~fixed~~ high-frequency transit alignment and other major transit corridors.

Policy MOB-5-2: Advocate for the City's preferred ~~fixed~~ high-frequency transit alignment for light rail (or bus rapid transit) from north of the city ~~through to the Southeast Policy Area Livable Employment Area~~ and ensure proposed projects are complementary to such an alignment.

Policy MOB-5-3: Consult with the Sacramento Regional Transit District when identifying and designing complete streets improvements near likely light rail alignment corridors in order to prioritize access to and use of transit to sites along that corridor.

Policy MOB-5-4: Support mixed-use and high-density development applications close to existing and planned transit stops.

Policy MOB-5-5: Promote strong corridor connections to and between activity centers that are safe and attractive for all modes.

Policy MOB-5-7: The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).

...

Changes to Chapter 9 (Community and Area Plans)

The Southeast Policy Area Community Plan shall be amended as follows:

SOUTHEAST POLICY AREA COMMUNITY PLAN

In July 2012, the City Council directed staff to initiate master planning (in the form of a strategic plan) for the Southeast Policy Area (SEPA). ~~The~~ SEPA includes a high-level supportive infrastructure analysis (including traffic/transportation planning, drainage, water, and wastewater), community design guidelines and standards, and programmatic environmental review.

The SEPA Community Plan forms the overall policy basis for successive programs, regulations, and guidelines for development of the Plan Area. All subsequent actions and development approvals must be consistent with this Community Plan, as well as with the overall General Plan and subsequent regulations.

PLAN SETTING

~~The~~ SEPA is approximately ~~4,185~~ 840 acres and is surrounded by several major existing and planned roadways. Kammerer Road is planned as a four to six-lane arterial in the General Plan and has further been identified as part of the route for the Capital SouthEast Connector, forming a link between Elk Grove, south Sacramento County, Rancho Cordova, Folsom, and El Dorado County. Light rail/~~fixed-high-~~frequency transit service is planned to extend from Cosumnes River College, along Big Horn Boulevard, through ~~the~~ SEPA.

It is also important to note ~~that the SEPA is bisected by presence of the~~ Shed C drainage channel. This drainage channel takes stormwater from SEPA and the ~~Leont Ranch~~ Livable Employment Area and the detention basin on the Sterling Meadows property (South Pointe Policy Area) and carries it ~~through the agricultural properties~~ to the Stone Lakes National Wildlife Refuge. The man-made Shed C drainage channel ~~primarily serves~~ has historically served agricultural purposes. A preliminary analysis of the Shed C drainage channel was conducted as part of the City's Storm Drainage Master Plan. Additional analyses and improvement studies were necessary and contemplated in the Storm Drainage Master Plan.

GUIDING PRINCIPLES

In March 2013, the City Council identified a series of Guiding Principles for the SEPA. The Guiding Principles identify the overall objectives of the Community Plan and guide the formulation of the land use plan and the policies and standards in the Community Plan and accompanying documents. With the creation and adoption of the Livable Employment Area (which abuts and was created, in part, from SEPA), these Principles and policies have been comprehensively updated.

Vision Statement

The primary objective for ~~the~~ SEPA is to ~~plan for a range of job opportunities that are supported by a balanced mix of locally oriented retail uses and residential densities. The SEPA will be a regional destination for both employment activities and entertainment provide a transition in density and intensity of development from the traditional suburban residential neighborhoods to the north (e.g., Laguna Ridge) to the Livable Employment Area to the south and east.~~ The SEPA will integrate with surrounding land uses through the incorporation of parks and open space, trails, and landscape buffers. A complete transportation network made up of roadways, sidewalks, trails, and transit (including future light rail and/or bus rapid transit) will allow for the safe and effective movement of people and goods within the Plan Area and connect them with other parts of the City and the region. Development will be of quality design and materials that contribute to the sense of place and identity for the area.

Employment-Oriented Development

At its core, ~~the~~ SEPA is an employment-oriented development—meaning it is a community intended to support and encourage the development of employment uses. It does this by:

- ~~• Creating opportunities for a range of employment prospects without predisposing any one use.~~

- ~~• Providing nearby places for employees to live at a variety of price points.~~
- ~~• Providing services for employees, including daily shopping and education.~~
- ~~• Offering recreational opportunities for employees in employment areas and the larger community.~~
- ~~• Presenting a feasible range of choices for employees on how to get to work (e.g., car, bus, walking, biking).~~
- ~~• Engaging corporate attention and applying the power of public/private partnerships. • Creating a total community not individual, unrelated projects.~~

Guiding Principles

The following principles outline an overarching development framework for the SEPA.

I. Urban Design/Public and Private Realm Design

- Create a strong sense of identity, community, neighborhood, and development at a personal scale.
- Implement quality urban design elements throughout the Plan Area by incorporating locally and environmentally sensitive landscaping, site amenities (e.g., sidewalk furniture, pedestrian lighting, bike racks), and complementary architectural design.
- Locate land uses so that they are complementary to each other, thereby reducing the potential for interface conflicts.

II. Land Use

- Create a plan with a mix of land uses, including employment and residential opportunities supported by commercial and neighborhood-oriented uses and services such as parks, pedestrian and bike paths/trails, and recreational opportunities.
- Provide flexibility in the for varying and increasing intensity and density of land uses to respond to changes in economic, market, and social factors while maintaining land use compatibility.
- ~~• Employment Opportunities/Jobs Development~~
 - ~~○ Designate sufficient employment-oriented land uses to create job opportunities and improve the jobs/housing balance in the City.~~
 - ~~○ Locate employment uses throughout the Plan Area to take advantage of transportation corridors and proximity to other land uses.~~
 - ~~○ Locate a large block of employment uses including both office and industrial/flex space to offer opportunities for development of an office park/ campus.~~
 - ~~○ Provide synergistic opportunities between employment land uses and supporting retail/commercial and residential uses.~~
- Mixed Uses
 - Encourage mixed-use development (e.g., mixed-use buildings with retail uses on the ground floor and office or residential on upper floors) within a community core that includes a future transit station (e.g., light rail or bus-rapid transit) as part of a village center. Centrally locate Locate the community core in the Plan Area along the Shed C Channel between Big Horn Boulevard and Lotz Parkway and make it easily accessible for a range of uses and services.
- Residential Uses
 - Provide a diverse range of housing densities and product types from low-density estate housing to higher-density multifamily residential opportunities.
 - Encourage multifamily residential uses to be located near transit facilities and, where feasible, near commercial and employment uses.
- Public Services and Community-Oriented Uses
 - Locate educational facilities in the most effective locations for successful attendance, usefulness to the community, and utilization of existing and future public transit facilities.
 - Provide landscaped paseos and/or other off-street pedestrian and cycling amenities, increasing walkability and pedestrian connectivity throughout the Plan Area as well as into adjacent properties. Provide linkages in both east–west and north–south directions.
 - Create a plan that makes active and passive park facilities available at a level consistent with City and Cosumnes Community Services District (CCSD) policies.
 - ~~○ Identify the drainage infrastructure within the Plan Area as dual use facilities, incorporating both drainage functions and recreation opportunities as possible. Recreation opportunities could~~

~~include active trail amenities along the channel, enhanced landscaping, golfing, and other features as feasible.~~

III. Circulation

- Organize land uses and provide linkages to allow for a significant percentage of Plan Area employees, students, and residents to be located within close proximity of, and have easy access to, existing and future transit facilities.
- Provide the sufficient intensity of employment and residential opportunities to attract and maintain an appropriate level of public transit services.
- Create landscaped parkways and pedestrian and bicycle connections throughout the Plan Area to provide linkages between internal land uses and to surrounding areas.
- Design a circulation system that adequately supports the anticipated level of traffic in the Plan Area.

IV. Environmental Sensitivity

- Design the Plan Area in a manner which comprehensively addresses drainage and flood control for both on-site and off-site properties.
- Create a self-mitigating plan that, to the extent feasible, incorporates environmental mitigation measures into project design.
- Promote the efficient use of energy and resources.

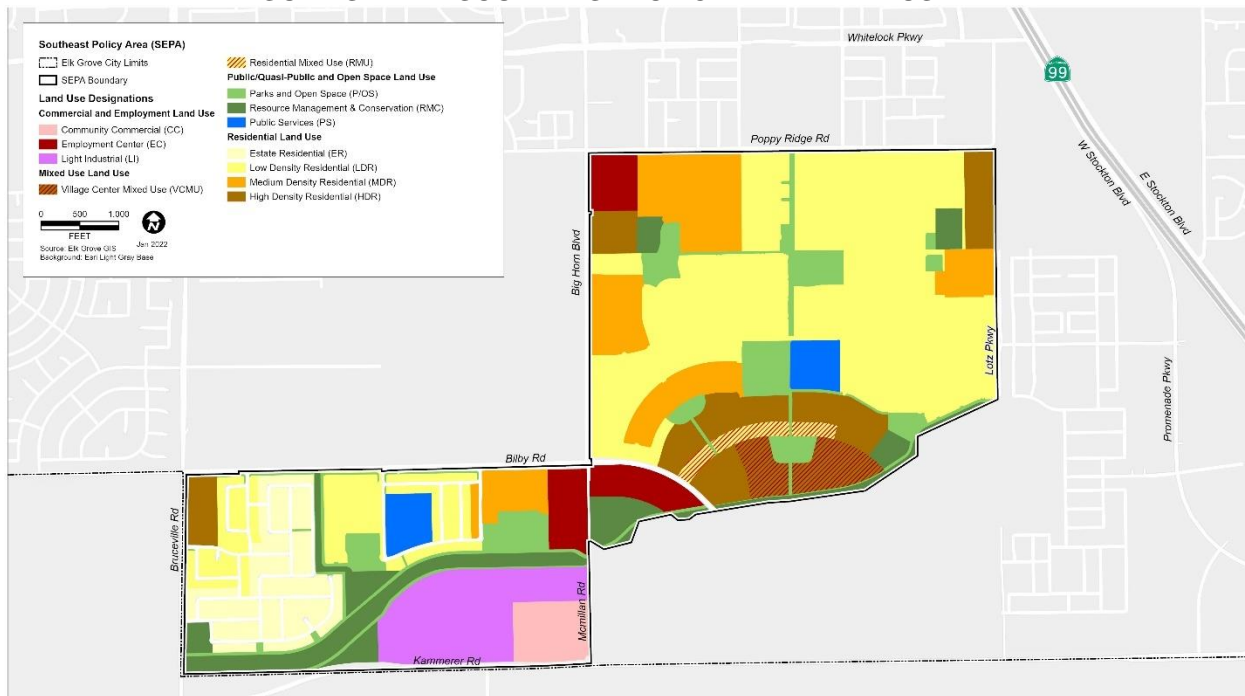
V. Contextual Compatibility

- Develop a plan that recognizes the right of existing uses (both within the Plan Area and adjacent), including agricultural/rural residences, to continue and to minimize impacts upon these uses during the transition from rural to urban/suburban uses.
- Create a plan compatible with adjacent ~~properties~~ Plan Areas. Accommodate connectivity of roadways, pedestrian and bicycle access, and recreation facilities across Plan Area boundaries.
- ~~Create a plan that complements existing and planned commercial corridors and centers within the City.~~

LAND USE PLAN

The General Plan's Land Use Diagram is one of the most important functions of the General Plan, as the map and policies will determine the City's future land uses and character. The land plan for the SEPA is equally critical. The SEPA Land Use Map (Figure SEPA-1) illustrates the planned uses for properties in the Community Plan area and is consistent with the land use categories described in Chapter 3: Planning Framework.

FIGURE SEPA-1: SOUTHEAST POLICY AREA LAND USE MAP



GOALS AND POLICIES: SOUTHEAST POLICY AREA COMMUNITY PLAN

The following goals and policies apply to the SEPA and are in addition to, and in support of, the Citywide policies and actions in the General Plan.

GOAL SEPA-1: AN EFFICIENT ROADWAY NETWORK

Policies: Circulation Policy SEPA-1-1: Develop an efficient roadway network across the Plan Area. Major roadways shall continue the street network established by adjacent developments. Local roads should extend the established roadway pattern to the extent feasible.

Policy SEPA-1-2: Establish protocols for the timing and phasing of roadway improvements that reflect the level of development that is occurring.

Standard SEPA-1-2.a: Backbone roads shall be constructed concurrent with projected development demands both on-site (within the Plan Area) and off-site (outside the Plan Area) to meet City standards

Standard SEPA-1-2.b: The City shall either establish a process for, or require applicants to provide, analysis to ensure adequate infrastructure is in place prior to the demands of the proposed development.

Standard SEPA-1-2.c: No tentative maps or building permits for projects not requiring tentative maps shall be approved within the Plan Area until such time as off-site infrastructure needs and thresholds have been identified.

Standard SEPA-1-2.d: All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connecting from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of tentative maps.

Standard SEPA 1-2.e: Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping, where applicable. Phased construction of sidewalks, temporary asphalt sidewalks, and other measures may be allowed at the discretion of the City. Roadside landscaping (and walls where required) shall be installed concurrent with adjacent development consistent with project phasing. The City may allow the design and construction of portions of arterial or thoroughfare roadways to be deferred where capacity associated with such portions is not immediately needed, provided such deferral is consistent with General Plan Standard MOB-7-1.a, as set forth in the General Plan and/ or applicable environmental document(s). If the deferral involves improvements within or adjacent to a development and the improvements are not eligible under the Elk Grove Roadway Fee Program, the City will require the developer to make an in-lieu payment pursuant to Elk Grove Municipal Code Chapter 12.03 (Street Improvements) or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.

Standard SEPA-1-2.f: All development shall comply with the requirements of the Landscape Planning Protocol Manual for SEPA to the satisfaction of the City.

Policy SEPA-1-3: Provide for the future extension of fixed-route transit service through the Plan Area via Big Horn Boulevard and Bilby Road.

Standard SEPA 1-3.a: Development shall dedicate (in fee title or through irrevocable offers of dedication) sufficient right-of-way along the planned alignment for track/ dedicated right-of-way, electrical infrastructure (to the extent necessary), and station platforms.

Standard SEPA 1-3.b: A transit facility shall be constructed as part of the Village Center. The facility should include areas for boarding/off-loading, and, to the extent feasible, park-and-ride, drop-off zones, and transfers between public transportation modes (e.g., local bus to light rail fixed transit).

GOAL SEPA-2: THE CREATION OF AQUATIC AND UPLAND HABITAT

Policies: Conservation and Air Quality

Policy SEPA-2-1: Ensure that the ~~realignment~~ reconstruction of the Shed C drainage channel provides area for both drainage of stormwater from the Plan Area and the restoration (to the extent they currently exist) and creation of aquatic and upland habitat in conformance with requirements of the environmental agencies.

~~GOAL SEPA-3: AN EMPLOYMENT-ORIENTED DEVELOPMENT~~

~~Policies: Economic Development~~

~~Policy SEPA-3-1:~~ ~~Verify that the land plan for the SEPA has a substantive impact on the jobs/housing ratio in the City by providing acreage for the establishment of one or more business parks.~~ **~~Policy SEPA-3-2:~~** ~~Encourage and support the development of jobs producing uses (e.g., office, industrial) within the Plan Area.~~

GOAL SEPA-43: A WIDE RANGE OF HOUSING TYPES

Policies: Housing

Policy SEPA-43-1: Support a wide range of housing types in the Plan Area. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emissions vehicles, and others.

Policy SEPA-43-2: Encourage the following housing types to incorporate affordable housing opportunities throughout the community: residential units placed above retail uses, live-work housing units, secondary dwelling units, and a mix of duplex and fourplex units within single-family residential areas.

Policy SEPA-43-3: Encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale housing is intended to attract move-up homebuyers who wish to move to or remain in the Elk Grove area. Homes with custom-style features would help create a more diverse and interesting neighborhood. Custom-style features could include high-quality exterior building materials, larger lot sizes, and varied setbacks. Large lots would include those that are 6,500 square feet or larger. Other features included in upscale housing are architectural variations, quality landscaping, extra vehicle storage, homeowners associations, and other attractive marketing features.

GOAL SEPA-54: QUALITY DEVELOPMENT

Policies: Land Use

~~**Policy SEPA-54-1:** Interpret the land plan (see Figure SEPA-1) with sufficient flexibility so as to allow the rearrangement of land uses and provide a more varied mix of densities and/or lot sizes without triggering amendments to the land plan. In making this determination, the City shall ensure: (a) Consistency with the vision, Guiding Principles, and other policies of the Community Plan. (b) Consistency with the overall density and intensity of development contemplated by the land plan. (c) Consistency with the general distribution of land uses as specified in the land plan.~~

Policy SEPA-54-21: Ensure that development in the Plan Area is of quality architectural character and contributes to a positive image of the City.

Standard SEPA-54-21.a: All development shall comply with the requirements of the Architectural Style Guide for SEPA to the satisfaction of the City.

Standard SEPA-54-21.b: All development shall implement the public realm urban design features (e.g., project monumentation/signage, lighting, benches) specified in the SEPA SPA and the Landscape Planning Prototype Manual that visually unify the Plan Area and help establish a sense of place.

~~**Policy SEPA-5-3:** Include sufficient land in the land plan for employment-generating uses that significantly contribute to the City's employment base.~~

~~Standard SEPA-54-3.a: Amendments to the land plan affecting employment-generating land (e.g., office, light industrial/flex) shall:~~

- ~~• Not result in a reduction of acreage for employment-generating land from that provided at initial adoption in July 2014; and~~
- ~~• Be located on a site or sites with equal or higher development potential (e.g., along arterials, collectors, and/or transit corridors; land configuration and size allow for efficient and practical development); and~~
- ~~• Require a super-majority (4/5) vote of the City Council to approve.~~

~~**Policy SEPA-54-4:** Encourage employment areas to provide supporting retail service uses, within either a primary use building or a stand-alone building.~~

~~Standard SEPA-5-4.a: Office-supporting retail and service uses within employment areas shall have reduced development standards (e.g., parking) when compared to retail uses in commercial areas.~~

Policy SEPA-54-53: Make certain that the center heart of the SEPA consists of a community Village Center that includes a mix of uses (commercial, office, residential) and civic spaces and serves as the focal point of the Plan Area.

Policy SEPA-54-6: Ensure that retail uses located in the Village Center Mixed Use designation are complementary to ~~the regional retail uses in adjacent projects adjoining plan areas.~~

GOAL SEPA-65: ACCEPTABLE NOISE LEVELS

Policies: Noise

Policy SEPA-65-1: Except as provided herein, require that all development in the SEPA complies with the City's noise standards and policies as outlined in the General Plan and the Municipal Code.

GOAL SEPA-76: A CONNECTED PARKS, TRAILS, AND OPEN SPACE NETWORK

Policies: Parks, Trails, and Open Space

Policy SEPA-76-1: Develop an off-street trail network that connects employment and residential areas with parks, school, mixed-use, and commercial-service areas.

Standard SEPA-76-1.a: Backbone trail facilities shall be constructed concurrently with backbone infrastructure (e.g., roadway) facilities.

Standard SEPA-76-1.b: To the extent feasible, trails that cross major roadway (arterial or major collectors) shall be grade-separated. The City encourages the trail to be placed under roads and to be constructed as part of the roadway system. Specifically, the trails along Shed C shall be grade separated where they cross Big Horn Boulevard and Bilby Road.

Policy SEPA-76-2: Require that parks are provided in the SEPA at a minimum of 5 acres of park land per 1,000 residents.

Policy SEPA-76-3: Ensure that parks are developed as an integral part of the community.

Standard SEPA-76-3.a: Parks shall be ~~generally~~ located in the areas shown on the land use plan. Precise configuration of park sites shall be determined at the time of Tentative Subdivision Map approval for each residential project.

Standard SEPA-76-3.b: Parks and open space areas shall be linked by a public pedestrian and bicycle circulation system.

Standard SEPA-76-3.c: To the extent feasible, parks shall, at a minimum, ~~shall~~ be bordered on two sides by streets in order to facilitate public access and surveillance, and on three sides when feasible. The remaining one or two sides may be bordered by other land uses such as schools, open spaces, or residential uses.

Standard SEPA-76-3.d: Parks shall be designed, and features within them oriented, to minimize noise and visual impacts on adjoining development.

Standard SEPA-76-3.e: Where parks are adjacent to drainage corridors or parkways, require the park to include pedestrian connections to these facilities.

Standard SEPA-76-3.f: Ensure that parks adjacent to drainage corridors or parkways include appropriate fencing or plant buffering to separate active recreation areas in the park from the drainage corridor.

Standard SEPA-76-3.g: Require that all parklands, paseos, and other open space be dedicated to the City, as well as all drainage and publicly maintained roadside landscape corridors.

Standard SEPA-76-3.h: Continue to implement provisions in the SEPA SPA regarding joint-use park and drainage facilities on a case-by-case basis. Ultimate designs for these facilities, if approved, shall balance active park land needs with drainage facility design requirements.

GOAL SEPA-87: AN AREA-WIDE INFRASTRUCTURE SYSTEM

Policies: Public Facilities and Finance

Drainage

Policy SEPA-87-1: Establish an area-wide drainage infrastructure system, consistent with the Citywide Storm Drainage Master Plan, which reflects natural ecological and hydrological systems.

Standard SEPA-87-1.a: New development shall implement the Drainage Master Plan.

Policy SEPA-87-2: Establish a drainage system pursuant to the needs of the adopted land plan in the Community Plan. Review and approve all phased drainage facilities prior to implementation. Phased facilities shall be reviewed to ensure consistency with the concepts in the Drainage Master Plan and successful implementation of the ultimate facilities identified in the plan.

Policy SEPA-87-3: Ensure that adequate drainage facilities are in place and operational concurrent with each new increment of development.

Infrastructure Financing

Policy SEPA-87-4: Support financing opportunities for public infrastructure across the Plan Area.

Policy SEPA-87-5: Ensure the long-term financing of public infrastructure. Prior to approval of a Final Map, or issuance of building permits for projects that do not require a tentative map, require the subject property to be included in a finance district that provides ongoing maintenance funding for the following:

- Public parkways;
- Parks and open space;
- Landscape corridors;
- Trails;
- Landscaped medians;
- Environmental preserves;
- Sound walls and other barrier and property fencing;
- Entryway monuments; and
- A fair share contribution to the community center.

Valuing Public and Quasi-Public Lands

Policy SEPA-87-6: Land necessary for the development of public infrastructure and facilities that serve the SEPA Community Plan and which are included in a development impact fee program or public facilities financing plan shall be compensated at fair market value based upon an appraisal. Water and Sewer Infrastructure

Policy SEPA-87-7: Support the efficient and timely development of water and sewer infrastructure in the Plan Area.

GOAL SEPA-98 SUSTAINABLE DESIGN

Policies: Sustainability

Policy SEPA-98-1: Require development in the Plan Area to provide opportunities for implementation of sustainable design principles. Design opportunities include, but are not limited to, the following:

- Orienting homes and buildings in an east–west alignment for southern exposure to take advantage of passive or natural heating or cooling.
- Incorporating photovoltaic and other renewable energy systems into building and site design.
- Incorporating low-impact development features, such as bioswales and permeable materials for paved areas.
- Utilizing a roadway network with a clear, logical hierarchy that is organized on a modified grid. Connectivity to adjacent areas, including potential future development, is encouraged.
- Features that reduce the Urban Heat Island effect, including cool roofs, walls and pavement, locally appropriate green roofs and walls, and shading.

Goal RA-3 (Context Sensitive Mobility) in the Rural Area Community Plan shall be amended as follows:

GOAL RA-3: CONTEXT-SENSITIVE MOBILITY

Recognizing that a complete street in a rural area is different from a complete street in a more urban setting, the following policies encourage design flexibility to ensure that the rural context in the Sheldon/Rural Area remains intact when improvements to the street network are being planned and implemented.

Policies: Mobility Improvements

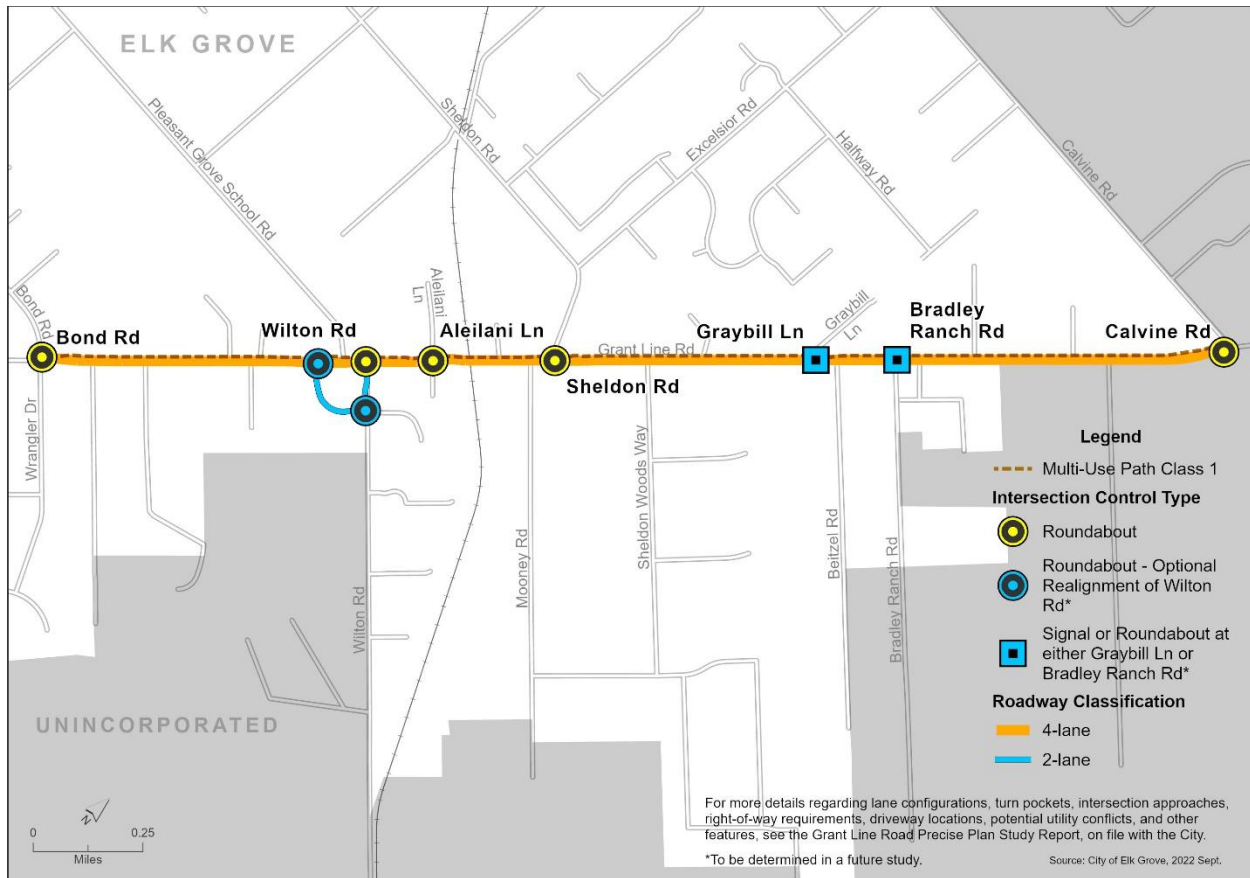
Policy RA-3-1: Make context-sensitive design improvements to roadways in the Rural Area, when warranted, consistent with the Rural Road Improvement Policy and consistent with the intent of the Complete Streets Act.

Policy RA-3-2: In planning and implementing street projects, allow flexibility in design to maintain sensitivity to local conditions and a local sense of place, including preservation of mature native trees.

Policy RA-3-3: Support improvements necessary to ensure safe, efficient, and improved access for mobility in the Rural Area consistent with the Rural Road Improvement Policy.

Policy RA-3-4: ~~When planning improvements~~ Improvements to Grant Line Road shall implement the Grant Line Road Precise Plan, as illustrated in Figure RA-2, which implements coordinate local and regional planning activities and projects, including the Capital SouthEast Connector. Design ~~These improvements to be consistent with~~ support the local context including driveway accessibility, needs of larger vehicles and agricultural trailers, and the regional intent of the roadway.

FIGURE RA-2: GRANT LINE ROAD PRECISE PLAN



The introduction text to Goal EEG-1 and accompanying Table EEG-1 in the Eastern Elk Grove Community Plan shall be amended as follows:

GOAL EEG-1: DEFINED RESIDENTIAL COMMUNITIES

The EEG Community Plan comprises two residential communities: the East Elk Grove sub-area and the Triangle sub-area. East Elk Grove is governed by a set of residential unit caps, while the Triangle is governed by minimum residential lot sizes that can be used to establish a maximum development level. The East Elk Grove sub-area has a total maximum buildout of 4,378 4,416 dwelling units with unit allocations designated to individual properties, as established under the East Elk Grove Specific Plan. The City tracks residential development in this sub-area and maintains records to ensure compliance with the maximum allowable dwelling units for each designated property. Individual property accounting will continue to be tracked by the City. Table EEG-1 summarizes the status of total dwelling units approved against the maximum allowable dwelling units in the East Elk Grove sub-area as of the date of adoption of this Community Plan. The anticipated dwelling unit capacity for the Triangle sub-area is also included.

Policies: Community Plan Land Use and Character

Policy EEG-1-1: (East Elk Grove Sub-Area):

Development within the East Elk Grove sub-area shall conform to the development capacity limits provided in Table EEG-1 and the land use map provided in Figure EEG-1. Uses shall generally transition from

commercial and industrial development along Waterman Road (west of the powerline corridor) to suburban residential development in the central area, to larger residential lots along Bradshaw Road. Residential development shall be designed with more suburban development patterns and characteristics, including curbs and gutters, sound walls along arterial roadways, sidewalks, and street lights.

TABLE EEG-1: EASTERN ELK GROVE DEVELOPMENT CAPACITY

Plan Sub-Area	Existing Residential Development (2018)	Future Residential Development	Total Residential Development
East Elk Grove	3,747	634 669	4,378 4,416
Triangle¹	297	769	1,066
Total	4,044	1,400 1,438	5,444 5,482

Notes:

1. Based on average buildout of residential properties. Does not represent a maximum allowable residential dwelling unit capacity. The Triangle Sub-Area is subject to the minimum residential density as provided in this General Plan and the lot size requirements as provided in the Triangle Special Planning Area (zoning provisions). Buildout estimate is for information purposes only.

...

The New Livable Employment Area Community Plan shall be added to Chapter 9 as follows:

THE LIVABLE EMPLOYMENT AREA COMMUNITY PLAN

In 2019, the City Council directed staff to study how to leverage the value of a planned new thoroughfare, Kammerer Road, beyond its ability to carry vehicle traffic, but to lay the foundation for economic development in the form of a 21st century employment center. The charge was to connect transportation with land-use planning and design in recognition that the most economically, socially, and environmentally successful communities, are walkable and contain a mix of uses. There is a reason that the regions of the country leading the world in venture capital funding are walkable urban places. In the old, auto-dominated model, one drives from one business park to the next. However, in livable employment centers, everything is happening within a 1-mile radius. Technology investors have argued that it's about running into people and building relationships, because people want to work with and invest in people they know and trust.

The Kammerer Road and Promenade Parkway corridors provide an opportunity to develop a walkable, urban area for Elk Grove. Roadway facilities can be reimagined as more than traditional arterials and collectors, to a more finely grained network providing a higher density of intersections which is more typical of high-value, walkable urban communities. The reconstruction of Kammerer Road as urban avenue provides an opportunity for the City to advance these initiatives by targeting them toward the type of employment centers that will appeal to companies and employees participating in the knowledge economy of 21st century.

PLAN SETTING AND RELATIONSHIP TO OTHER PARTS OF THIS GENERAL PLAN

The Livable Employment Area encompasses approximately 1,150 Acres. It includes some areas that were previously part of the Southeast Policy Area (SEPA), as well as areas that were previously part of the South Pointe Land Use Policy Area and the Lent Ranch Marketplace Policy Area. It also overlays a portion of the South Study Area; as this area develops, future land plans will incorporate the planned land uses and circulation system.

The land plan, as shown in Figure LEA-1, is developed using the urban planning concept of the Transect. The Transect defines a series of zones that transition from sparse rural farmhouses to the dense urban core (Figure LEA-2). Each zone is fractal in that it contains a similar transition from the edge to the center of the neighborhood. For the Livable Employment Area, Transects T-3, T-4, and T-5 have been selected. An additional T-3R has been created, which leverages the density and street structure of the T-3 but focuses the uses on more residential activities. The basic uses and densities/intensities for these Transects are described in Chapter 3 (Planning Framework) and will be implemented in a new Special Planning Area document, adopted as part of the City's Municipal Code.

Utilizing the Transect, the land plan is organized around four centers. Each center is defined with higher densities/intensities of uses (typically T-4 and T-5), with the areas between centers having relatively lower intensities (T-3 and T-3R). The character of each center is defined by both the assemblage of diverse and dense land use and the features of the public realm, including plazas, parks, and other gathering spaces and access to public transit (typically light rail/high-frequency transit or, in some instances, traditional or other bus service). The location of the centers is shown in Figure LEA-3.

Figure LEA-1: Location and Land Plan for the Livable Employment Area Community Plan

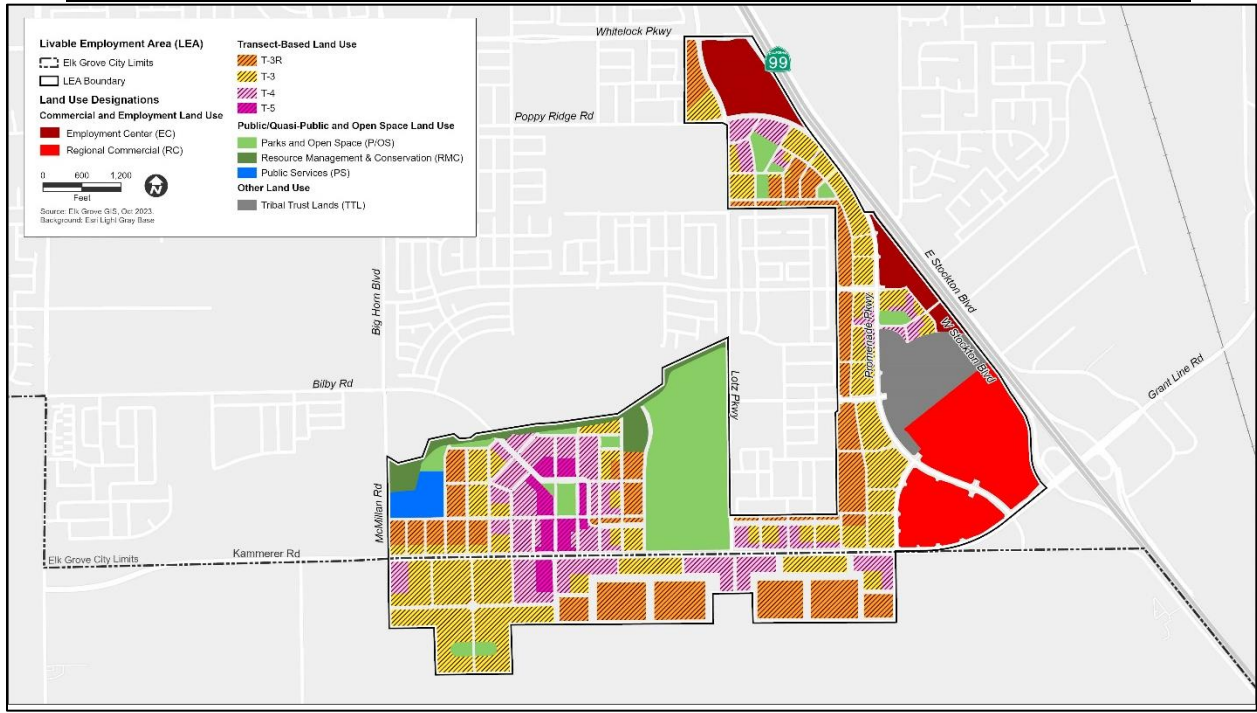


Figure LEA-2: Transect of Urbanism

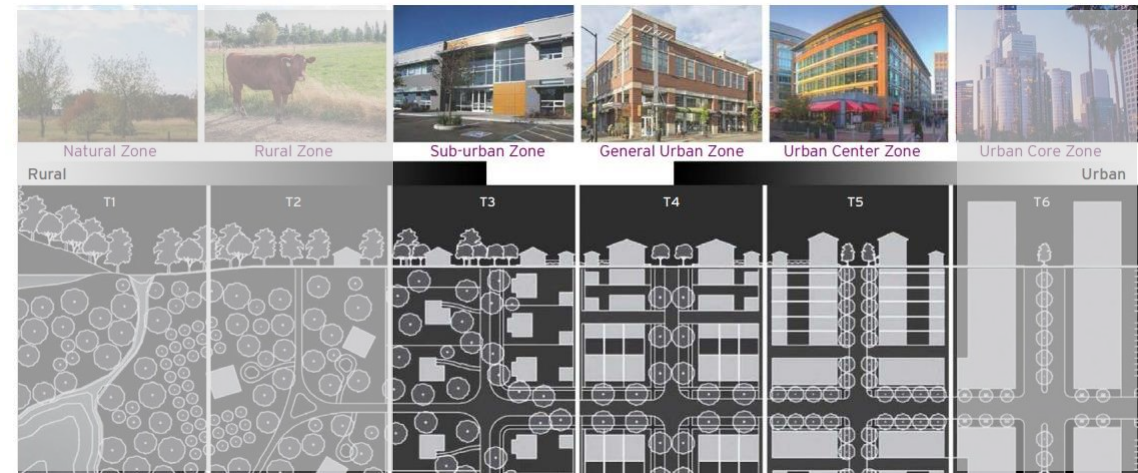


Figure LEA-3: Center Locations



GUIDING PRINCIPALS

Vision Statement

The primary objective for the Livable Employment Area is to create a physical environment that supports the growth of 21st century employment opportunities. The epicenters of advanced research and application of the sciences and technologies that will survive through the 21st Century and beyond must be set in a walkable, exciting, vibrant community with great quality-of-life amenities that will attract and retain the best and the brightest in their respective disciplines.

To that end the Livable Employment Area will be a place where:

- Venture capitalists, technology entrepreneurs and creative engineers and designers can mix and network.
- Inventors and entrepreneurs can walk or bike to work, or lunch, and enjoy the cultural amenities of the immediate neighborhood, the City, or the region.
- Artists, architects and other designers mix with one another as well as technology professionals to inspire and be inspired.
- Old and young can easily access public squares, greens, and parks and trails.
- A variety of mobility options allow for ease of movement within the area to the region at large.
- Neighborhood streets (inclusive of the roadways and adjoining sidewalks and bike lanes/facilities) are valued beyond their ability to carry traffic. These elements of the public realms serve as significant urban places in and of themselves, because they are where neighbors, friends, and colleagues meet and socialize. They are supported with sidewalk cafes, lively plazas, and restful parks.

Guiding Principles

The following principles outline an overarching development framework for the Livable Employment Area

1. Urban Design/Public and Private Realm Design:

- Create neighborhoods with distinct and differentiated centers.

- Encourage mixed-use development patterns - both horizontal and vertical mixes – to bring daily necessities within an easy walk of many residents, reducing stress on transportation systems.
- Multi-modal connectivity between adjoining neighborhoods and activity centers is key to unlocking the value of mixed-use infill development, which builds value by offering convenient access to nearby jobs, housing, recreation and commercial amenities.
- Emphasize Place-making by carefully coordinating public circulation and open space networks with existing and new private development, allowing each new increment of development to add value to surrounding, connected neighborhoods and properties.
- Create new local street networks and walkable block structures within the existing large parcels.
- Ensure that new development fronts those streets with human-scale, pedestrian-oriented frontages.
- Encourage shared parking arrangements at various scales for different mixes of uses.
- Refine the design of Kammerer Road itself to increase its compatibility with each of the subareas through which it passes.

II. Land Use

- Locate the four-new centers around future transit stations (LRT or Bus) and implement principles of Transit Oriented Development (TOD) around these Station Areas. TOD is a growth strategy whose ultimate objective is to bring people and businesses close enough to transportation options so that people utilize transit from home to work, to school, to shopping, and to recreational opportunities.
- Create a range of densities (both housing and commercial) at each Station Area, which will allow new development to meet varying market conditions. The range of densities should be developed on a graduated scale from the center of a station area to its edge, known as the Transect of Urbanism. This shall be the basis for Zoning Regulations governing this area.
- The Livable Employment Area is diverse and includes a mix of places to work, live, learn, shop and play – all within a walkable area. These mixed use communities will be more resilient and engender collaboration – one of the hallmarks of the modern employment center. Diversity can exist along a cross-section of an entire Neighborhood regardless of who owns which parcel of land or even when it is developed. In other words, not every building needs to be mixed-use for the diversity of a neighborhood to emerge.

III. Circulation

- Organize neighborhoods around centers, at which future light rail/high-frequency transit stations or feeder bus stops are located.
- Develop Kammerer Road as a Urban Avenue.
- Implement a Circulation Plan that
 - Promotes higher rates of walking, bicycling, and transit than other parts of the City.
 - Incorporates safety features and design elements that recognize safety as more important than speed.
 - Includes safe spaces for all users (e.g., pedestrians, cyclists, transit, motorists).
- Connect Kammerer Road to an adjacent street grid that features an interconnected pattern of neighborhood streets and walkable blocks. Ensure that intersection density achieves at least 150 intersections per square mile.
- Create “complete streets”, which are designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- Provide links to larger regional trail and bicycle networks. Include infrastructure to accommodate ride-, bike, scooter-, and carsharing.
- Create the occasional “pedestrian priority streets”, a shared street characterized by narrow widths, and absence of curbs and sidewalks. Vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street

- Designated Bike Lanes. Protected lanes for cyclists mean safer roads for people on bikes and people in cars and on foot which consequently motivates residents and workers to cycle more often.

IV. Environmental Sensitivity

Seek to achieve carbon neutrality in development through efficiency and moderation in the use of materials, and energy. Utilize a conscious approach to energy and ecological conservation in the design of the built environment.

- Development within the Plan Area should incorporate the latest in blue/green infrastructure. Examples include stormwater management that captures and treats rainwater before releasing to a storm drain system. This would include integrating storm water management into the design of streets and parking areas and even green roofs, where practicable.
- Implement the latest CalGreen Building Code requirements and any higher efficiency provisions of the City's Climate Action Plan. Support solutions that provide renewable energy solutions at the district or Plan Area level.
- Streets should include native or adapted street trees as part of the infrastructure. Not only do these provide shade, thereby reducing the urban heat island effect, but they also help with the re-absorption of water into the ground for recharge while absorbing sediments and other pollutants.
- Emphasize the importance of natural daylighting in new construction, which not only provides many aesthetic and health benefits, but can lead to substantial energy savings.

V. Contextual Compatibility

- Develop a plan that recognizes the right of existing uses (both within the Plan Area and adjacent), including agricultural/rural residences, to continue in the near-term and to minimize impacts upon these uses until they are ready to convert to urban uses.
- Provide for connectivity of roadways, pedestrian and bicycle access, and recreation facilities between the Plan Area and adjoining development.

LAND USE PLAN

The General Plan's Land Use Diagram is one of the most important functions of the General Plan, as the map and policies will determine the City's future land uses and character. The land plan for the Livable Employment Area is equally critical. The Livable Employment Area Land Use Map (Figure LEA-1) illustrates the planned uses for properties in the Community Plan area and is consistent with the land use categories described in Chapter 3: *Planning Framework*.

GOALS AND POLICIES: LIVABLE EMPLOYMENT AREA COMMUNITY PLAN

The following goals and policies apply to the Livable Employment Area Community Plan and are in addition to, and in support of, the Citywide policies and actions in the General Plan.

LEA-1: THE DEVELOPMENT OF FOUR MIXED-USE PEDESTRIAN-FRIENDLY CENTERS

Policies: Circulation

Policy LEA -1-1: Identify a route close to Kammerer Road for an extension of the fixed route transit from Sacramento with at and at least two additional station locations.

Policy LEA- 1-2: Identify at least two additional locations along or near Promenade Parkway for significant bus stops/transfer locations that define the locations of Centers 3 and 4.

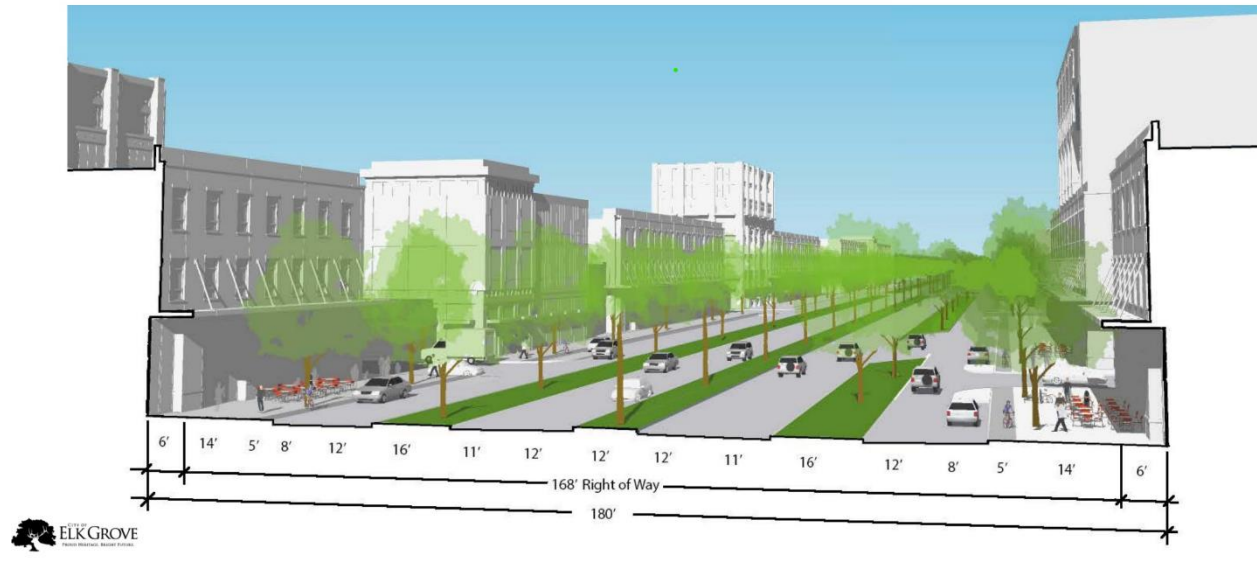
Policy LEA-1-3: Within the Livable Employment Area construct Kammerer Road as a "urban avenue"/"multi-way boulevard". See Figure LEA-4.

Standard LEA-1-3.a: The multi-way boulevard shall consist of two vehicular lanes in each direction (total of four lanes) and a 12' median. Adjacent to and on each side of this roadway, construct a one-way slip lane to provide an attractive and pedestrian streetscape for residences and commercial activity.

Standard LEA 1-3.b: Design these slip lanes to have a low traffic speed/volume making them safe for a bike lane which should be buffered by a parking lane and tree lined sidewalks.

Standard LEA 1-3.c: Separating the slip lane from the main thoroughfare shall be a 16' median allowing space for through traffic to merge into the slip lane, which in turn will provide access to local streets.

Figure LEA-4: Kammerer Road Urban Avenue/Multi-way Boulevard



Policy LEA-1-4: The Livable Employment Area shall be developed with a grid of streets.

Standard LEA 1-4.a: New development shall be designed as part of the street grid and have an intersection density of no less than 150 vehicular intersections per square mile.

Standard LEA 1-4.b: Within each block, service roads, such as alleys, lanes, and driveways, as well as pedestrian and bicycle only passages should be provided. The combined number of vehicular street and non-vehicular (pedestrian passages) intersections should exceed 300 intersections per square mile.

Standard LEA 1-4.c: Establish and implement provisions for the phasing of the street grid system, including the use of Irrevocable Offers of Dedication to the City. Only allow for phased implementation where the ultimate right of way is secured as part of the first phase development and long-term implementation and construction is assured.

Policy LEA 1-5: Require that the street network be designed to define blocks whose perimeters (measured as the sum of all sides) should generally not exceed: 3,000 feet in T3 Zones; 2,500 feet in T4 Zones; and 2,000 feet in T5 Zones.

Policy LEA 1-6: Future development should be designed such that new streets intersect at other streets forming the street grid. Streets in new developments should connect to existing streets in existing development where at all possible.

Policy LEA 1-8: Require that large lot developments, such as shopping centers, be designed to allow transformation to the street grid standards in Policies LEA 1-3, and 1-4, over time. Drive aisles in shopping centers are to form part of the street grid and should be designed to meet the standards of city streets (with appropriate sidewalks and streetscape) so that parking fields can be converted to blocks with the drive aisles as streets

Policy LEA 1-9: Cul-de-sacs and other non-through streets (such as loop roads) should be minimized and used to accommodate specific site conditions only (e.g., abutting drainage facilities).

Policy LEA 1-10: Require that all new thoroughfares are designed under a “Complete Streets” policy consisting, generally, of vehicular lanes and Public Frontages (the latter of which will vary from street to street). Consider Class 2 or Class 3 bicycle lanes on all streets. The Public Frontage is an ensemble that is tailored to specific street types and includes sidewalks, curbs, planters, bicycle facilities, and street trees.

Policy LEA 1-11: Require that streets are designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Streets may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles.

Standard LEA-1-11.a: Vehicular lane width should generally not exceed 10’ in T-3 and T-4 zones, and 11’ in T-5 zones, except for the through lanes of Kammerer Road.

Policy 1-12: A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should also be provided.

Policy 1-13: Within the Transect Zones (T3 through T5), pedestrian comfort is a primary consideration of Street Design. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

LEA-2: LIVEABLE EMPLOYMENT AREA DEVELOPMENT

Policies: Structure and Organization

Policy LEA 2-1: Implement the recommended organization and structure of neighborhood areas and mixed-use centers in relation to Kammerer Road and Promenade Parkway and the existing and proposed street network development patterns as shown in Figures LEA-1, LEA-2, LEA-3, and LEA-4.

Policy LEA-2-2: Within the Livable Employment Area, established new zoning regulations that implement the Transect concept through a new Special Planning Area. The Special Planning Area shall be formatted as Form-Based Code, calibrated to the applicable transect zones to ensure that building form and placement, as well as the design of streets and public spaces support evolution of walkable, thriving, public realm.

Policy LEA 2-3: Identify the locations and characteristics of the four centers, including application of the Transect, proposed land use and circulation patterns, public space, and building forms.

Policy LEA 2-4

- Center 1 is to be the most urban of all the centers, a high concentration of retail centers and offices as well as higher density residential development. Buildings will range from two to seven stories, though additional height may be allowed.

What is a Form-Based Code?

A Form-Based Code is a type of development regulation that prioritizes the form of buildings, rather than the use within them. This contrasts with traditional zoning regulations, which tend to be more use-based.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

- Center 2 is to be considered the gateway to the Plan Area and contains the terminus station of the future light rail line. Development shall be transit-supportive, urban in style while providing a transition to the existing single-family neighborhood to the north.
- Center 3 is to take advantage of the adjacent Sky River Casino and embrace surrounding development.
- Center 4 has important streets connecting in it, including to State Route 99. This center will also have adjacent expansion opportunities.

LEA-3: PARKING IS “RIGHT-SIZED” FOR FUTURE REQUIREMENTS

Policies: Parking

Policy LEA 3-1: Utilize Transportation Demand Management solutions (TDMs) to reduce the requirements for parking particularly at employment centers including incentives for car-pooling, parking cash-out strategies, subsidized transit passes for employees and incorporating changing rooms with showers for employees who bike or who walk long distances to work.

Policy LEA 3-2: Minimize (or eliminate) off-street parking requirements. Parking maximums should be explored in future discussions as trends and paradigms evolve. Couple this with residential parking permits to ensure that on-street parking in residential areas is preserved for use by the residents. Consider phased reductions in parking requirements as densities increase over time.

Policy LEA 3-3: Where off-street parking requirements exist, consider creation of a fee in lieu system allowing developers to pay into a parking fund that will provide for the construction of centralized parking for common use.

Policy LEA 3-4: Un-bundle off-street parking from the land uses it was built to serve, so that any excess parking can be leased on the open market.

Policy LEA 3-5: Utilize fair-market managed on-street parking at parking meters where parking is in demand. Set the price (utilizing computer-controlled meters) so that one out of every nine spaces is always available.

Policy LEA 3-6: In lower intensity areas, such as T-3 and T-4 zones, where surface parking may be the norm, screen such lots from primary street frontages with buildings, and from secondary street frontages with screening devices such as fences, walls or hedges when buildings are not feasible along those edges.

Policy LEA 3-7: In higher intensity areas, such as higher density T4 zones and T5 zones, parking should, ultimately, be placed in garages. Such garages should be screened and out of view from primary streets and be lined with active uses to enhance the pedestrian experience. Garages may also be joint-use facilities, shared with transit services.

LEA-4: A HEALTHY AND SAFE COMMUNITY

Policies: Pedestrian and Bicycle Oriented Design

Policy LEA 4-1: Pedestrian comfort is prioritized throughout the area, though appropriately sized, tree-shaded sidewalks

Policy LEA 4-2: Design standards emphasize the continuity of public frontages with buildings or landscape edges while discouraging surface parking lots and/or blank walls.

Policy LEA 4-3: The frequency of vehicular intersections is at least 150 / square mile allowing multiple opportunities for pedestrians to cross streets.

Policy LEA 4-4: Mid-block pedestrian crossings are provided where blocks are unusually long

Policy LEA 4-5: Intersections are designed to reduce the distance pedestrians have to cross through the use of curb-extensions and reduced curb-return radii.

Policy LEA 4-6: Crime Prevention through Environmental Design (CPTED) principles, which emphasize “eyes on the street” are utilized in the design of the public realm

Policy LEA 4-7: Schools sites should be provided, sized, and designed to support walking to school as the norm.

Policy LEA 4-7: Create a bicycle plan which provides Class I or IV bike facilities on the heaviest trafficked streets, Class II routes on lesser trafficked but through streets, and Class III routes on more intimate neighborhood streets.

Policy LEA 4-8: Build in areas for bike racks and bike-share stations in the higher intensity T-4 and T-5 areas of the plan area.

LEA-5: A NETWORK OF PARKS AND OPEN SPACES INTEGRATED INTO THE DEVELOPMENT AREA

Policies: Parks and Open Space

Policy LEA 5-1: Parks shall be generally located in the areas shown on the land use plan. Precise configuration of park sites shall be determined at the time of Tentative Subdivision Map approval.

Policy LEA 5-2: Require that each center include at least 5% of its Urbanized area to Civic or Public Space with there being at least one main Civic Space within 800 feet of the geographic center of each sub-area.

Policy LEA 5-3: Within 800 feet of every lot provided for Residential use, a Civic Space designed and equipped as a playground should be provided.

Policy LEA 5-4: Civic Spaces including Plazas and Squares shall be defined by building on at least one side, or up to three sides, and activated by ground floor uses.

Policy LEA 5-5: Parks shall be fronted by streets and buildings ensuring “eyes on the park” except on sides adjacent to drainage corridors and parkway.

Policy LEA 5-6: Require that Parks shall be designed for users of all ages.

Policy LEA 5-7: Require that all parklands, paseos, and other open space, as well as all drainage and publicly maintained roadside landscape corridors, be dedicated to the City and/or CCSD, as applicable.

##

Appendix C

Revised Fehr & Peers VMT Memo

VMT Per Service Population

	Base Year			Buildout Land Use			VMT Limit ¹
	Service Pop	Total VMT	VMT per Service Pop	Service Pop	Total VMT	VMT per Service Pop	
Commercial and Employment Land Use Designations							
Community Commercial	10,373	325,768	31.4	15,939	465,054	29.2	26.7
Regional Commercial	9,639	305,755	31.7	14,282	441,775	30.9	26.9
Employment Center	8,590	204,220	23.8	29,459	581,212	19.7	20.2
Light Industrial/Flex ²	—	—	—	188	2,918	15.5	15.5
Light Industrial	8,525	225,168	26.4	29,912	673,551	22.5	22.4
Heavy Industrial	1,831	57,138	31.2	4,650	114,973	24.7	26.5
Mixed Use Land Use Designations²							
Village Center Mixed Use	—	—	—	1,381	26,754	19.4	19.4
Residential Mixed Use	—	—	—	1,144	23,623	20.6	20.6
Transect-3	—	—	—	12,084	255,171	21.1	21.1
Transect-3R	—	—	—	7,922	163,947	20.7	20.7
Transect-4	—	—	—	5,874	118,799	20.2	20.2
Transect-5	—	—	—	9,082	142,561	15.7	15.7
Public/Quasi Public and Open Space Land Use Designations							
Parks and Open Space	—	—	—	—	—	—	—
Resource Management and Conservations	—	—	—	—	—	—	—
Public Services	4,057	92,184	22.7	6,162	132,505	21.5	—
Residential Land Use Designations							
Rural Residential	4,995	147,890	29.6	6,992	176,883	25.3	25.2
Estate Residential	8,573	207,440	24.2	35,847	816,337	22.8	20.6
Low Density Residential	142,284	3,230,237	22.7	196,130	3,984,332	20.3	19.3
Medium Density Residential	7,208	151,469	21.0	19,794	398,956	20.2	17.9
High Density Residential	15,168	316,033	20.8	44,535	852,143	19.1	17.7
Other Land Use Designations							
Agriculture	—	—	—	—	—	—	—

Notes: VMT limit is – average buildout VMT per service population for parcels with mixed land use designation

¹ VMT limit is – 85 percent of average base year VMT per service population for parcels with land use designation

² VMT limit is - average buildout VMT per service population for parcels with mixed land use designation

City Limit and Study Areas	Daily VMT Limit (New Sensitivity)
City	8,066,247
North Study Area	27,383
East Study Area	584,786
South Study Area	1,594,674
West Study Area	773,103

Average Daily Traffic Volume Forecast

ID	Roadway	Segment	Existing ADT ⁽¹⁾	General Plan Buildout - New Sensitivity ⁽²⁾
1	Laguna Boulevard	From Harbour Point Drive to Franklin Boulevard	32,200	40,600
2	Laguna Boulevard	From Franklin Boulevard to Bruceville Road	34,000	37,900
3	Laguna Boulevard	From Bruceville Road to Big Horn Boulevard	38,900	43,500
4	Laguna Boulevard	From Big Horn Boulevard to Laguna Springs Drive	53,200	56,800
5	Bond Road	From E. Stockton Boulevard to Emerald Crest Drive	35,800	41,300
6	Bond Road	From Elk Grove Florin Road to Waterman Road	25,500	30,600
7	Bond Road	From Waterman Road to Bradshaw Road	12,600	16,500
8	Bond Road	From Bradshaw Road to Grant Line Road	5,200	9,100
9	Elk Grove Boulevard	From Harbour Point Drive to Franklin Boulevard	33,500	40,700
10	Elk Grove Boulevard	From Franklin Boulevard to Bruceville Road	35,200	40,400
11	Elk Grove Boulevard	From Bruceville Road to Big Horn Boulevard	39,600	43,400
12	Elk Grove Boulevard	From Laguna Springs Drive to SR 99	47,400	55,200
13	Elk Grove Boulevard	From E. Stockton Boulevard to Elk Grove Florin Road	31,500	38,300
14	Elk Grove Boulevard	From Elk Grove Florin Road to Waterman Road	17,700	20,900
15	Elk Grove Boulevard	From Bradshaw Road to Grant Line Road	3,400	15,500
16	Bilby Road	From Willard Parkway to Bruceville Road	6,900	2,200
17	Kammerer Road	From Bruceville Road to Promenade Parkway	8,700	50,900
18	Kammerer Road	From Promenade Parkway to SR 99	18,900	81,100
19	Grant Line Road	From E. Stockton Boulevard to Waterman Road	28,700	88,100
20	Sheldon Road	From Lewis Stein Road to SR 99	38,500	48,600
21	Sheldon Road	From Elk Grove Florin Road to Waterman Road	14,800	16,800
22	Franklin Boulevard	From Big Horn Boulevard to Laguna Boulevard	24,900	29,700
23	Franklin Boulevard	From Laguna Boulevard to Elk Grove Boulevard	20,900	26,100

ID	Roadway	Segment	Existing ADT ⁽¹⁾	General Plan Buildout - New Sensitivity ⁽²⁾
24	Franklin Boulevard	From Elk Grove Boulevard to Whitelock Parkway	22,100	31,800
25	Bruceville Road	From Big Horn Boulevard to Laguna Boulevard	31,300	50,300
26	Bruceville Road	From Laguna Boulevard to Elk Grove Boulevard	27,100	45,800
27	Bruceville Road	From Elk Grove Boulevard to Whitelock Parkway	26,600	40,200
28	Bruceville Road	From Whitelock Parkway to Bilby Road	8,600	29,500
29	Big Horn Boulevard	From Lewis Stein Road to Laguna Boulevard	15,900	24,700
30	Big Horn Boulevard	From Laguna Boulevard to Longleaf Drive	22,700	33,200
31	Big Horn Boulevard	From Elk Grove Boulevard to Civic Center Drive	16,300	33,600
32	Big Horn Boulevard	From Lotz Parkway to Whitelock Parkway	11,300	26,600
33	Power Inn Road	From Aubury Drive to Sheldon Road	9,300	11,500
34	Elk Grove Florin Road	From Calvine Road to Sheldon Road	29,800	47,200
35	Elk Grove Florin Road	From Sheldon Road to Bond Road	24,600	35,900
36	Elk Grove Florin Road	From Bond Road to Elk Grove Boulevard	18,400	25,200
37	Elk Grove Florin Road	From Valley Oak Lane to E. Stockton Boulevard	6,200	10,300
38	Waterman Road	From Sheldon Road to Bond Road	13,000	19,700
39	Waterman Road	From Bond Road to Elk Grove Boulevard	12,800	24,900
40	Waterman Road	From Mosher Road to Grant Line Road	7,700	20,400
41	Bradshaw Road	From Sheldon Road to Bond Road	16,500	28,000
42	Bradshaw Road	From Elk Grove Boulevard to Grant Line Road	8,400	23,300
43	Harbour Point Drive	From Laguna Boulevard to Babson Drive	13,300	15,600
44	Willard Parkway	From Whitelock Parkway to Blossom Ridge Drive	8,100	19,500
45	Willard Parkway	From Blossom Ridge Drive to Bilby Road	7,200	16,000
46	Bilby Road	From Franklin Boulevard to Willard Parkway	7,300	2,700
47	Civic Center Drive	From Bruceville Road to Wymark Drive	5,400	7,700
48	Civic Center Drive	From Wymark Drive to Big Horn Boulevard	6,200	9,400

ID	Roadway	Segment	Existing ADT ⁽¹⁾	General Plan Buildout - New Sensitivity ⁽²⁾
49	Civic Center Drive	From Big Horn Boulevard to Laguna Springs Drive	3,000	6,100
50	Lotz Parkway	From Big Horn Boulevard to Laguna Springs Drive	5,700	8,500
51	Lotz Parkway	From Laguna Springs Drive to Whitelock Parkway	4,500	13,200
52	Whitelock Parkway	From Franklin Boulevard to Bruceville Road	15,000	17,100
53	Whitelock Parkway	From Bruceville Road to Big Horn Boulevard	13,600	21,600
54	Whitelock Parkway	From Big Horn Boulevard to Lotz Parkway	6,100	27,400
55	W. Stockton Boulevard	From Lewis Stein Road to Michener Way	5,600	5,900
56	W. Stockton Boulevard	From Dunisch Road to Laguna Boulevard	5,600	6,500
57	W. Stockton Boulevard	From Whitelock Parkway to Kyler Road	8,400	13,200
58	Poppy Ridge Road	From Bruceville Road to Cosby Way	1,700	3,900
59	Promenade Parkway	From Kyler Road to Kammerer Road	9,300	16,600
60	Laguna Springs Boulevard	From Laguna Boulevard to Longleaf Drive	19,500	23,900
61	Laguna Springs Boulevard	From Longleaf Drive to Elk Grove Boulevard	8,900	12,800
62	Laguna Springs Boulevard	From Elk Grove Boulevard to Civic Center Drive	8,000	23,400
63	Auto Center Drive	From Elk Grove Boulevard to W. Stockton Boulevard	13,900	14,900
64	Lewis Stein Road	From Sheldon Road to W. Stockton Boulevard	15,000	10,700
65	E. Stockton Boulevard	From Marketplace 99 South to Bond Road	12,200	14,500
66	E. Stockton Boulevard	From Bond Road to Banff Vista Drive	8,900	13,100
67	E. Stockton Boulevard	From Elk Grove Boulevard to SR 99 NB Ramps	26,700	30,800
68	E. Stockton Boulevard	From Elk Grove Florin Road to Grant Line Road	7,700	14,800
69	Emerald Vista Drive	From E. Stockton Boulevard to Elk Grove Boulevard	10,400	16,500
70	Mosher Road	From Waterman Road to Grant Line Road	1,700	4,200
71 ⁽³⁾	Kammerer Road Extension	From Willard Parkway to Bruceville Road	-	31,900

Notes:

(1) Existing Average Daily Traffic (ADT) for arterials and collector Streets are from counts that were averaged and rounded to the nearest hundred over three mid-weekdays for either of the following date ranges:

A. August 2, 2019 – August 22, 2019

B. August 27, 2019 – August 29, 2019

C. September 10, 2019 – September 12, 2019

(2) General Plan Buildout New Scenario ADT forecast is from EGSIM20 buildout model using a difference method. Rounded to nearest hundred.

(3) ADT forecast for segment Kammerer Road Extension is directly from the buildout model.

Appendix D

Revised Air Quality, Energy, and
Greenhouse Gas Modeling Data

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Elk Grove LEA Community Plan Construction + Operation Emissions
Sacramento County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	7,514.00	1000sqft	172.50	7,514,000.00	0
City Park	115.00	Acre	115.00	5,009,400.00	0
Apartments Mid Rise	925.00	Dwelling Unit	287.00	925,000.00	2470
Single Family Housing	287.00	Dwelling Unit	575.00	516,600.00	766

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	2			Operational Year	2040
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MW hr)	74	CH4 Intensity (lb/MW hr)	0.013	N2O Intensity (lb/MW hr)	0.002

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Emissions estimates for Elk Grove LEA Community Update. Forecasted EFs for SMUD for 2040 override
- Land Use - 1,150 acres parcel of single family home, multi family homes, commercial, and open space
- Construction Phase - Construction to occur from 2024-2040. CalEEMod default ratios utilized.
- Off-road Equipment - CalEEMod Defaults Used
- Trips and VMT - No project specific information available
- Demolition - No project specific information available
- Grading - No project specific information available
- Architectural Coating - Consistent with SMAQMD's Rule 422
- Vehicle Trips - Values adjusted to adhere to VMT Study

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Adjusted to reflect consistency with 2019 California Energy Code

Water And Wastewater - Defaults used

Solid Waste - Defaults Used

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblConstructionPhase	NumDays	11,000.00	233.00
tblConstructionPhase	NumDays	155,000.00	3,282.00
tblConstructionPhase	NumDays	15,500.00	328.00
tblConstructionPhase	NumDays	11,000.00	233.00
tblConstructionPhase	NumDays	6,000.00	127.00
tblGrading	AcresOfGrading	984.00	46,500.00
tblGrading	AcresOfGrading	190.50	9,000.00
tblLandUse	LotAcreage	24.34	287.00
tblLandUse	LotAcreage	93.18	575.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.013
tblProjectCharacteristics	CO2IntensityFactor	357.98	74
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblVehicleTrips	ST_TR	4.91	2.10
tblVehicleTrips	ST_TR	1.96	0.70
tblVehicleTrips	ST_TR	2.21	0.21
tblVehicleTrips	ST_TR	9.54	4.20
tblVehicleTrips	WD_TR	5.44	5.49
tblVehicleTrips	WD_TR	0.78	0.79
tblVehicleTrips	WD_TR	9.74	9.84

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	WD_TR	9.44	9.53
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2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3945	3.9313	3.1035	6.7900e-003	31.0040	0.1690	31.1729	4.0382	0.1555	4.1937			597.2742	0.1890	3.9000e-004	602.1169
2025	0.8789	6.8967	7.8402	0.0316	27.0268	0.1522	27.1790	3.4669	0.1411	3.6080			2,946.0219	0.2491	0.2246	3,019.1903
2026	2.1419	15.5679	19.0371	0.0941	6.7251	0.1617	6.8868	1.8271	0.1528	1.9798			8,904.0498	0.2889	0.8292	9,158.3758
2027	2.0395	15.2429	18.2565	0.0919	6.7249	0.1588	6.8837	1.8270	0.1500	1.9770			8,688.7676	0.2777	0.8099	8,937.0668
2028	1.9385	14.9157	17.5390	0.0894	6.6990	0.1554	6.8544	1.8200	0.1468	1.9668			8,458.2930	0.2675	0.7892	8,700.1481
2029	1.8554	14.7272	17.0421	0.0878	6.7246	0.1533	6.8779	1.8269	0.1448	1.9718			8,309.1981	0.2603	0.7759	8,546.9222
2030	1.7616	13.9137	16.5767	0.0866	6.7245	0.1012	6.8257	1.8269	0.0970	1.9239			8,185.0210	0.1957	0.7612	8,416.7534
2031	1.6795	13.7231	16.1683	0.0850	6.7244	0.0988	6.8232	1.8269	0.0947	1.9216			8,038.3451	0.1890	0.7482	8,266.0467
2032	1.6107	13.6131	15.8833	0.0840	6.7501	0.0971	6.8471	1.8338	0.0931	1.9269			7,939.3257	0.1839	0.7398	8,164.3928
2033	1.5340	13.3745	15.4705	0.0821	6.6985	0.0945	6.7930	1.8198	0.0907	1.9105			7,765.0886	0.1775	0.7245	7,985.4110
2034	1.4752	13.2479	15.2123	0.0811	6.6984	0.0927	6.7911	1.8198	0.0890	1.9088			7,663.1708	0.1728	0.7157	7,880.7585
2035	1.4149	13.0879	15.0432	0.0804	6.7241	0.0840	6.8081	1.8267	0.0804	1.9071			7,602.5949	0.1685	0.7107	7,818.5930
2036	1.4203	13.1380	15.1008	0.0807	6.7499	0.0843	6.8342	1.8337	0.0807	1.9144			7,631.7236	0.1692	0.7134	7,848.5493
2037	1.4149	13.0879	15.0432	0.0804	6.7241	0.0840	6.8081	1.8267	0.0804	1.9071			7,602.5949	0.1685	0.7107	7,818.5930
2038	0.5485	4.5493	6.1603	0.0278	2.1224	0.0432	2.1656	0.5765	0.0420	0.6186			2,610.0514	0.0613	0.2234	2,678.1644
2039	0.0314	0.1320	0.4326	7.8000e-004	2.9700e-003	5.0700e-003	8.0400e-003	7.9000e-004	5.0700e-003	5.8600e-003			66.8202	2.5300e-003	4.0000e-005	66.8961
2040	19.5205	0.1475	1.5452	5.2100e-003	0.7988	2.3900e-003	0.8012	0.2125	2.2600e-003	0.2147			475.5828	7.3500e-003	0.0108	478.9959
2041	2.5585	0.0193	0.2025	6.8000e-004	0.1047	3.1000e-004	0.1050	0.0279	3.0000e-004	0.0281			62.3337	9.6000e-004	1.4200e-003	62.7810
Maximum	19.5205	15.5679	19.0371	0.0941	31.0040	0.1690	31.1729	4.0382	0.1555	4.1937			8,904.0498	0.2889	0.8292	9,158.3758

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3945	3.9313	3.1035	6.7900e-003	31.0040	0.1690	31.1729	4.0382	0.1555	4.1937			597.2735	0.1890	3.9000e-004	602.1162
2025	0.8789	6.8967	7.8402	0.0316	27.0268	0.1522	27.1790	3.4669	0.1411	3.6080			2,946.0212	0.2491	0.2246	3,019.1896
2026	2.1419	15.5679	19.0371	0.0941	6.7251	0.1617	6.8868	1.8271	0.1528	1.9798			8,904.0494	0.2889	0.8292	9,158.3754
2027	2.0395	15.2429	18.2565	0.0919	6.7249	0.1588	6.8837	1.8270	0.1500	1.9770			8,688.7672	0.2777	0.8099	8,937.0665
2028	1.9385	14.9157	17.5390	0.0894	6.6990	0.1554	6.8544	1.8200	0.1468	1.9668			8,458.2926	0.2675	0.7892	8,700.1477
2029	1.8554	14.7272	17.0421	0.0878	6.7246	0.1533	6.8779	1.8269	0.1448	1.9718			8,309.1978	0.2603	0.7759	8,546.9218
2030	1.7616	13.9137	16.5767	0.0866	6.7245	0.1012	6.8257	1.8269	0.0970	1.9239			8,185.0206	0.1957	0.7612	8,416.7530
2031	1.6795	13.7231	16.1683	0.0850	6.7244	0.0988	6.8232	1.8269	0.0947	1.9216			8,038.3447	0.1890	0.7482	8,266.0463
2032	1.6107	13.6131	15.8833	0.0840	6.7501	0.0971	6.8471	1.8338	0.0931	1.9269			7,939.3253	0.1839	0.7398	8,164.3924
2033	1.5340	13.3745	15.4705	0.0821	6.6985	0.0945	6.7930	1.8198	0.0907	1.9105			7,765.0882	0.1775	0.7245	7,985.4106
2034	1.4752	13.2479	15.2123	0.0811	6.6984	0.0927	6.7911	1.8198	0.0890	1.9088			7,663.1703	0.1728	0.7157	7,880.7581
2035	1.4149	13.0879	15.0432	0.0804	6.7241	0.0840	6.8081	1.8267	0.0804	1.9071			7,602.5945	0.1685	0.7107	7,818.5926
2036	1.4203	13.1380	15.1008	0.0807	6.7499	0.0843	6.8342	1.8337	0.0807	1.9144			7,631.7232	0.1692	0.7134	7,848.5489
2037	1.4149	13.0879	15.0432	0.0804	6.7241	0.0840	6.8081	1.8267	0.0804	1.9071			7,602.5945	0.1685	0.7107	7,818.5926
2038	0.5485	4.5493	6.1603	0.0278	2.1224	0.0432	2.1656	0.5765	0.0420	0.6186			2,610.0510	0.0613	0.2234	2,678.1640
2039	0.0314	0.1320	0.4326	7.8000e-004	2.9700e-003	5.0700e-003	8.0400e-003	7.9000e-004	5.0700e-003	5.8600e-003			66.8201	2.5300e-003	4.0000e-005	66.8960
2040	19.5205	0.1475	1.5452	5.2100e-003	0.7988	2.3900e-003	0.8012	0.2125	2.2600e-003	0.2147			475.5828	7.3500e-003	0.0108	478.9958
2041	2.5585	0.0193	0.2025	6.8000e-004	0.1047	3.1000e-004	0.1050	0.0279	3.0000e-004	0.0281			62.3337	9.6000e-004	1.4200e-003	62.7810
Maximum	19.5205	15.5679	19.0371	0.0941	31.0040	0.1690	31.1729	4.0382	0.1555	4.1937			8,904.0494	0.2889	0.8292	9,158.3754

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2024	3-31-2024	0.9724	0.9724
2	4-1-2024	6-30-2024	0.9954	0.9954
3	7-1-2024	9-30-2024	1.1726	1.1726
4	10-1-2024	12-31-2024	1.1725	1.1725
5	1-1-2025	3-31-2025	0.9941	0.9941
6	4-1-2025	6-30-2025	1.0052	1.0052
7	7-1-2025	9-30-2025	1.2037	1.2037
8	10-1-2025	12-31-2025	4.6972	4.6972
9	1-1-2026	3-31-2026	4.4745	4.4745
10	4-1-2026	6-30-2026	4.3007	4.3007
11	7-1-2026	9-30-2026	4.3480	4.3480
12	10-1-2026	12-31-2026	4.5739	4.5739
13	1-1-2027	3-31-2027	4.3658	4.3658
14	4-1-2027	6-30-2027	4.1949	4.1949
15	7-1-2027	9-30-2027	4.2410	4.2410
16	10-1-2027	12-31-2027	4.4628	4.4628
17	1-1-2028	3-31-2028	4.3207	4.3207
18	4-1-2028	6-30-2028	4.1046	4.1046
19	7-1-2028	9-30-2028	4.1497	4.1497
20	10-1-2028	12-31-2028	4.3682	4.3682
21	1-1-2029	3-31-2029	4.1877	4.1877
22	4-1-2029	6-30-2029	4.0207	4.0207
23	7-1-2029	9-30-2029	4.0649	4.0649

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

24	10-1-2029	12-31-2029	4.2808	4.2808
25	1-1-2030	3-31-2030	3.9619	3.9619
26	4-1-2030	6-30-2030	3.7942	3.7942
27	7-1-2030	9-30-2030	3.8359	3.8359
28	10-1-2030	12-31-2030	4.0499	4.0499
29	1-1-2031	3-31-2031	3.8927	3.8927
30	4-1-2031	6-30-2031	3.7255	3.7255
31	7-1-2031	9-30-2031	3.7664	3.7664
32	10-1-2031	12-31-2031	3.9792	3.9792
33	1-1-2032	3-31-2032	3.8753	3.8753
34	4-1-2032	6-30-2032	3.6653	3.6653
35	7-1-2032	9-30-2032	3.7056	3.7056
36	10-1-2032	12-31-2032	3.9179	3.9179
37	1-1-2033	3-31-2033	3.7822	3.7822
38	4-1-2033	6-30-2033	3.6144	3.6144
39	7-1-2033	9-30-2033	3.6541	3.6541
40	10-1-2033	12-31-2033	3.8662	3.8662
41	1-1-2034	3-31-2034	3.7353	3.7353
42	4-1-2034	6-30-2034	3.5667	3.5667
43	7-1-2034	9-30-2034	3.6059	3.6059
44	10-1-2034	12-31-2034	3.8183	3.8183
45	1-1-2035	3-31-2035	3.6663	3.6663
46	4-1-2035	6-30-2035	3.4964	3.4964
47	7-1-2035	9-30-2035	3.5348	3.5348
48	10-1-2035	12-31-2035	3.7478	3.7478
49	1-1-2036	3-31-2036	3.7070	3.7070
50	4-1-2036	6-30-2036	3.4964	3.4964
51	7-1-2036	9-30-2036	3.5348	3.5348
52	10-1-2036	12-31-2036	3.7478	3.7478

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

53	1-1-2037	3-31-2037	3.6663	3.6663
54	4-1-2037	6-30-2037	3.4964	3.4964
55	7-1-2037	9-30-2037	3.5348	3.5348
56	10-1-2037	12-31-2037	3.7478	3.7478
57	1-1-2038	3-31-2038	3.6663	3.6663
58	4-1-2038	6-30-2038	1.1395	1.1395
59	7-1-2038	9-30-2038	0.1988	0.1988
60	10-1-2038	12-31-2038	0.1988	0.1988
61	1-1-2039	3-31-2039	0.1643	0.1643
65	1-1-2040	3-31-2040	0.9556	0.9556
66	4-1-2040	6-30-2040	6.2096	6.2096
67	7-1-2040	9-30-2040	6.2778	6.2778
68	10-1-2040	12-31-2040	6.2795	6.2795
69	1-1-2041	3-31-2041	2.5254	2.5254
		Highest	6.2795	6.2795

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042
Energy	0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			9,996.5001	0.6038	0.2062	10,073.0308
Mobile	16.5155	18.9382	162.1525	0.3376	47.7294	0.1751	47.9045	12.7445	0.1637	12.9082			31,327.6218	2.2314	1.6253	31,867.7444
Waste						0.0000	0.0000		0.0000	0.0000			1,562.8619	92.3625	0.0000	3,871.9243
Water						0.0000	0.0000		0.0000	0.0000			855.1054	1.7848	1.0979	1,226.8907
Total	57.0485	25.8007	180.0404	0.3789	47.7294	0.7588	48.4882	12.7445	0.7474	13.4919			43,762.6953	97.0023	2.9293	47,060.6943

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042
Energy	0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			9,996.5001	0.6038	0.2062	10,073.0308
Mobile	16.5155	18.9382	162.1525	0.3376	47.7294	0.1751	47.9045	12.7445	0.1637	12.9082			31,327.6218	2.2314	1.6253	31,867.7444
Waste						0.0000	0.0000		0.0000	0.0000			1,562.8619	92.3625	0.0000	3,871.9243
Water						0.0000	0.0000		0.0000	0.0000			855.1054	1.7848	1.0979	1,226.8907
Total	57.0485	25.8007	180.0404	0.3789	47.7294	0.7588	48.4882	12.7445	0.7474	13.4919			43,762.6953	97.0023	2.9293	47,060.6943

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	6/25/2024	5	127	
2	Grading	Grading	6/25/2024	9/25/2025	5	328	
3	Building Construction	Building Construction	9/26/2025	4/26/2038	5	3282	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	4/27/2038	3/17/2039	5	233
5	Architectural Coating	Architectural Coating	3/18/2040	2/6/2041	5	233

Acres of Grading (Site Preparation Phase): 9000

Acres of Grading (Grading Phase): 46500

Acres of Paving: 0

Residential Indoor: 2,919,240; Residential Outdoor: 973,080; Non-Residential Indoor: 11,271,000; Non-Residential Outdoor: 3,757,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	5,278.00	2,182.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,056.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.9195	0.0000	5.9195	1.1459	0.0000	1.1459			0.0000	0.0000	0.0000	0.0000
Off-Road	0.1690	1.7257	1.1643	2.4200e-003		0.0781	0.0781		0.0718	0.0718			212.4524	0.0687	0.0000	214.1701
Total	0.1690	1.7257	1.1643	2.4200e-003	5.9195	0.0781	5.9975	1.1459	0.0718	1.2177			212.4524	0.0687	0.0000	214.1701

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	3.0600e-003	1.8000e-003	0.0247	7.0000e-005	8.3900e-003	4.0000e-005	8.4400e-003	2.2300e-003	4.0000e-005	2.2700e-003			6.4338	1.9000e-004	1.8000e-004	6.4920
Total	3.0600e-003	1.8000e-003	0.0247	7.0000e-005	8.3900e-003	4.0000e-005	8.4400e-003	2.2300e-003	4.0000e-005	2.2700e-003			6.4338	1.9000e-004	1.8000e-004	6.4920

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.9195	0.0000	5.9195	1.1459	0.0000	1.1459			0.0000	0.0000	0.0000	0.0000
Off-Road	0.1690	1.7257	1.1643	2.4200e-003		0.0781	0.0781		0.0718	0.0718			212.4521	0.0687	0.0000	214.1699
Total	0.1690	1.7257	1.1643	2.4200e-003	5.9195	0.0781	5.9975	1.1459	0.0718	1.2177			212.4521	0.0687	0.0000	214.1699

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	3.0600e-003	1.8000e-003	0.0247	7.0000e-005	8.3900e-003	4.0000e-005	8.4400e-003	2.2300e-003	4.0000e-005	2.2700e-003			6.4338	1.9000e-004	1.8000e-004	6.4920
Total	3.0600e-003	1.8000e-003	0.0247	7.0000e-005	8.3900e-003	4.0000e-005	8.4400e-003	2.2300e-003	4.0000e-005	2.2700e-003			6.4338	1.9000e-004	1.8000e-004	6.4920

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					25.0661	0.0000	25.0661	2.8874	0.0000	2.8874			0.0000	0.0000	0.0000	0.0000
Off-Road	0.2188	2.2016	1.8852	4.2200e-003		0.0908	0.0908		0.0835	0.0835			370.7328	0.1199	0.0000	373.7303
Total	0.2188	2.2016	1.8852	4.2200e-003	25.0661	0.0908	25.1570	2.8874	0.0835	2.9710			370.7328	0.1199	0.0000	373.7303

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.1500e-003	0.0294	8.0000e-005	9.9900e-003	5.0000e-005	0.0100	2.6600e-003	5.0000e-005	2.7000e-003			7.6553	2.3000e-004	2.1000e-004	7.7245
Total	3.6400e-003	2.1500e-003	0.0294	8.0000e-005	9.9900e-003	5.0000e-005	0.0100	2.6600e-003	5.0000e-005	2.7000e-003			7.6553	2.3000e-004	2.1000e-004	7.7245

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					25.0661	0.0000	25.0661	2.8874	0.0000	2.8874			0.0000	0.0000	0.0000	0.0000
Off-Road	0.2188	2.2016	1.8852	4.2200e-003		0.0908	0.0908		0.0835	0.0835			370.7323	0.1199	0.0000	373.7299
Total	0.2188	2.2016	1.8852	4.2200e-003	25.0661	0.0908	25.1570	2.8874	0.0835	2.9710			370.7323	0.1199	0.0000	373.7299

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.1500e-003	0.0294	8.0000e-005	9.9900e-003	5.0000e-005	0.0100	2.6600e-003	5.0000e-005	2.7000e-003			7.6553	2.3000e-004	2.1000e-004	7.7245
Total	3.6400e-003	2.1500e-003	0.0294	8.0000e-005	9.9900e-003	5.0000e-005	0.0100	2.6600e-003	5.0000e-005	2.7000e-003			7.6553	2.3000e-004	2.1000e-004	7.7245

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					25.2348	0.0000	25.2348	2.9801	0.0000	2.9801			0.0000	0.0000	0.0000	0.0000
Off-Road	0.2785	2.6825	2.5278	5.9600e-003		0.1086	0.1086		0.0999	0.0999			523.2596	0.1692	0.0000	527.4905
Total	0.2785	2.6825	2.5278	5.9600e-003	25.2348	0.1086	25.3433	2.9801	0.0999	3.0800			523.2596	0.1692	0.0000	527.4905

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	2.7200e-003	0.0387	1.1000e-004	0.0141	7.0000e-005	0.0142	3.7500e-003	6.0000e-005	3.8100e-003			10.4423	2.9000e-004	2.8000e-004	10.5334
Total	4.8300e-003	2.7200e-003	0.0387	1.1000e-004	0.0141	7.0000e-005	0.0142	3.7500e-003	6.0000e-005	3.8100e-003			10.4423	2.9000e-004	2.8000e-004	10.5334

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					25.2348	0.0000	25.2348	2.9801	0.0000	2.9801			0.0000	0.0000	0.0000	0.0000
Off-Road	0.2785	2.6825	2.5278	5.9600e-003		0.1086	0.1086		0.0999	0.0999			523.2590	0.1692	0.0000	527.4898
Total	0.2785	2.6825	2.5278	5.9600e-003	25.2348	0.1086	25.3433	2.9801	0.0999	3.0800			523.2590	0.1692	0.0000	527.4898

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	2.7200e-003	0.0387	1.1000e-004	0.0141	7.0000e-005	0.0142	3.7500e-003	6.0000e-005	3.8100e-003			10.4423	2.9000e-004	2.8000e-004	10.5334
Total	4.8300e-003	2.7200e-003	0.0387	1.1000e-004	0.0141	7.0000e-005	0.0142	3.7500e-003	6.0000e-005	3.8100e-003			10.4423	2.9000e-004	2.8000e-004	10.5334

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0472	0.4302	0.5549	9.3000e-004		0.0182	0.0182		0.0171	0.0171			80.0122	0.0188	0.0000	80.4824
Total	0.0472	0.4302	0.5549	9.3000e-004		0.0182	0.0182		0.0171	0.0171			80.0122	0.0188	0.0000	80.4824

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0905	3.5237	1.0468	0.0138	0.4406	0.0189	0.4595	0.1274	0.0181	0.1454			1,341.9676	0.0328	0.1977	1,401.7025
Worker	0.4579	0.2576	3.6720	0.0108	1.3374	6.4500e-003	1.3438	0.3557	5.9400e-003	0.3616			990.3401	0.0280	0.0267	998.9815
Total	0.5484	3.7813	4.7188	0.0246	1.7779	0.0253	1.8033	0.4830	0.0240	0.5070			2,332.3077	0.0607	0.2244	2,400.6840

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0472	0.4302	0.5549	9.3000e-004		0.0182	0.0182		0.0171	0.0171			80.0121	0.0188	0.0000	80.4823
Total	0.0472	0.4302	0.5549	9.3000e-004		0.0182	0.0182		0.0171	0.0171			80.0121	0.0188	0.0000	80.4823

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0905	3.5237	1.0468	0.0138	0.4406	0.0189	0.4595	0.1274	0.0181	0.1454			1,341.9676	0.0328	0.1977	1,401.7025
Worker	0.4579	0.2576	3.6720	0.0108	1.3374	6.4500e-003	1.3438	0.3557	5.9400e-003	0.3616			990.3401	0.0280	0.0267	998.9815
Total	0.5484	3.7813	4.7188	0.0246	1.7779	0.0253	1.8033	0.4830	0.0240	0.5070			2,332.3077	0.0607	0.2244	2,400.6840

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3302	13.0580	3.8808	0.0511	1.6664	0.0696	1.7360	0.4817	0.0666	0.5482			4,973.9990	0.1212	0.7342	5,195.8285
Worker	1.6332	0.8826	13.0572	0.0396	5.0587	0.0232	5.0819	1.3454	0.0214	1.3668			3,627.3959	0.0965	0.0950	3,658.1138
Total	1.9634	13.9406	16.9380	0.0906	6.7251	0.0929	6.8179	1.8271	0.0880	1.9151			8,601.3949	0.2177	0.8292	8,853.9423

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3302	13.0580	3.8808	0.0511	1.6664	0.0696	1.7360	0.4817	0.0666	0.5482			4,973.9990	0.1212	0.7342	5,195.8285
Worker	1.6332	0.8826	13.0572	0.0396	5.0587	0.0232	5.0819	1.3454	0.0214	1.3668			3,627.3959	0.0965	0.0950	3,658.1138
Total	1.9634	13.9406	16.9380	0.0906	6.7251	0.0929	6.8179	1.8271	0.0880	1.9151			8,601.3949	0.2177	0.8292	8,853.9423

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3195	12.8097	3.8136	0.0500	1.6662	0.0680	1.7342	0.4816	0.0651	0.5466			4,867.3617	0.1181	0.7198	5,084.8224
Worker	1.5416	0.8059	12.3439	0.0384	5.0587	0.0219	5.0806	1.3454	0.0202	1.3656			3,518.7510	0.0885	0.0901	3,547.8110
Total	1.8611	13.6156	16.1574	0.0883	6.7249	0.0899	6.8148	1.8270	0.0852	1.9123			8,386.1127	0.2066	0.8099	8,632.6333

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3195	12.8097	3.8136	0.0500	1.6662	0.0680	1.7342	0.4816	0.0651	0.5466			4,867.3617	0.1181	0.7198	5,084.8224
Worker	1.5416	0.8059	12.3439	0.0384	5.0587	0.0219	5.0806	1.3454	0.0202	1.3656			3,518.7510	0.0885	0.0901	3,547.8110
Total	1.8611	13.6156	16.1574	0.0883	6.7249	0.0899	6.8148	1.8270	0.0852	1.9123			8,386.1127	0.2066	0.8099	8,632.6333

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645			301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645			301.4953	0.0709	0.0000	303.2671

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3089	12.5549	3.7452	0.0487	1.6597	0.0663	1.7260	0.4797	0.0634	0.5431			4,749.1483	0.1153	0.7035	4,961.6602
Worker	1.4519	0.7397	11.7029	0.0372	5.0393	0.0205	5.0598	1.3403	0.0189	1.3592			3,407.6493	0.0813	0.0857	3,435.2208
Total	1.7608	13.2946	15.4480	0.0859	6.6990	0.0868	6.7858	1.8200	0.0823	1.9023			8,156.7977	0.1966	0.7892	8,396.8810

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645			301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645			301.4949	0.0709	0.0000	303.2667

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3089	12.5549	3.7452	0.0487	1.6597	0.0663	1.7260	0.4797	0.0634	0.5431			4,749.1483	0.1153	0.7035	4,961.6602
Worker	1.4519	0.7397	11.7029	0.0372	5.0393	0.0205	5.0598	1.3403	0.0189	1.3592			3,407.6493	0.0813	0.0857	3,435.2208
Total	1.7608	13.2946	15.4480	0.0859	6.6990	0.0868	6.7858	1.8200	0.0823	1.9023			8,156.7977	0.1966	0.7892	8,396.8810

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6549	0.0711	0.0000	304.4335

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3013	12.4110	3.7126	0.0480	1.6660	0.0652	1.7311	0.4815	0.0624	0.5439			4,673.8767	0.1137	0.6933	4,883.3146
Worker	1.3757	0.6890	11.2305	0.0363	5.0587	0.0193	5.0779	1.3454	0.0177	1.3632			3,332.6665	0.0755	0.0826	3,359.1741
Total	1.6770	13.0999	14.9431	0.0843	6.7246	0.0845	6.8091	1.8269	0.0801	1.9070			8,006.5432	0.1891	0.7759	8,242.4887

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648			302.6545	0.0711	0.0000	304.4331

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.3013	12.4110	3.7126	0.0480	1.6660	0.0652	1.7311	0.4815	0.0624	0.5439			4,673.8767	0.1137	0.6933	4,883.3146
Worker	1.3757	0.6890	11.2305	0.0363	5.0587	0.0193	5.0779	1.3454	0.0177	1.3632			3,332.6665	0.0755	0.0826	3,359.1741
Total	1.6770	13.0999	14.9431	0.0843	6.7246	0.0845	6.8091	1.8269	0.0801	1.9070			8,006.5432	0.1891	0.7759	8,242.4887

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0336	0.0138	0.0000	343.3777
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0336	0.0138	0.0000	343.3777

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2933	12.2344	3.6753	0.0471	1.6658	0.0638	1.7297	0.4815	0.0611	0.5425			4,587.9535	0.1119	0.6814	4,793.8177
Worker	1.2974	0.6438	10.7930	0.0355	5.0587	0.0180	5.0767	1.3454	0.0166	1.3620			3,254.0338	0.0700	0.0798	3,279.5580
Total	1.5908	12.8782	14.4683	0.0826	6.7245	0.0818	6.8063	1.8269	0.0776	1.9045			7,841.9874	0.1819	0.7612	8,073.3757

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0332	0.0138	0.0000	343.3773
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0332	0.0138	0.0000	343.3773

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2933	12.2344	3.6753	0.0471	1.6658	0.0638	1.7297	0.4815	0.0611	0.5425			4,587.9535	0.1119	0.6814	4,793.8177
Worker	1.2974	0.6438	10.7930	0.0355	5.0587	0.0180	5.0767	1.3454	0.0166	1.3620			3,254.0338	0.0700	0.0798	3,279.5580
Total	1.5908	12.8782	14.4683	0.0826	6.7245	0.0818	6.8063	1.8269	0.0776	1.9045			7,841.9874	0.1819	0.7612	8,073.3757

3.4 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0336	0.0138	0.0000	343.3777
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0336	0.0138	0.0000	343.3777

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2866	12.0825	3.6492	0.0463	1.6657	0.0626	1.7284	0.4814	0.0599	0.5413			4,511.1824	0.1101	0.6709	4,713.8514
Worker	1.2221	0.6051	10.4106	0.0347	5.0587	0.0168	5.0755	1.3454	0.0155	1.3609			3,184.1291	0.0652	0.0774	3,208.8177
Total	1.5087	12.6876	14.0599	0.0810	6.7244	0.0795	6.8039	1.8269	0.0754	1.9023			7,695.3115	0.1753	0.7482	7,922.6690

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0332	0.0138	0.0000	343.3773
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193			343.0332	0.0138	0.0000	343.3773

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2866	12.0825	3.6492	0.0463	1.6657	0.0626	1.7284	0.4814	0.0599	0.5413			4,511.1824	0.1101	0.6709	4,713.8514
Worker	1.2221	0.6051	10.4106	0.0347	5.0587	0.0168	5.0755	1.3454	0.0155	1.3609			3,184.1291	0.0652	0.0774	3,208.8177
Total	1.5087	12.6876	14.0599	0.0810	6.7244	0.0795	6.8039	1.8269	0.0754	1.9023			7,695.3115	0.1753	0.7482	7,922.6690

3.4 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194			344.3479	0.0138	0.0000	344.6933
Total	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194			344.3479	0.0138	0.0000	344.6933

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2819	11.9983	3.6463	0.0458	1.6720	0.0618	1.7339	0.4832	0.0592	0.5424			4,460.7049	0.1089	0.6641	4,661.3375
Worker	1.1572	0.5754	10.1205	0.0342	5.0780	0.0158	5.0939	1.3506	0.0146	1.3652			3,134.2728	0.0612	0.0757	3,158.3620
Total	1.4392	12.5737	13.7668	0.0799	6.7501	0.0777	6.8277	1.8338	0.0737	1.9075			7,594.9777	0.1701	0.7398	7,819.6995

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194			344.3475	0.0138	0.0000	344.6929
Total	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194			344.3475	0.0138	0.0000	344.6929

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2819	11.9983	3.6463	0.0458	1.6720	0.0618	1.7339	0.4832	0.0592	0.5424			4,460.7049	0.1089	0.6641	4,661.3375
Worker	1.1572	0.5754	10.1205	0.0342	5.0780	0.0158	5.0939	1.3506	0.0146	1.3652			3,134.2728	0.0612	0.0757	3,158.3620
Total	1.4392	12.5737	13.7668	0.0799	6.7501	0.0777	6.8277	1.8338	0.0737	1.9075			7,594.9777	0.1701	0.7398	7,819.6995

3.4 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7193	0.0137	0.0000	342.0621
Total	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7193	0.0137	0.0000	342.0621

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2750	11.7974	3.6072	0.0448	1.6592	0.0605	1.7197	0.4795	0.0579	0.5374			4,367.1787	0.1067	0.6509	4,563.8148
Worker	1.0888	0.5455	9.7629	0.0333	5.0393	0.0147	5.0540	1.3403	0.0136	1.3538			3,056.1906	0.0570	0.0736	3,079.5341
Total	1.3638	12.3430	13.3701	0.0781	6.6985	0.0752	6.7737	1.8198	0.0714	1.8912			7,423.3693	0.1638	0.7245	7,643.3489

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7189	0.0137	0.0000	342.0617
Total	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7189	0.0137	0.0000	342.0617

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2750	11.7974	3.6072	0.0448	1.6592	0.0605	1.7197	0.4795	0.0579	0.5374			4,367.1787	0.1067	0.6509	4,563.8148
Worker	1.0888	0.5455	9.7629	0.0333	5.0393	0.0147	5.0540	1.3403	0.0136	1.3538			3,056.1906	0.0570	0.0736	3,079.5341
Total	1.3638	12.3430	13.3701	0.0781	6.6985	0.0752	6.7737	1.8198	0.0714	1.8912			7,423.3693	0.1638	0.7245	7,643.3489

3.4 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7193	0.0137	0.0000	342.0621
Total	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7193	0.0137	0.0000	342.0621

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2707	11.6920	3.5982	0.0442	1.6591	0.0596	1.7188	0.4795	0.0571	0.5365			4,312.760 1	0.1054	0.6434	4,507.131 4
Worker	1.0343	0.5244	9.5137	0.0328	5.0393	0.0138	5.0531	1.3403	0.0127	1.3530			3,008.691 3	0.0537	0.0723	3,031.565 0
Total	1.3050	12.2164	13.1119	0.0770	6.6984	0.0735	6.7719	1.8198	0.0698	1.8895			7,321.451 4	0.1591	0.7157	7,538.696 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7189	0.0137	0.0000	342.0617
Total	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193			341.7189	0.0137	0.0000	342.0617

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2707	11.6920	3.5982	0.0442	1.6591	0.0596	1.7188	0.4795	0.0571	0.5365			4,312.7601	0.1054	0.6434	4,507.1314
Worker	1.0343	0.5244	9.5137	0.0328	5.0393	0.0138	5.0531	1.3403	0.0127	1.3530			3,008.6913	0.0537	0.0723	3,031.5650
Total	1.3050	12.2164	13.1119	0.0770	6.6984	0.0735	6.7719	1.8198	0.0698	1.8895			7,321.4514	0.1591	0.7157	7,538.6964

3.4 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0336	0.0128	0.0000	343.3530
Total	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0336	0.0128	0.0000	343.3530

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2677	11.6438	3.6047	0.0439	1.6654	0.0591	1.7245	0.4813	0.0565	0.5378			4,280.763 4	0.1048	0.6392	4,473.860 6
Worker	0.9884	0.5096	9.3351	0.0325	5.0587	0.0131	5.0717	1.3454	0.0120	1.3575			2,978.797 9	0.0510	0.0715	3,001.379 4
Total	1.2561	12.1533	12.9398	0.0764	6.7241	0.0722	6.7963	1.8267	0.0686	1.8953			7,259.561 3	0.1557	0.7107	7,475.240 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0332	0.0128	0.0000	343.3526
Total	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0332	0.0128	0.0000	343.3526

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2677	11.6438	3.6047	0.0439	1.6654	0.0591	1.7245	0.4813	0.0565	0.5378			4,280.763 4	0.1048	0.6392	4,473.860 6
Worker	0.9884	0.5096	9.3351	0.0325	5.0587	0.0131	5.0717	1.3454	0.0120	1.3575			2,978.797 9	0.0510	0.0715	3,001.379 4
Total	1.2561	12.1533	12.9398	0.0764	6.7241	0.0722	6.7963	1.8267	0.0686	1.8953			7,259.561 3	0.1557	0.7107	7,475.240 0

3.4 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118			344.3479	0.0128	0.0000	344.6686
Total	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118			344.3479	0.0128	0.0000	344.6686

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2036

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2688	11.6884	3.6185	0.0441	1.6718	0.0593	1.7311	0.4832	0.0567	0.5399			4,297.1648	0.1052	0.6416	4,491.0018
Worker	0.9922	0.5115	9.3709	0.0326	5.0780	0.0131	5.0912	1.3506	0.0121	1.3627			2,990.2109	0.0512	0.0718	3,012.8789
Total	1.2609	12.1999	12.9894	0.0767	6.7499	0.0725	6.8223	1.8337	0.0688	1.9026			7,287.3757	0.1563	0.7134	7,503.8807

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118			344.3475	0.0128	0.0000	344.6682
Total	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118			344.3475	0.0128	0.0000	344.6682

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2036

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2688	11.6884	3.6185	0.0441	1.6718	0.0593	1.7311	0.4832	0.0567	0.5399			4,297.1648	0.1052	0.6416	4,491.0018
Worker	0.9922	0.5115	9.3709	0.0326	5.0780	0.0131	5.0912	1.3506	0.0121	1.3627			2,990.2109	0.0512	0.0718	3,012.8789
Total	1.2609	12.1999	12.9894	0.0767	6.7499	0.0725	6.8223	1.8337	0.0688	1.9026			7,287.3757	0.1563	0.7134	7,503.8807

3.4 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0336	0.0128	0.0000	343.3530
Total	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0336	0.0128	0.0000	343.3530

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2037

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2677	11.6438	3.6047	0.0439	1.6654	0.0591	1.7245	0.4813	0.0565	0.5378			4,280.763 4	0.1048	0.6392	4,473.860 6
Worker	0.9884	0.5096	9.3351	0.0325	5.0587	0.0131	5.0717	1.3454	0.0120	1.3575			2,978.797 9	0.0510	0.0715	3,001.379 4
Total	1.2561	12.1533	12.9398	0.0764	6.7241	0.0722	6.7963	1.8267	0.0686	1.8953			7,259.561 3	0.1557	0.7107	7,475.240 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0332	0.0128	0.0000	343.3526
Total	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118			343.0332	0.0128	0.0000	343.3526

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2037

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.2677	11.6438	3.6047	0.0439	1.6654	0.0591	1.7245	0.4813	0.0565	0.5378			4,280.7634	0.1048	0.6392	4,473.8606
Worker	0.9884	0.5096	9.3351	0.0325	5.0587	0.0131	5.0717	1.3454	0.0120	1.3575			2,978.7979	0.0510	0.0715	3,001.3794
Total	1.2561	12.1533	12.9398	0.0764	6.7241	0.0722	6.7963	1.8267	0.0686	1.8953			7,259.5613	0.1557	0.7107	7,475.2400

3.4 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0499	0.2936	0.6608	1.2700e-003		3.7100e-003	3.7100e-003		3.7100e-003	3.7100e-003			107.7730	4.0100e-003	0.0000	107.8734
Total	0.0499	0.2936	0.6608	1.2700e-003		3.7100e-003	3.7100e-003		3.7100e-003	3.7100e-003			107.7730	4.0100e-003	0.0000	107.8734

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0841	3.6582	1.1325	0.0138	0.5232	0.0186	0.5418	0.1512	0.0178	0.1690			1,344.914 2	0.0329	0.2008	1,405.580 7
Worker	0.3105	0.1601	2.9329	0.0102	1.5893	4.1100e-003	1.5934	0.4227	3.7800e-003	0.4265			935.8675	0.0160	0.0225	942.9621
Total	0.3946	3.8183	4.0654	0.0240	2.1126	0.0227	2.1352	0.5739	0.0215	0.5955			2,280.781 7	0.0489	0.2233	2,348.542 8

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0499	0.2936	0.6608	1.2700e-003		3.7100e-003	3.7100e-003		3.7100e-003	3.7100e-003			107.7729	4.0100e-003	0.0000	107.8732
Total	0.0499	0.2936	0.6608	1.2700e-003		3.7100e-003	3.7100e-003		3.7100e-003	3.7100e-003			107.7729	4.0100e-003	0.0000	107.8732

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0841	3.6582	1.1325	0.0138	0.5232	0.0186	0.5418	0.1512	0.0178	0.1690			1,344.914 2	0.0329	0.2008	1,405.580 7
Worker	0.3105	0.1601	2.9329	0.0102	1.5893	4.1100e-003	1.5934	0.4227	3.7800e-003	0.4265			935.8675	0.0160	0.0225	942.9621
Total	0.3946	3.8183	4.0654	0.0240	2.1126	0.0227	2.1352	0.5739	0.0215	0.5955			2,280.781 7	0.0489	0.2233	2,348.542 8

3.5 Paving - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1021	0.4364	1.4159	2.5100e-003		0.0168	0.0168		0.0168	0.0168			215.6907	8.3000e-003	0.0000	215.8982
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Total	0.1021	0.4364	1.4159	2.5100e-003		0.0168	0.0168		0.0168	0.0168			215.6907	8.3000e-003	0.0000	215.8982

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.9300e-003	9.9000e-004	0.0182	6.0000e-005	9.8600e-003	3.0000e-005	9.8900e-003	2.6200e-003	2.0000e-005	2.6500e-003			5.8060	1.0000e-004	1.4000e-004	5.8500
Total	1.9300e-003	9.9000e-004	0.0182	6.0000e-005	9.8600e-003	3.0000e-005	9.8900e-003	2.6200e-003	2.0000e-005	2.6500e-003			5.8060	1.0000e-004	1.4000e-004	5.8500

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1021	0.4364	1.4159	2.5100e-003		0.0168	0.0168		0.0168	0.0168			215.6904	8.3000e-003	0.0000	215.8979
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Total	0.1021	0.4364	1.4159	2.5100e-003		0.0168	0.0168		0.0168	0.0168			215.6904	8.3000e-003	0.0000	215.8979

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.9300e-003	9.9000e-004	0.0182	6.0000e-005	9.8600e-003	3.0000e-005	9.8900e-003	2.6200e-003	2.0000e-005	2.6500e-003			5.8060	1.0000e-004	1.4000e-004	5.8500
Total	1.9300e-003	9.9000e-004	0.0182	6.0000e-005	9.8600e-003	3.0000e-005	9.8900e-003	2.6200e-003	2.0000e-005	2.6500e-003			5.8060	1.0000e-004	1.4000e-004	5.8500

3.5 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0308	0.1317	0.4272	7.6000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003			65.0687	2.5000e-003	0.0000	65.1313
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Total	0.0308	0.1317	0.4272	7.6000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003			65.0687	2.5000e-003	0.0000	65.1313

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	3.0000e-004	5.4900e-003	2.0000e-005	2.9700e-003	1.0000e-005	2.9800e-003	7.9000e-004	1.0000e-005	8.0000e-004			1.7515	3.0000e-005	4.0000e-005	1.7648
Total	5.8000e-004	3.0000e-004	5.4900e-003	2.0000e-005	2.9700e-003	1.0000e-005	2.9800e-003	7.9000e-004	1.0000e-005	8.0000e-004			1.7515	3.0000e-005	4.0000e-005	1.7648

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0308	0.1317	0.4272	7.6000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003			65.0686	2.5000e-003	0.0000	65.1312
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Total	0.0308	0.1317	0.4272	7.6000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003			65.0686	2.5000e-003	0.0000	65.1312

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	3.0000e-004	5.4900e-003	2.0000e-005	2.9700e-003	1.0000e-005	2.9800e-003	7.9000e-004	1.0000e-005	8.0000e-004			1.7515	3.0000e-005	4.0000e-005	1.7648
Total	5.8000e-004	3.0000e-004	5.4900e-003	2.0000e-005	2.9700e-003	1.0000e-005	2.9800e-003	7.9000e-004	1.0000e-005	8.0000e-004			1.7515	3.0000e-005	4.0000e-005	1.7648

3.6 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.3834					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0749	0.1846	3.1000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004			26.2985	9.3000e-004	0.0000	26.3217
Total	19.3952	0.0749	0.1846	3.1000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004			26.2985	9.3000e-004	0.0000	26.3217

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3.6 Architectural Coating - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.1253	0.0726	1.3606	4.9000e-003	0.7988	1.6200e-003	0.8005	0.2125	1.4900e-003	0.2140			449.2843	6.4300e-003	0.0108	452.6742
Total	0.1253	0.0726	1.3606	4.9000e-003	0.7988	1.6200e-003	0.8005	0.2125	1.4900e-003	0.2140			449.2843	6.4300e-003	0.0108	452.6742

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.3834					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0749	0.1846	3.1000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004			26.2985	9.3000e-004	0.0000	26.3216
Total	19.3952	0.0749	0.1846	3.1000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004			26.2985	9.3000e-004	0.0000	26.3216

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.1253	0.0726	1.3606	4.9000e-003	0.7988	1.6200e-003	0.8005	0.2125	1.4900e-003	0.2140			449.2843	6.4300e-003	0.0108	452.6742
Total	0.1253	0.0726	1.3606	4.9000e-003	0.7988	1.6200e-003	0.8005	0.2125	1.4900e-003	0.2140			449.2843	6.4300e-003	0.0108	452.6742

3.6 Architectural Coating - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5405					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Off-Road	1.5500e-003	9.8100e-003	0.0242	4.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004			3.4469	1.2000e-004	0.0000	3.4499
Total	2.5421	9.8100e-003	0.0242	4.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004			3.4469	1.2000e-004	0.0000	3.4499

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2041

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0164	9.5200e-003	0.1783	6.4000e-004	0.1047	2.1000e-004	0.1049	0.0279	2.0000e-004	0.0280			58.8868	8.4000e-004	1.4200e-003	59.3311
Total	0.0164	9.5200e-003	0.1783	6.4000e-004	0.1047	2.1000e-004	0.1049	0.0279	2.0000e-004	0.0280			58.8868	8.4000e-004	1.4200e-003	59.3311

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5405					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Off-Road	1.5500e-003	9.8100e-003	0.0242	4.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004			3.4469	1.2000e-004	0.0000	3.4499
Total	2.5421	9.8100e-003	0.0242	4.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004			3.4469	1.2000e-004	0.0000	3.4499

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2041

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0164	9.5200e-003	0.1783	6.4000e-004	0.1047	2.1000e-004	0.1049	0.0279	2.0000e-004	0.0280			58.8868	8.4000e-004	1.4200e-003	59.3311
Total	0.0164	9.5200e-003	0.1783	6.4000e-004	0.1047	2.1000e-004	0.1049	0.0279	2.0000e-004	0.0280			58.8868	8.4000e-004	1.4200e-003	59.3311

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	16.5155	18.9382	162.1525	0.3376	47.7294	0.1751	47.9045	12.7445	0.1637	12.9082			31,327.62 18	2.2314	1.6253	31,867.74 44
Unmitigated	16.5155	18.9382	162.1525	0.3376	47.7294	0.1751	47.9045	12.7445	0.1637	12.9082			31,327.62 18	2.2314	1.6253	31,867.74 44

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	5,078.25	1,942.50	3783.25	11,407,088	11,407,088
City Park	90.85	80.50	251.85	207,320	207,320
General Office Building	73,937.76	1,577.94	5259.80	111,080,921	111,080,921
Single Family Housing	2,735.11	1,205.40	2453.85	6,354,712	6,354,712
Total	81,841.97	4,806.34	11,748.75	129,050,041	129,050,041

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
City Park	10.00	5.00	6.50	33.00	48.00	19.00	66	28	6
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Single Family Housing	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

4.4 Fleet Mix

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
City Park	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
General Office Building	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Single Family Housing	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000			2,633.4530	0.4626	0.0712	2,666.2288
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000			2,633.4530	0.4626	0.0712	2,666.2288
NaturalGas Mitigated	0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			7,363.0471	0.1411	0.1350	7,406.8020
NaturalGas Unmitigated	0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			7,363.0471	0.1411	0.1350	7,406.8020

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	8.71001e+006	0.0470	0.4013	0.1708	2.5600e-003		0.0325	0.0325		0.0325	0.0325			464.7995	8.9100e-003	8.5200e-003	467.5615
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
General Office Building	1.22478e+008	0.6604	6.0038	5.0432	0.0360		0.4563	0.4563		0.4563	0.4563			6,535.9032	0.1253	0.1198	6,574.7428
Single Family Housing	6.79008e+006	0.0366	0.3129	0.1331	2.0000e-003		0.0253	0.0253		0.0253	0.0253			362.3445	6.9400e-003	6.6400e-003	364.4977
Total		0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			7,363.0471	0.1411	0.1350	7,406.8020

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	8.71001e+006	0.0470	0.4013	0.1708	2.5600e-003		0.0325	0.0325		0.0325	0.0325			464.7995	8.9100e-003	8.5200e-003	467.5615
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
General Office Building	1.22478e+008	0.6604	6.0038	5.0432	0.0360		0.4563	0.4563		0.4563	0.4563			6,535.9032	0.1253	0.1198	6,574.7428
Single Family Housing	6.79008e+006	0.0366	0.3129	0.1331	2.0000e-003		0.0253	0.0253		0.0253	0.0253			362.3445	6.9400e-003	6.6400e-003	364.4977
Total		0.7440	6.7181	5.3471	0.0406		0.5140	0.5140		0.5140	0.5140			7,363.0471	0.1411	0.1350	7,406.8020

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.60169e+006	120.8938	0.0212	3.2700e-003	122.3984
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	7.25852e+007	2,436.3842	0.4280	0.0659	2,466.7073
Single Family Housing	2.26942e+006	76.1750	0.0134	2.0600e-003	77.1231
Total		2,633.4530	0.4626	0.0712	2,666.2288

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.60169e+006	120.8938	0.0212	3.2700e-003	122.3984
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	7.25852e+007	2,436.3842	0.4280	0.0659	2,466.7073
Single Family Housing	2.26942e+006	76.1750	0.0134	2.0600e-003	77.1231
Total		2,633.4530	0.4626	0.0712	2,666.2288

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042
Unmitigated	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3848					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Consumer Products	35.0232					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	0.3810	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042
Total	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3848					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Consumer Products	35.0232					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	0.3810	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042
Total	39.7890	0.1445	12.5408	6.7000e-004		0.0697	0.0697		0.0697	0.0697			20.6061	0.0199	0.0000	21.1042

7.0 Water Detail

7.1 Mitigation Measures Water

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	855.1054	1.7848	1.0979	1,226.8907
Unmitigated	855.1054	1.7848	1.0979	1,226.8907

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	60.2675 / 37.9947	35.8658	0.0760	0.0468	51.6998
City Park	0 / 137.02	16.0972	2.8300e-003	4.4000e-004	16.2976
General Office Building	1335.49 / 818.527	792.0143	1.6824	1.0362	1,142.8524
Single Family Housing	18.6992 / 11.7886	11.1281	0.0236	0.0145	16.0409
Total		855.1054	1.7848	1.0979	1,226.8907

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	60.2675 / 37.9947	35.8658	0.0760	0.0468	51.6998
City Park	0 / 137.02	16.0972	2.8300e-003	4.4000e-004	16.2976
General Office Building	1335.49 / 818.527	792.0143	1.6824	1.0362	1,142.8524
Single Family Housing	18.6992 / 11.7886	11.1281	0.0236	0.0145	16.0409
Total		855.1054	1.7848	1.0979	1,226.8907

8.0 Waste Detail

8.1 Mitigation Measures Waste

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,562.861 9	92.3625	0.0000	3,871.924 3
Unmitigated	1,562.861 9	92.3625	0.0000	3,871.924 3

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	425.5	86.3727	5.1045	0.0000	213.9846
City Park	9.89	2.0076	0.1186	0.0000	4.9737
General Office Building	6988.02	1,418.504 9	83.8312	0.0000	3,514.285 9
Single Family Housing	275.76	55.9768	3.3081	0.0000	138.6801
Total		1,562.861 9	92.3625	0.0000	3,871.924 3

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	425.5	86.3727	5.1045	0.0000	213.9846
City Park	9.89	2.0076	0.1186	0.0000	4.9737
General Office Building	6988.02	1,418.5049	83.8312	0.0000	3,514.2859
Single Family Housing	275.76	55.9768	3.3081	0.0000	138.6801
Total		1,562.8619	92.3625	0.0000	3,871.9243

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number
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11.0 Vegetation

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Elk Grove LEA Community Plan Construction + Operation Emissions

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	7,514.00	1000sqft	172.50	7,514,000.00	0
City Park	115.00	Acre	115.00	5,009,400.00	0
Apartments Mid Rise	925.00	Dwelling Unit	287.00	925,000.00	2470
Single Family Housing	287.00	Dwelling Unit	575.00	516,600.00	766

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	2			Operational Year	2040
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MW hr)	74	CH4 Intensity (lb/MW hr)	0.013	N2O Intensity (lb/MW hr)	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Emissions estimates for Elk Grove LEA Community Update. Forecasted EFs for SMUD for 2040 override

Land Use - 1,150 acres parcel of single family home, multi family homes, commercial, and open space

Construction Phase - Construction to occur from 2024-2040. CalEEMod default ratios utilized.

Off-road Equipment - CalEEMod Defaults Used

Trips and VMT - No project specific information available

Demolition - No project specific information available

Grading - No project specific information available

Architectural Coating - Consistent with SMAQMD's Rule 422

Vehicle Trips - Values adjusted to adhere to VMT Study

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Adjusted to reflect consistency with 2019 California Energy Code

Water And Wastewater - Defaults used

Solid Waste - Defaults Used

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblConstructionPhase	NumDays	11,000.00	233.00
tblConstructionPhase	NumDays	155,000.00	3,282.00
tblConstructionPhase	NumDays	15,500.00	328.00
tblConstructionPhase	NumDays	11,000.00	233.00
tblConstructionPhase	NumDays	6,000.00	127.00
tblGrading	AcresOfGrading	984.00	46,500.00
tblGrading	AcresOfGrading	190.50	9,000.00
tblLandUse	LotAcreage	24.34	287.00
tblLandUse	LotAcreage	93.18	575.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.013
tblProjectCharacteristics	CO2IntensityFactor	357.98	74
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblVehicleTrips	ST_TR	4.91	2.10
tblVehicleTrips	ST_TR	1.96	0.70
tblVehicleTrips	ST_TR	2.21	0.21
tblVehicleTrips	ST_TR	9.54	4.20
tblVehicleTrips	WD_TR	5.44	5.49
tblVehicleTrips	WD_TR	0.78	0.79
tblVehicleTrips	WD_TR	9.74	9.84

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	WD_TR	9.44	9.53
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2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	5.9985	59.6077	47.0156	0.1027	249.8763	2.5662	252.4425	37.6662	2.3609	40.0271			9,956.0648	3.1432	6.1800e-003	10,036.4849
2025	19.6307	116.3047	169.6785	0.7691	156.5196	1.2595	157.6512	19.5844	1.1897	20.6254			80,073.8707	2.4930	7.1118	82,255.5030
2026	18.6379	113.6915	161.4933	0.7500	53.2915	1.2371	54.5286	14.4323	1.1686	15.6009			78,105.4604	2.3941	6.9509	80,236.6832
2027	17.7258	111.3477	154.5204	0.7315	53.2902	1.2150	54.5052	14.4319	1.1477	15.5796			76,194.0623	2.3023	6.7908	78,275.2697
2028	16.8971	109.3993	148.7336	0.7146	53.2891	1.1937	54.4828	14.4315	1.1278	15.5592			74,439.4587	2.2265	6.6433	76,474.8348
2029	16.0916	107.6231	143.7377	0.6991	53.2881	1.1732	54.4613	14.4311	1.1085	15.5396			72,832.1095	2.1592	6.5076	74,825.3622
2030	15.2599	101.4846	139.6073	0.6891	53.2872	0.7740	54.0612	14.4308	0.7418	15.1726			71,718.6134	1.6161	6.3851	73,661.7799
2031	14.5250	100.1049	135.9976	0.6766	53.2864	0.7560	54.0424	14.4305	0.7249	15.1554			70,422.9182	1.5618	6.2769	72,332.4778
2032	13.8470	98.9310	132.9453	0.6656	53.2858	0.7400	54.0257	14.4303	0.7099	15.1401			69,280.7861	1.5143	6.1831	71,161.1959
2033	13.2630	97.9493	130.3661	0.6560	53.2852	0.7259	54.0110	14.4300	0.6967	15.1267			68,273.7513	1.4734	6.1013	70,128.7856
2034	12.7191	97.0261	128.0838	0.6473	53.2846	0.7124	53.9970	14.4298	0.6840	15.1139			67,371.4529	1.4353	6.0275	69,203.5374
2035	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2036	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2037	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2038	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2039	1.1655	4.8863	16.0557	0.0288	0.1141	0.1877	0.3018	0.0303	0.1877	0.2179			2,734.8071	0.1034	1.6200e-003	2,737.8743
2040	189.6894	1.3744	17.0972	0.0551	8.0330	0.0232	8.0562	2.1308	0.0219	2.1527			5,546.2619	0.0737	0.1095	5,580.7391
2041	189.6894	1.3744	17.0972	0.0551	8.0330	0.0232	8.0562	2.1308	0.0219	2.1527			5,546.2619	0.0737	0.1095	5,580.7391
Maximum	189.6894	116.3047	169.6785	0.7691	249.8763	2.5662	252.4425	37.6662	2.3609	40.0271			80,073.8707	3.1432	7.1118	82,255.5030

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	5.9985	59.6077	47.0156	0.1027	249.8763	2.5662	252.4425	37.6662	2.3609	40.0271			9,956.0648	3.1432	6.1800e-003	10,036.4849
2025	19.6307	116.3047	169.6785	0.7691	156.5196	1.2595	157.6512	19.5844	1.1897	20.6254			80,073.8707	2.4930	7.1118	82,255.5030
2026	18.6379	113.6915	161.4933	0.7500	53.2915	1.2371	54.5286	14.4323	1.1686	15.6009			78,105.4604	2.3941	6.9509	80,236.6832
2027	17.7258	111.3477	154.5204	0.7315	53.2902	1.2150	54.5052	14.4319	1.1477	15.5796			76,194.0623	2.3023	6.7908	78,275.2697
2028	16.8971	109.3993	148.7336	0.7146	53.2891	1.1937	54.4828	14.4315	1.1278	15.5592			74,439.4587	2.2265	6.6433	76,474.8348
2029	16.0916	107.6231	143.7377	0.6991	53.2881	1.1732	54.4613	14.4311	1.1085	15.5396			72,832.1095	2.1592	6.5076	74,825.3622
2030	15.2599	101.4846	139.6073	0.6891	53.2872	0.7740	54.0612	14.4308	0.7418	15.1726			71,718.6134	1.6161	6.3851	73,661.7799
2031	14.5250	100.1049	135.9976	0.6766	53.2864	0.7560	54.0424	14.4305	0.7249	15.1554			70,422.9182	1.5618	6.2769	72,332.4778
2032	13.8470	98.9310	132.9453	0.6656	53.2858	0.7400	54.0257	14.4303	0.7099	15.1401			69,280.7861	1.5143	6.1831	71,161.1959
2033	13.2630	97.9493	130.3661	0.6560	53.2852	0.7259	54.0110	14.4300	0.6967	15.1267			68,273.7513	1.4734	6.1013	70,128.7856
2034	12.7191	97.0261	128.0838	0.6473	53.2846	0.7124	53.9970	14.4298	0.6840	15.1139			67,371.4529	1.4353	6.0275	69,203.5374
2035	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2036	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2037	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2038	12.1286	95.4530	126.0915	0.6397	53.2841	0.6426	53.9268	14.4297	0.6150	15.0447			66,577.7514	1.3952	5.9628	68,389.5289
2039	1.1655	4.8863	16.0557	0.0288	0.1141	0.1877	0.3018	0.0303	0.1877	0.2179			2,734.8071	0.1034	1.6200e-003	2,737.8743
2040	189.6894	1.3744	17.0972	0.0551	8.0330	0.0232	8.0562	2.1308	0.0219	2.1527			5,546.2619	0.0737	0.1095	5,580.7391
2041	189.6894	1.3744	17.0972	0.0551	8.0330	0.0232	8.0562	2.1308	0.0219	2.1527			5,546.2619	0.0737	0.1095	5,580.7391
Maximum	189.6894	116.3047	169.6785	0.7691	249.8763	2.5662	252.4425	37.6662	2.3609	40.0271			80,073.8707	3.1432	7.1118	82,255.5030

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069
Energy	4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430
Mobile	153.5344	128.6900	1,266.5998	2.6771	364.4723	1.2932	365.7654	97.0505	1.2084	98.2589			273,602.0808	17.4745	12.7101	277,826.5432
Total	376.5936	166.6573	1,396.2255	2.9048	364.4723	4.6671	369.1393	97.0505	4.5823	101.6328			318,257.0565	18.5026	13.5254	322,750.1931

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069
Energy	4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430
Mobile	153.5344	128.6900	1,266.5998	2.6771	364.4723	1.2932	365.7654	97.0505	1.2084	98.2589			273,602.0808	17.4745	12.7101	277,826.5432
Total	376.5936	166.6573	1,396.2255	2.9048	364.4723	4.6671	369.1393	97.0505	4.5823	101.6328			318,257.0565	18.5026	13.5254	322,750.1931

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	6/25/2024	5	127	
2	Grading	Grading	6/25/2024	9/25/2025	5	328	
3	Building Construction	Building Construction	9/26/2025	4/26/2038	5	3282	
4	Paving	Paving	4/27/2038	3/17/2039	5	233	
5	Architectural Coating	Architectural Coating	3/18/2040	2/6/2041	5	233	

Acres of Grading (Site Preparation Phase): 9000

Acres of Grading (Grading Phase): 46500

Acres of Paving: 0

Residential Indoor: 2,919,240; Residential Outdoor: 973,080; Non-Residential Indoor: 11,271,000; Non-Residential Outdoor: 3,757,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	5,278.00	2,182.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,056.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					93.2198	0.0000	93.2198	18.0455	0.0000	18.0455			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310			3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	93.2198	1.2294	94.4492	18.0455	1.1310	19.1765			3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0566	0.0259	0.4534	1.2100e-003	0.1369	6.7000e-004	0.1376	0.0363	6.2000e-004	0.0369			122.3556	3.1800e-003	2.9300e-003	123.3071
Total	0.0566	0.0259	0.4534	1.2100e-003	0.1369	6.7000e-004	0.1376	0.0363	6.2000e-004	0.0369			122.3556	3.1800e-003	2.9300e-003	123.3071

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					93.2198	0.0000	93.2198	18.0455	0.0000	18.0455			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310			3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	93.2198	1.2294	94.4492	18.0455	1.1310	19.1765			3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0566	0.0259	0.4534	1.2100e-003	0.1369	6.7000e-004	0.1376	0.0363	6.2000e-004	0.0369			122.3556	3.1800e-003	2.9300e-003	123.3071
Total	0.0566	0.0259	0.4534	1.2100e-003	0.1369	6.7000e-004	0.1376	0.0363	6.2000e-004	0.0369			122.3556	3.1800e-003	2.9300e-003	123.3071

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					156.3674	0.0000	156.3674	19.5440	0.0000	19.5440			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286			6,009.7487	1.9437		6,058.3405
Total	3.2181	32.3770	27.7228	0.0621	156.3674	1.3354	157.7028	19.5440	1.2286	20.7726			6,009.7487	1.9437		6,058.3405

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0629	0.0288	0.5038	1.3500e-003	0.1521	7.4000e-004	0.1529	0.0404	6.8000e-004	0.0410			135.9506	3.5300e-003	3.2500e-003	137.0079
Total	0.0629	0.0288	0.5038	1.3500e-003	0.1521	7.4000e-004	0.1529	0.0404	6.8000e-004	0.0410			135.9506	3.5300e-003	3.2500e-003	137.0079

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					156.3674	0.0000	156.3674	19.5440	0.0000	19.5440			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286			6,009.7487	1.9437		6,058.3405
Total	3.2181	32.3770	27.7228	0.0621	156.3674	1.3354	157.7028	19.5440	1.2286	20.7726			6,009.7487	1.9437		6,058.3405

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0629	0.0288	0.5038	1.3500e-003	0.1521	7.4000e-004	0.1529	0.0404	6.8000e-004	0.0410			135.9506	3.5300e-003	3.2500e-003	137.0079
Total	0.0629	0.0288	0.5038	1.3500e-003	0.1521	7.4000e-004	0.1529	0.0404	6.8000e-004	0.0410			135.9506	3.5300e-003	3.2500e-003	137.0079

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					156.3674	0.0000	156.3674	19.5440	0.0000	19.5440			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404			6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	156.3674	1.1309	157.4983	19.5440	1.0404	20.5844			6,008.2814	1.9432		6,056.8614

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0590	0.0259	0.4693	1.3000e-003	0.1521	7.1000e-004	0.1529	0.0404	6.5000e-004	0.0410			131.3270	3.1900e-003	3.0400e-003	132.3130
Total	0.0590	0.0259	0.4693	1.3000e-003	0.1521	7.1000e-004	0.1529	0.0404	6.5000e-004	0.0410			131.3270	3.1900e-003	3.0400e-003	132.3130

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					156.3674	0.0000	156.3674	19.5440	0.0000	19.5440			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404			6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	156.3674	1.1309	157.4983	19.5440	1.0404	20.5844			6,008.2814	1.9432		6,056.8614

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0590	0.0259	0.4693	1.3000e-003	0.1521	7.1000e-004	0.1529	0.0404	6.5000e-004	0.0410			131.3270	3.1900e-003	3.0400e-003	132.3130
Total	0.0590	0.0259	0.4693	1.3000e-003	0.1521	7.1000e-004	0.1529	0.0404	6.5000e-004	0.0410			131.3270	3.1900e-003	3.0400e-003	132.3130

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.6925	97.0132	29.7517	0.3993	13.1430	0.5449	13.6879	3.7827	0.5212	4.3039			42,860.21 20	1.0490	6.3093	44,766.59 76
Worker	15.5708	6.8218	123.8421	0.3429	40.1497	0.1871	40.3368	10.6501	0.1722	10.8223			34,657.18 44	0.8430	0.8025	34,917.40 73
Total	18.2633	103.8350	153.5938	0.7421	53.2927	0.7319	54.0247	14.4328	0.6934	15.1262			77,517.39 64	1.8920	7.1118	79,684.00 49

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.6925	97.0132	29.7517	0.3993	13.1430	0.5449	13.6879	3.7827	0.5212	4.3039			42,860.21 20	1.0490	6.3093	44,766.59 76
Worker	15.5708	6.8218	123.8421	0.3429	40.1497	0.1871	40.3368	10.6501	0.1722	10.8223			34,657.18 44	0.8430	0.8025	34,917.40 73
Total	18.2633	103.8350	153.5938	0.7421	53.2927	0.7319	54.0247	14.4328	0.6934	15.1262			77,517.39 64	1.8920	7.1118	79,684.00 49

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.5987	95.0390	29.1650	0.3911	13.1417	0.5315	13.6732	3.7822	0.5084	4.2906			41,995.90 77	1.0259	6.1946	43,867.54 14
Worker	14.6718	6.1828	116.2436	0.3320	40.1497	0.1781	40.3278	10.6501	0.1639	10.8140			33,553.07 84	0.7673	0.7563	33,797.64 38
Total	17.2705	101.2218	145.4086	0.7230	53.2915	0.7096	54.0010	14.4323	0.6723	15.1046			75,548.98 60	1.7931	6.9509	77,665.18 52

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.5987	95.0390	29.1650	0.3911	13.1417	0.5315	13.6732	3.7822	0.5084	4.2906			41,995.90 77	1.0259	6.1946	43,867.54 14
Worker	14.6718	6.1828	116.2436	0.3320	40.1497	0.1781	40.3278	10.6501	0.1639	10.8140			33,553.07 84	0.7673	0.7563	33,797.64 38
Total	17.2705	101.2218	145.4086	0.7230	53.2915	0.7096	54.0010	14.4323	0.6723	15.1046			75,548.98 60	1.7931	6.9509	77,665.18 52

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.5153	93.2298	28.6658	0.3826	13.1405	0.5193	13.6598	3.7818	0.4967	4.2785			41,093.85 71	0.9996	6.0732	42,928.65 68
Worker	13.8431	5.6482	109.7699	0.3220	40.1497	0.1681	40.3178	10.6501	0.1548	10.8048			32,543.73 08	0.7017	0.7176	32,775.11 49
Total	16.3584	98.8780	138.4357	0.7046	53.2902	0.6874	53.9776	14.4319	0.6515	15.0834			73,637.58 79	1.7014	6.7908	75,703.77 16

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.5153	93.2298	28.6658	0.3826	13.1405	0.5193	13.6598	3.7818	0.4967	4.2785			41,093.85 71	0.9996	6.0732	42,928.65 68
Worker	13.8431	5.6482	109.7699	0.3220	40.1497	0.1681	40.3178	10.6501	0.1548	10.8048			32,543.73 08	0.7017	0.7176	32,775.11 49
Total	16.3584	98.8780	138.4357	0.7046	53.2902	0.6874	53.9776	14.4319	0.6515	15.0834			73,637.58 79	1.7014	6.7908	75,703.77 16

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.4419	91.7226	28.2673	0.3747	13.1394	0.5085	13.6479	3.7814	0.4864	4.2678			40,248.54 65	0.9801	5.9579	42,048.50 24
Worker	13.0878	5.2070	104.3817	0.3130	40.1497	0.1577	40.3074	10.6501	0.1451	10.7952			31,634.43 78	0.6455	0.6854	31,854.83 43
Total	15.5297	96.9296	132.6489	0.6876	53.2891	0.6661	53.9553	14.4315	0.6315	15.0630			71,882.98 43	1.6256	6.6433	73,903.33 67

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.4419	91.7226	28.2673	0.3747	13.1394	0.5085	13.6479	3.7814	0.4864	4.2678			40,248.54 65	0.9801	5.9579	42,048.50 24
Worker	13.0878	5.2070	104.3817	0.3130	40.1497	0.1577	40.3074	10.6501	0.1451	10.7952			31,634.43 78	0.6455	0.6854	31,854.83 43
Total	15.5297	96.9296	132.6489	0.6876	53.2891	0.6661	53.9553	14.4315	0.6315	15.0630			71,882.98 43	1.6256	6.6433	73,903.33 67

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.3738	90.3199	27.9221	0.3672	13.1384	0.4981	13.6365	3.7810	0.4765	4.2575			39,457.49 33	0.9622	5.8492	41,224.62 03
Worker	12.3503	4.8335	99.7309	0.3049	40.1497	0.1476	40.2973	10.6501	0.1358	10.7859			30,818.14 19	0.5960	0.6584	31,029.24 38
Total	14.7242	95.1534	127.6531	0.6721	53.2881	0.6457	53.9338	14.4311	0.6123	15.0434			70,275.63 52	1.5582	6.5076	72,253.86 41

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963			2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.3738	90.3199	27.9221	0.3672	13.1384	0.4981	13.6365	3.7810	0.4765	4.2575			39,457.49 33	0.9622	5.8492	41,224.62 03
Worker	12.3503	4.8335	99.7309	0.3049	40.1497	0.1476	40.2973	10.6501	0.1358	10.7859			30,818.14 19	0.5960	0.6584	31,029.24 38
Total	14.7242	95.1534	127.6531	0.6721	53.2881	0.6457	53.9338	14.4311	0.6123	15.0434			70,275.63 52	1.5582	6.5076	72,253.86 41

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.3124	89.0308	27.6503	0.3604	13.1375	0.4878	13.6253	3.7807	0.4667	4.2473			38,730.7837	0.9474	5.7493	40,467.7513
Worker	11.6384	4.5192	95.8000	0.2977	40.1497	0.1380	40.2877	10.6501	0.1270	10.7771			30,090.2829	0.5524	0.6359	30,293.5758
Total	13.9508	93.5500	123.4503	0.6581	53.2872	0.6259	53.9130	14.4308	0.5937	15.0244			68,821.0666	1.4998	6.3851	70,761.3271

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.3124	89.0308	27.6503	0.3604	13.1375	0.4878	13.6253	3.7807	0.4667	4.2473			38,730.7837	0.9474	5.7493	40,467.7513
Worker	11.6384	4.5192	95.8000	0.2977	40.1497	0.1380	40.2877	10.6501	0.1270	10.7771			30,090.2829	0.5524	0.6359	30,293.5758
Total	13.9508	93.5500	123.4503	0.6581	53.2872	0.6259	53.9130	14.4308	0.5937	15.0244			68,821.0666	1.4998	6.3851	70,761.3271

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.2603	87.9208	27.4630	0.3543	13.1367	0.4788	13.6154	3.7804	0.4580	4.2384			38,081.4554	0.9320	5.6601	39,791.4496
Worker	10.9556	4.2495	92.3775	0.2913	40.1497	0.1291	40.2788	10.6501	0.1188	10.7689			29,443.9161	0.5136	0.6168	29,640.5753
Total	13.2159	92.1702	119.8406	0.6456	53.2864	0.6078	53.8942	14.4305	0.5768	15.0072			67,525.3715	1.4456	6.2769	69,432.0249

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.2603	87.9208	27.4630	0.3543	13.1367	0.4788	13.6154	3.7804	0.4580	4.2384			38,081.4554	0.9320	5.6601	39,791.4496
Worker	10.9556	4.2495	92.3775	0.2913	40.1497	0.1291	40.2788	10.6501	0.1188	10.7689			29,443.9161	0.5136	0.6168	29,640.5753
Total	13.2159	92.1702	119.8406	0.6456	53.2864	0.6078	53.8942	14.4305	0.5768	15.0072			67,525.3715	1.4456	6.2769	69,432.0249

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.2162	86.9688	27.3440	0.3490	13.1360	0.4710	13.6071	3.7802	0.4506	4.2307			37,510.4980	0.9186	5.5818	39,196.8297
Worker	10.3217	4.0275	89.4443	0.2856	40.1497	0.1208	40.2705	10.6501	0.1112	10.7613			28,872.7413	0.4795	0.6013	29,063.9133
Total	12.5379	90.9963	116.7883	0.6347	53.2858	0.5918	53.8776	14.4303	0.5617	14.9920			66,383.2393	1.3981	6.1831	68,260.7430

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.2162	86.9688	27.3440	0.3490	13.1360	0.4710	13.6071	3.7802	0.4506	4.2307			37,510.4980	0.9186	5.5818	39,196.8297
Worker	10.3217	4.0275	89.4443	0.2856	40.1497	0.1208	40.2705	10.6501	0.1112	10.7613			28,872.7413	0.4795	0.6013	29,063.9133
Total	12.5379	90.9963	116.7883	0.6347	53.2858	0.5918	53.8776	14.4303	0.5617	14.9920			66,383.2393	1.3981	6.1831	68,260.7430

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1794	86.1654	27.2655	0.3443	13.1355	0.4644	13.5999	3.7800	0.4443	4.2242			37,005.4988	0.9073	5.5126	38,670.9344
Worker	9.7745	3.8493	86.9437	0.2807	40.1497	0.1133	40.2630	10.6501	0.1043	10.7544			28,370.7058	0.4498	0.5888	28,557.3983
Total	11.9539	90.0147	114.2091	0.6250	53.2852	0.5777	53.8629	14.4300	0.5485	14.9786			65,376.2046	1.3571	6.1013	67,228.3327

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1794	86.1654	27.2655	0.3443	13.1355	0.4644	13.5999	3.7800	0.4443	4.2242			37,005.4988	0.9073	5.5126	38,670.9344
Worker	9.7745	3.8493	86.9437	0.2807	40.1497	0.1133	40.2630	10.6501	0.1043	10.7544			28,370.7058	0.4498	0.5888	28,557.3983
Total	11.9539	90.0147	114.2091	0.6250	53.2852	0.5777	53.8629	14.4300	0.5485	14.9786			65,376.2046	1.3571	6.1013	67,228.3327

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1457	85.3906	27.2039	0.3400	13.1349	0.4578	13.5927	3.7798	0.4380	4.2177			36,543.4079	0.8959	5.4491	38,189.6386
Worker	9.2643	3.7009	84.7229	0.2763	40.1497	0.1064	40.2561	10.6501	0.0979	10.7480			27,930.4982	0.4231	0.5784	28,113.4460
Total	11.4100	89.0915	111.9268	0.6164	53.2846	0.5643	53.8489	14.4298	0.5359	14.9657			64,473.9061	1.3190	6.0275	66,303.0845

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481			2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1457	85.3906	27.2039	0.3400	13.1349	0.4578	13.5927	3.7798	0.4380	4.2177			36,543.4079	0.8959	5.4491	38,189.6386
Worker	9.2643	3.7009	84.7229	0.2763	40.1497	0.1064	40.2561	10.6501	0.0979	10.7480			27,930.4982	0.4231	0.5784	28,113.4460
Total	11.4100	89.0915	111.9268	0.6164	53.2846	0.5643	53.8489	14.4298	0.5359	14.9657			64,473.9061	1.3190	6.0275	66,303.0845

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2035

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2036

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448
Total	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904			2,897.5468	0.1079		2,900.2448

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	2.1153	84.7080	27.1548	0.3362	13.1344	0.4520	13.5864	3.7796	0.4324	4.2119			36,132.4482	0.8875	5.3925	37,761.5996
Worker	8.7965	3.5837	82.8189	0.2725	40.1497	0.1002	40.2499	10.6501	0.0922	10.7423			27,547.7564	0.3998	0.5703	27,727.6845
Total	10.9118	88.2916	109.9737	0.6087	53.2841	0.5522	53.8363	14.4297	0.5246	14.9543			63,680.2046	1.2873	5.9628	65,489.2841

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0727
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0727

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017
Total	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0726
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0726

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017
Total	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0727
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0727

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017
Total	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0726
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1405	4.8761	15.8203	0.0281		0.1874	0.1874		0.1874	0.1874			2,656.5168	0.1022		2,659.0726

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017
Total	0.0250	0.0102	0.2354	7.7000e-004	0.1141	2.8000e-004	0.1144	0.0303	2.6000e-004	0.0305			78.2903	1.1400e-003	1.6200e-003	78.8017

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	188.1882					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957
Total	188.3031	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434
Total	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	188.1882					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957
Total	188.3031	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434
Total	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	188.1882					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957
Total	188.3031	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434
Total	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2041

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	188.1882					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957
Total	188.3031	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003			281.4481	9.9000e-003		281.6957

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434
Total	1.3863	0.6474	15.3049	0.0521	8.0330	0.0157	8.0487	2.1308	0.0145	2.1453			5,264.8139	0.0638	0.1095	5,299.0434

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	153.5344	128.6900	1,266.5998	2.6771	364.4723	1.2932	365.7654	97.0505	1.2084	98.2589			273,602.0808	17.4745	12.7101	277,826.5432
Unmitigated	153.5344	128.6900	1,266.5998	2.6771	364.4723	1.2932	365.7654	97.0505	1.2084	98.2589			273,602.0808	17.4745	12.7101	277,826.5432

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	5,078.25	1,942.50	3783.25	11,407,088	11,407,088
City Park	90.85	80.50	251.85	207,320	207,320
General Office Building	73,937.76	1,577.94	5259.80	111,080,921	111,080,921
Single Family Housing	2,735.11	1,205.40	2453.85	6,354,712	6,354,712
Total	81,841.97	4,806.34	11,748.75	129,050,041	129,050,041

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
City Park	10.00	5.00	6.50	33.00	48.00	19.00	66	28	6
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
City Park	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
General Office Building	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Single Family Housing	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430
NaturalGas Unmitigated	4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	23863	0.2574	2.1991	0.9358	0.0140		0.1778	0.1778		0.1778	0.1778			2,807.4175	0.0538	0.0515	2,824.1006
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
General Office Building	335557	3.6188	32.8977	27.6341	0.1974		2.5002	2.5002		2.5002	2.5002			39,477.2603	0.7567	0.7238	39,711.8539
Single Family Housing	18603	0.2006	1.7144	0.7295	0.0109		0.1386	0.1386		0.1386	0.1386			2,188.5829	0.0420	0.0401	2,201.5886
Total		4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	23.863	0.2574	2.1991	0.9358	0.0140		0.1778	0.1778		0.1778	0.1778			2,807.4175	0.0538	0.0515	2,824.1006
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
General Office Building	335.557	3.6188	32.8977	27.6341	0.1974		2.5002	2.5002		2.5002	2.5002			39,477.2603	0.7567	0.7238	39,711.8539
Single Family Housing	18.603	0.2006	1.7144	0.7295	0.0109		0.1386	0.1386		0.1386	0.1386			2,188.5829	0.0420	0.0401	2,201.5886
Total		4.0767	36.8113	29.2994	0.2224		2.8166	2.8166		2.8166	2.8166			44,473.2607	0.8524	0.8153	44,737.5430

6.0 Area Detail

6.1 Mitigation Measures Area

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069
Unmitigated	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	24.0262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	191.9079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	3.0484	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757		186.1069
Total	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	24.0262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	191.9079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	3.0484	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757		186.1069
Total	218.9825	1.1561	100.3262	5.3400e-003		0.5573	0.5573		0.5573	0.5573			181.7150	0.1757	0.0000	186.1069

7.0 Water Detail

7.1 Mitigation Measures Water

Elk Grove LEA Community Plan Construction + Operation Emissions - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation
