

**RESOLUTION NO. 2013-246**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
ADOPTING A NEGATIVE DECLARATION FOR THE  
INDUSTRIAL SITES ANALYSIS PROJECT**

**WHEREAS**, the proposed amendments provide more business opportunities in certain industrial areas in the City; correct incorrect zoning districts for two residential subdivisions; and repeal the TC (Highway Travel Commercial) zoning district pursuant to Council direction; and Title 23 Text Amendments to provide for more expeditious review of certain uses; and; and

**WHEREAS**, the City determined that the Project was subject to the California Environmental Quality Act (CEQA) and prepared an Initial Study pursuant to CEQA, attached hereto as Exhibit A and incorporated herein by reference, evaluating the potential environmental effects of the project; and

**WHEREAS**, no potentially significant adverse effects were identified in the Initial Study; and

**WHEREAS**, the City distributed the Notice of Intent to Adopt the Negative Declaration on February 27, 2013, and the Notice was published in the *Elk Grove Citizen*, posted at the Sacramento County Clerk's Office, distributed through the State Clearinghouse, and posted at the City offices, pursuant to CEQA Guidelines, Section 15072. A 30-day review and comment period for the Negative Declaration opened on February 27, 2013 and closed on March 28, 2013. The Negative Declaration was made available to the public during this review period; and

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

**WHEREAS**, the City has considered the comments received during the public review period, and they do not alter the conclusions in the Initial Study and Negative Declaration; and

**WHEREAS**, the City has considered the written and oral comments on the proposed project and the Negative Declaration; and

**WHEREAS**, the City of Elk Grove, Development Services Planning Department, located at 8401 Laguna Palms Way, Elk Grove, California 95758 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Negative Declaration is based.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Elk Grove adopts the Negative Declaration for the Industrial Sites Analysis Project, as illustrated in Exhibit A, based on the following findings:

**California Environmental Quality Act (CEQA)**

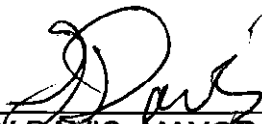
Finding: On the basis of the whole record, there is no substantial evidence that the Project as designed and conditioned will have a significant effect on the environment. A Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA). The Negative Declaration reflects the independent judgment and analysis of the City.

Evidence: An Initial study evaluating the potential environmental effects of the Project was prepared. No potentially significant adverse effects were identified in the Initial Study. City distributed the Notice of Intent to Adopt the Negative Declaration on February 27, 2013 and was posted at the Sacramento County Clerk's Office, distributed through the State Clearinghouse and at the City offices, pursuant to CEQA Guidelines 15072. A 30 day review and comment period was opened on February 27, 2013 and closed on March 28, 2013. The Negative Declaration was made available to the public during this review period.

The City received written comment letters within the 30 day public review period and responded to those comments in the Project staff report. The City has considered the comments received during the public review period, and they do not alter the conclusions in the Initial Study and Negative Declaration

The City of Elk Grove, Development Services Planning Department, located at 8401 Laguna Palms Way, Elk Grove, California 95758 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Negative Declaration is based.

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove this 11<sup>th</sup> day of December 2013.

  
\_\_\_\_\_  
GARY DAVIS, MAYOR of the  
CITY OF ELK GROVE

ATTEST:

  
\_\_\_\_\_  
JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:

  
\_\_\_\_\_  
JONATHAN P. HOBBS,  
CITY ATTORNEY



Project Title:	Industrial Sites Analysis Project
Lead Agency Name and Address:	City of Elk Grove Development Services - Planning 8401 Laguna Palms Way Elk Grove, CA 95758
Project Location:	Various (See Figure 1)
Project Sponsor's Name and Address:	City of Elk Grove
General Plan Designation(s):	Various (Light Industry/Heavy Industry/Commercial/Low Density Residential)
Zoning:	Various (M-2, M-1, MP, AR-10, O, TC, RD-5)
Contact Person:	Sarah Kirchgessner
Phone Number:	(916) 478-3649
Date Prepared	February 2013

## Figure 1. Project Sites

### A. Purpose of the Initial Study/Negative Declaration

This document is an Initial Study (IS) and Mitigated Negative Declaration (MND) (collectively referred to as an IS/MND), prepared pursuant to the California Environmental Quality Act (CEQA), for the Industrial Sites Analysis Project (referred to as the proposed Project or Project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq. and the CEQA Guidelines found in Chapter 14 of the California Code of Regulations.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064(a)(1), an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment. A negative declaration (ND) may be prepared if the lead agency finds that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. A negative declaration is a written statement describing the reasons why a proposed project, not exempt from CEQA, will not have a significant effect on the environment and, therefore, why the proposed project will not require the preparation of an EIR (CEQA Guidelines Section 15371). Furthermore, CEQA Section 15070 indicates that a public agency shall prepare a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when the initial study has identified significant effects, but:

- (1) Revisions in the project plans or proposals in accordance with the CEQA Guidelines Section 15070(b) made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

### Lead Agency

The lead agency is the public agency with primary responsibility over a proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose . . ." In this case, the City of Elk Grove (City) is the lead agency for the Industrial Sites Analysis Project.

### B. Abbreviations Used

The following abbreviations have been or may have been used in the preparation of this IS/MND:

AAM	annual arithmetic mean
AB	Assembly Bill
af/yr	acre-feet per year
APE	area of potential effects
ARB	California Air Resources Board
BMP	best management practices
BRA	biological resources assessment
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention

Cal/OSHA	California Occupational Health and Safety Administration
Caltrans	California Department of Transportation
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCSD	Cosumnes Community Services District
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CHABA	Committee on Hearing, Bio-Acoustics, and Bio-Mechanics
CH <sub>4</sub>	methane
CHP	California Highway Patrol
CIDH	cast-in-drilled-hole
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CWA	Clean Water Act
CWHR	California Wildlife Habitats Relationships
dBA	A-weighted decibels
dbh	diameter at breast height
DOC	California Department of Conservation
DPM	diesel-exhaust particulate matter
DRRP	Diesel Risk Reduction Plan
DTSC	Department of Toxic Substances Control
EDR	Environmental Data Resources
EGPD	Elk Grove Police Department
EGUSD	Elk Grove Unified School District
EIR	environmental impact report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
g/bhp-hr	gram per brake horsepower-hour
GHG	greenhouse gas
HAP	hazardous air pollutant
in/sec	inches per second
IS	initial study
L <sub>dn</sub>	Day-Night Average Noise level
Leq	Energy Equivalent Noise Level
lbs/day	pounds per day
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MND	mitigated negative declaration
mph	miles per hour

msl	mean sea level
MT/year	metric tons per year
NAAQS	National Ambient Air Quality Standards
NCIC	Northern California Information Center
ND	negative declaration
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
N <sub>2</sub> O	nitrous oxide
NWI	National Wetland Inventory
OSHA	Occupational Safety and Health Administration
O <sub>3</sub>	ozone
PM	particulate matter
PM <sub>10</sub>	respirable particulate matter (less than 10 microns in diameter)
PM <sub>2.5</sub>	fine particulate matter (less than 2.5 microns in diameter)
ppb	parts per billion
ppm	parts per million
ppv	peak-particle velocity
PSA	Project study area
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCAP	Sacramento County Area Plan
SCEMD	Sacramento County Environmental Management Department
SCMDP	Sacramento County Multi-Hazard Disaster Plan
SCWA	Sacramento County Water Agency
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act of 1975
SO <sub>2</sub>	sulfur dioxide
SR	State Route
SRCSD	Sacramento Regional County Sanitation District
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCZ	temporary construction zone
TDS	total dissolved solids
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound

**PROJECT BACKGROUND AND HISTORY:**

As part of the recent update to Title 23, Zoning, of the Elk Grove Municipal Code, completed in April 2011, the Elk Grove City Council directed staff to begin work on a project that would study the City's industrial areas more comprehensively. The Council identified a desire to discuss and consider possible changes in land use regulations that would:

1. Ensure that the industrial areas of the City provide for a successful mix of uses in an evolving market and consider selective locations for rezoning as appropriate;
2. Ensure that the City has sufficient industrial lands to be competitive in the regional market place for new industrial users;
3. Ensure orderly transitions between residential and industrial areas of the City; and
4. Ensure continued consistency with the General Plan, including possible General Plan amendments.

Staff began the Industrial Sites Analysis process by conducting a detailed investigation of the industrial sites within the City in order to better understand the current conditions and possible changes based upon Council's previously stated desires. Staff initially identified seven study areas as part of this investigation, which are identified below (see Figure 1).

Staff conducted a site inventory to document the existing uses, site conditions, and surroundings within the identified project. This included a field reconnaissance, review of business license data and approved Planning entitlements. This data shows the current range of uses in the industrial areas and provided the basis for evaluating potential impacts of zoning and General Plan changes (see Figure 2).

Staff used evaluation criteria to review each project site to make appropriate, consistent recommendations on zoning districts and corresponding allowed use regulations for the properties. These criteria included the following:

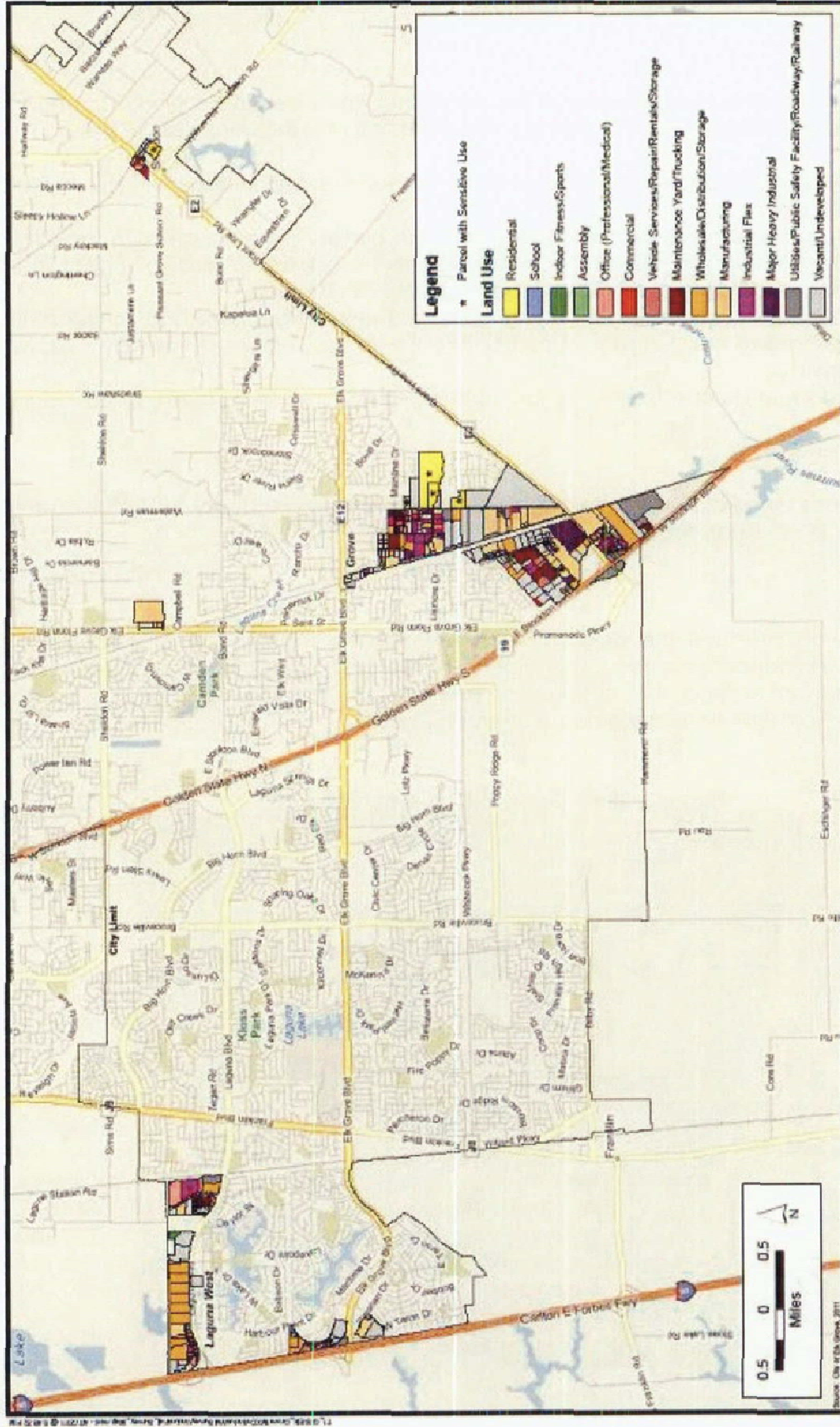
- General Plan consistency;
- Ability to meet projected future market demands for industrial uses. In other words, impact to remaining industrial lands/continued ability to:
  - Satisfy the City's future industrial land supply as defined in the Market Study;
  - Attract large employment-driven users; and
  - Provide for campus-style development;
- Recognition of existing uses to limit the creation of any non conforming uses;
- Recognition of existing site conditions to limit the creation of any non-conforming site conditions (e.g., structures, parking);
- Compatibility to surrounding uses / impact to surrounding residential and commercial areas (if any); and
- Potential impact to infrastructure and services (e.g., surrounding roadways, police services).

Figure 1. Project Sites





Figure 2. Industrial Survey Map



## **Project Description:**

### *Overview*

The proposed amendments are based upon the public input received in the workshops and the evaluation criteria described above. The project is divided into the following categories:

- General Plan Amendments to provide more business opportunities in certain industrial areas in the City;
- Rezones to provide more business opportunities in certain industrial areas in the City, to correct incorrect zoning districts for two residential subdivisions, and to repeal the TC (Travel Commercial) zoning district pursuant to Council direction;
- Right-of-Way: Staff recommends removing all land use designations and zoning districts from State Right-of-Way in order to be consistent with how other right-of-way is shown in the City; and
- Title 23 Text Amendments to provide for more expeditious review of certain industrial uses.

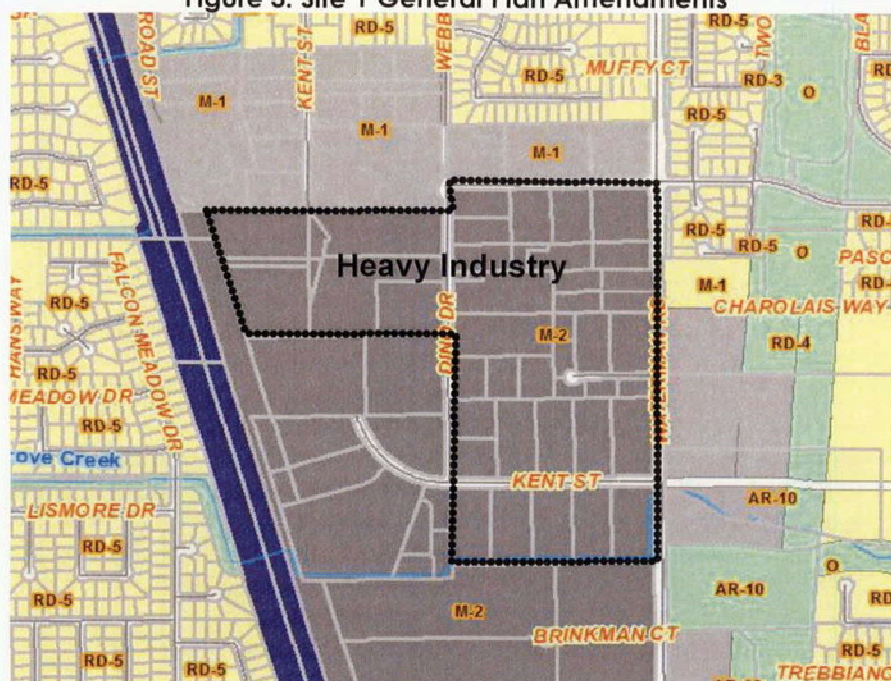
### *General Plan Amendments*

The project includes General Plan Amendments (GPAs) from Heavy Industry to Light Industry for portions of Sites 1, 2, and 3 as discussed below:

#### *Site 1*

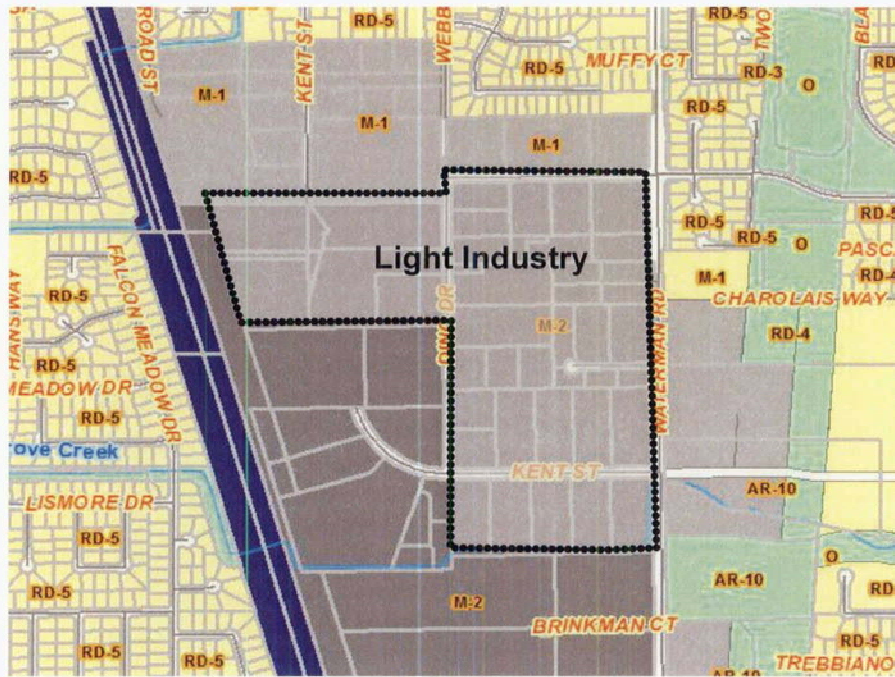
The project would reduce the amount of heavy industrial land in Site 1. The result is an increase in the distance between residential land uses in East Elk Grove and heavy industrial land. This change in land use designation reflects the Council's direction to "feather" industrial uses from light to heavy along Waterman Road.

**Figure 3. Site 1 General Plan Amendments**



Existing



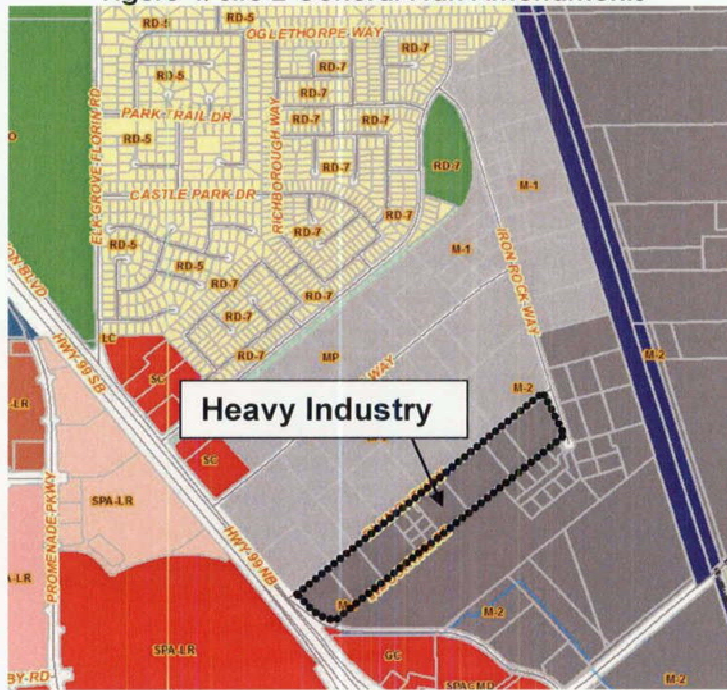


Proposed

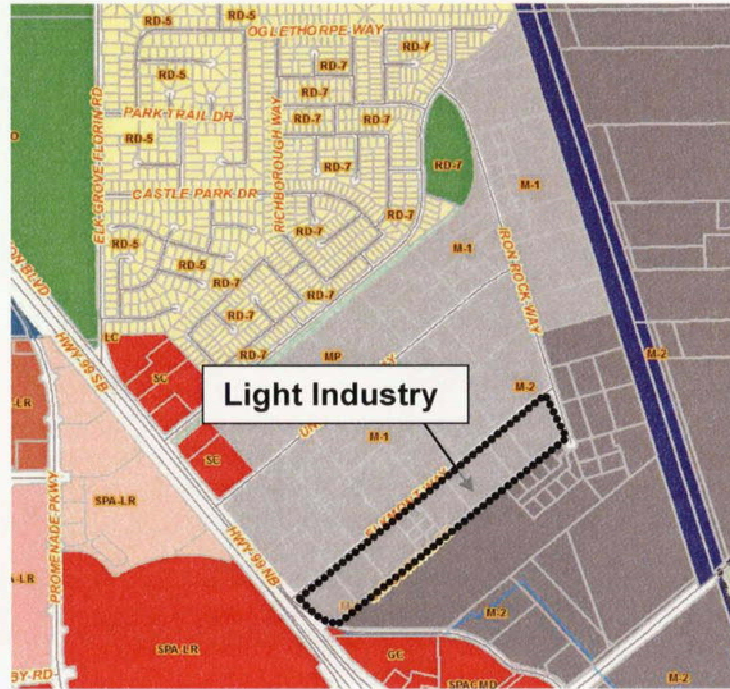
Site 2

The project would amend the General Plan land use designation for the parcels on the south side of Elkmont Way from Heavy Industry to Light Industry as shown in Figure 4. The recommendation is based on the properties' location near East Stockton Boulevard, their size and configuration, as well as their existing use and building design.

Figure 4. Site 2 General Plan Amendments



Existing

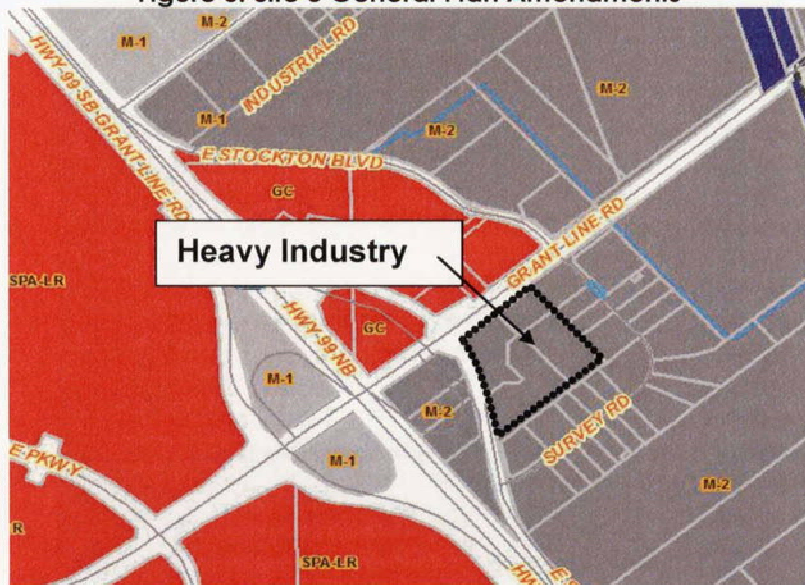


**Proposed**

**Site 3**

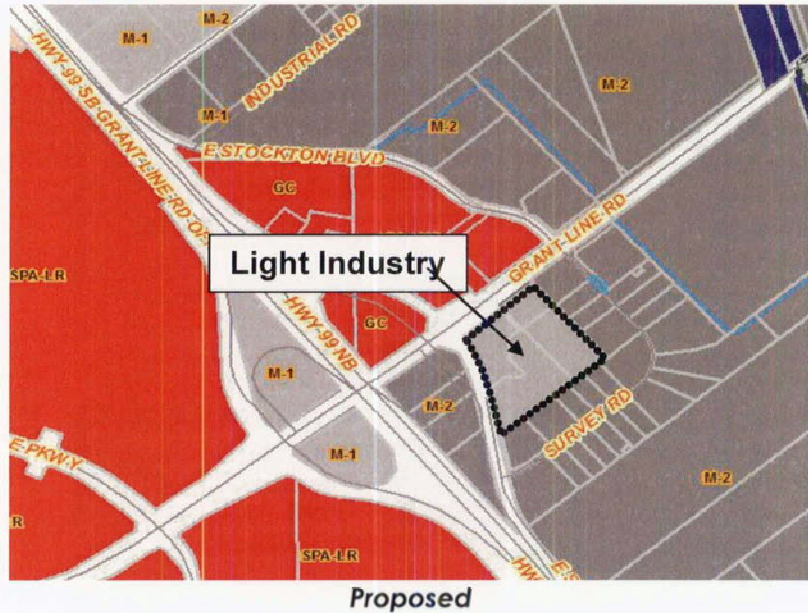
Staff recommends amending the General Plan land use designation for four parcels near the Grant Line Interchange from Heavy Industry to Light Industry as shown in Figure 5. The site's location adjacent to a freeway interchange and commercially zoned parcels was the basis for the recommendation. The properties are currently developed with a mix of light industrial/office uses.

**Figure 5. Site 3 General Plan Amendments**



**Existing**





### *Rezoning*

The project includes rezoning several heavy industrial parcels to light industrial or industrial/office-park districts throughout the City.

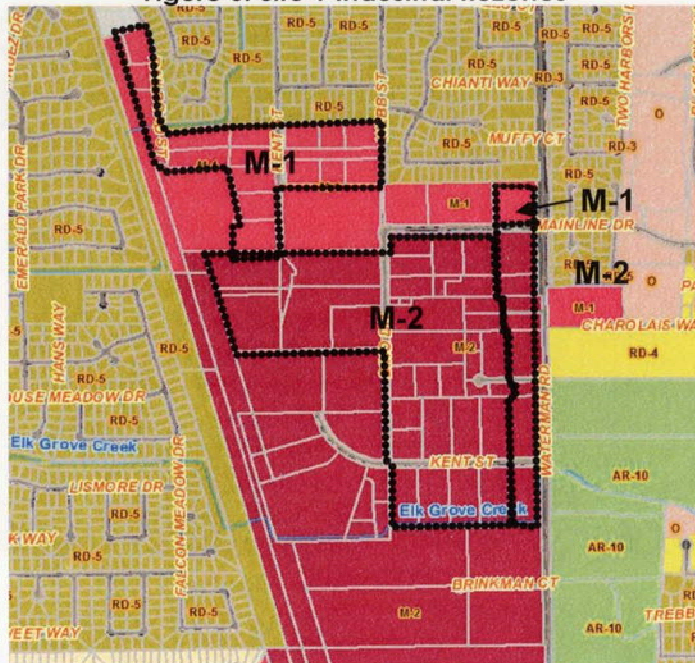
Additionally, staff discovered that there are two existing residential subdivisions in the Laguna West area of the City that contain incorrect zoning districts. As part of this project, the zoning for these subdivisions would be changed from O (Open Space) or MP (Industrial-Office Park) to RD-5 (Low Density Residential 5 du/acre).

### Industrial Rezone

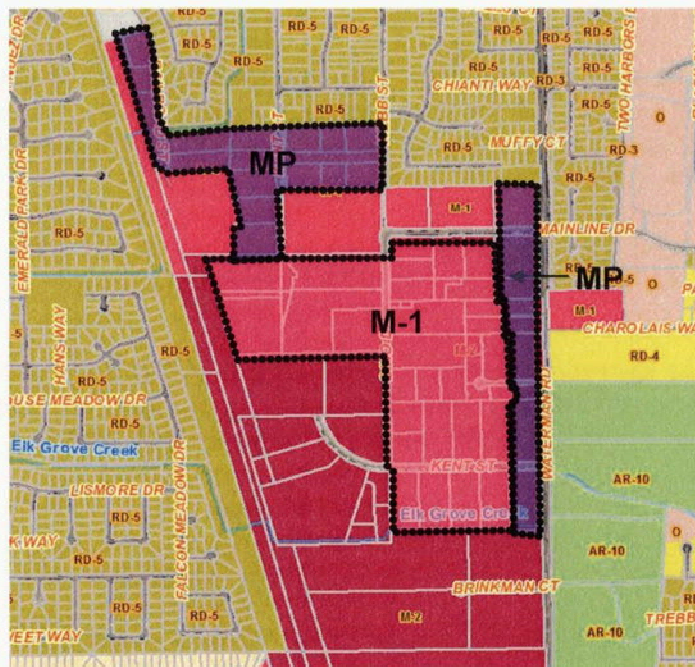
#### *Site 1*

The project proposes to rezone portions of Site 1 from M-2 (Heavy Industrial) to M-1 (Light Industrial) and MP (Industrial-Office Park) in order to accomplish the feathering of industrial districts from the established residential areas and Waterman Road.

Figure 6. Site 1 Industrial Rezones



Existing



Proposed



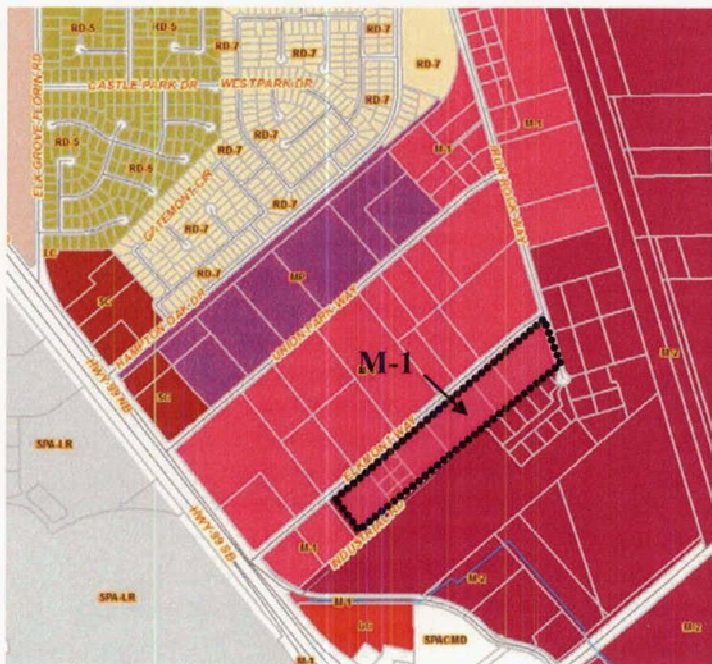
Site 2

The project would rezone a small portion of Site 2 from M-2 (Heavy Industrial) to M-1 (Light Industrial) consistent with the General Plan amendment discussed previously.

Figure 7. Site 2 Industrial Rezones



Existing



Proposed

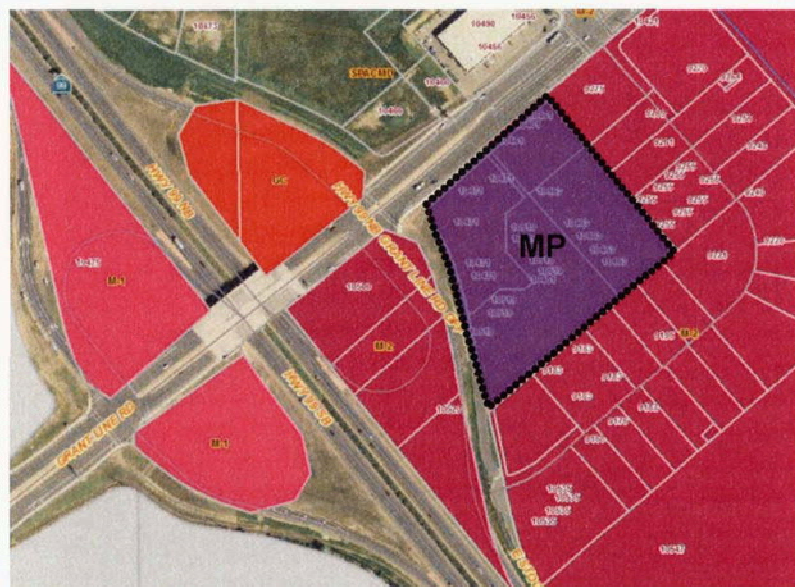
Site 3

Staff recommends rezoning four parcels in Site 3 to MP (Industrial-Office Park) consistent with the General Plan amendment discussed previously.

**Figure 8. Site 3 Industrial Rezones**



**Existing**



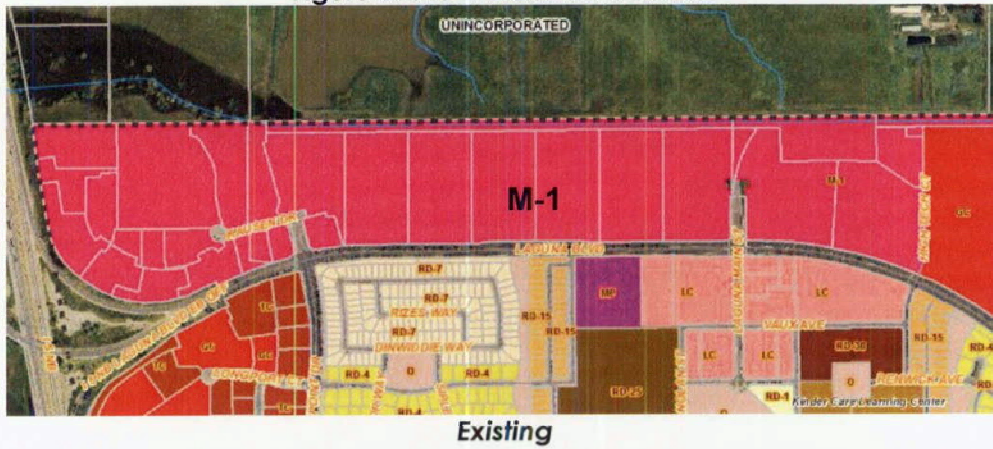
**Proposed**

Site 4

Due to their location, and adjacent and existing uses, the project includes rezoning several parcels from M-1 (Light Industrial) to MP (Industrial-Office Park) in Site 4 as shown in Figure 9. The recommendation is consistent with the parcels' General Plan land use designation of Light Industry.



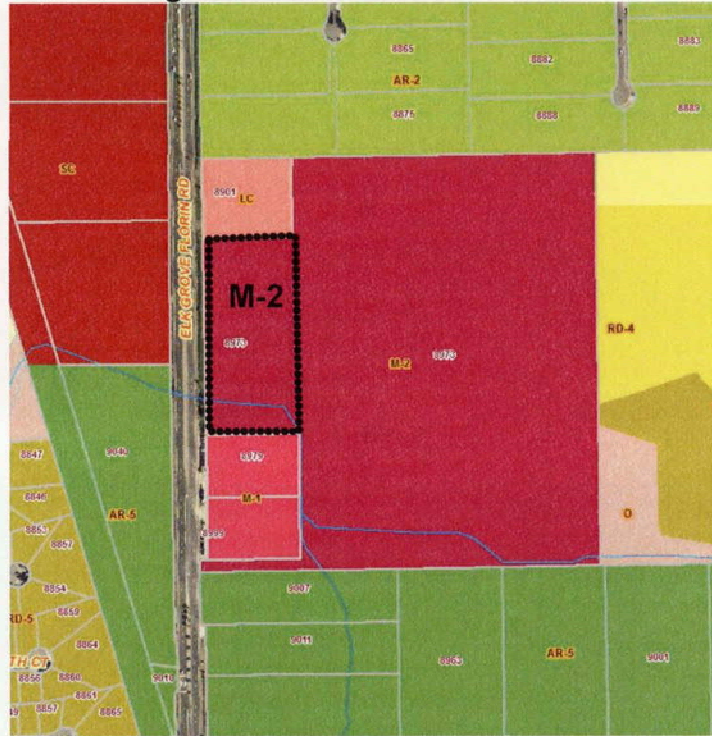
**Figure 9. Site 4 Industrial Rezones**



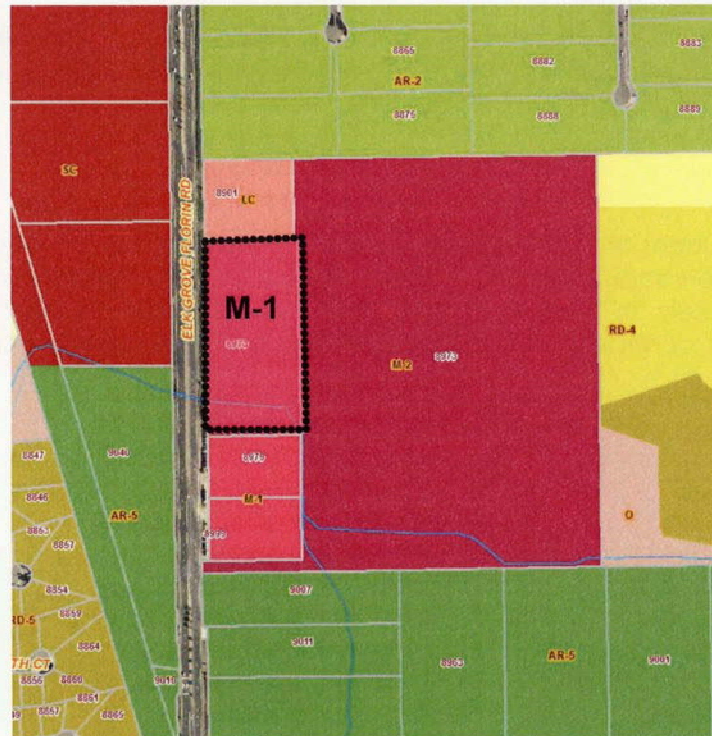
*Site 6*

The project also includes the rezone of one vacant parcel from M-2 (Heavy Industrial) to M-1 (Light Industrial). The vacant parcel is located along Elk Grove-Florin Road adjacent to other light industrial parcels to the south and Vince's restaurant to the north. The zoning recommendation is consistent with the parcel's General Plan land use designation of Light Industrial.

Figure 10. Site 6 Industrial Rezones



Existing



Proposed



Site 7

The project proposes the rezoning several parcels from M-1 (Light Industrial) to GC (General Commercial) consistent with their existing General Plan land use designation of Commercial. The industrially zoned parcels were originally established to reserve space for future activities linked to railroad transportation along the Central Traction railroad. As the railroad is no longer in service, there is no further need for these parcels to function as industrial sites.

Figure 11. Site 7 Industrial Rezones



Existing



Proposed

### Residential Rezones

The proposed project includes the Rezone of two subdivisions that are currently developed with single-family dwellings to correct their zoning districts to be consistent with their existing uses, General Plan land use designations, and previous approvals. Both sites are located within the Laguna West area and were pre-zoned incorrectly at the time of annexation.

- ❖ 43 parcels from O to RD-5

These parcels were originally rezoned from O (Open Space) to RD-5 (Residential, 5 dwelling units per acre) in 2001 by the County of Sacramento as part of Project #98-0573. Building permits for single family dwellings were issued by the City consistent with the prior approvals in 2004. When the City of Elk Grove annexed Laguna West in 2003, the City adopted a Zoning Map for the area which contained the incorrect zoning for the parcels and essentially reverted the zoning on the parcels back to their original O (Open Space) zoning districts. As part of the Industrial Sites Analysis project, the zoning districts for the parcels would be corrected as shown in Figure 12 below.

**Figure 12. Residential Rezone from O to RD-5**

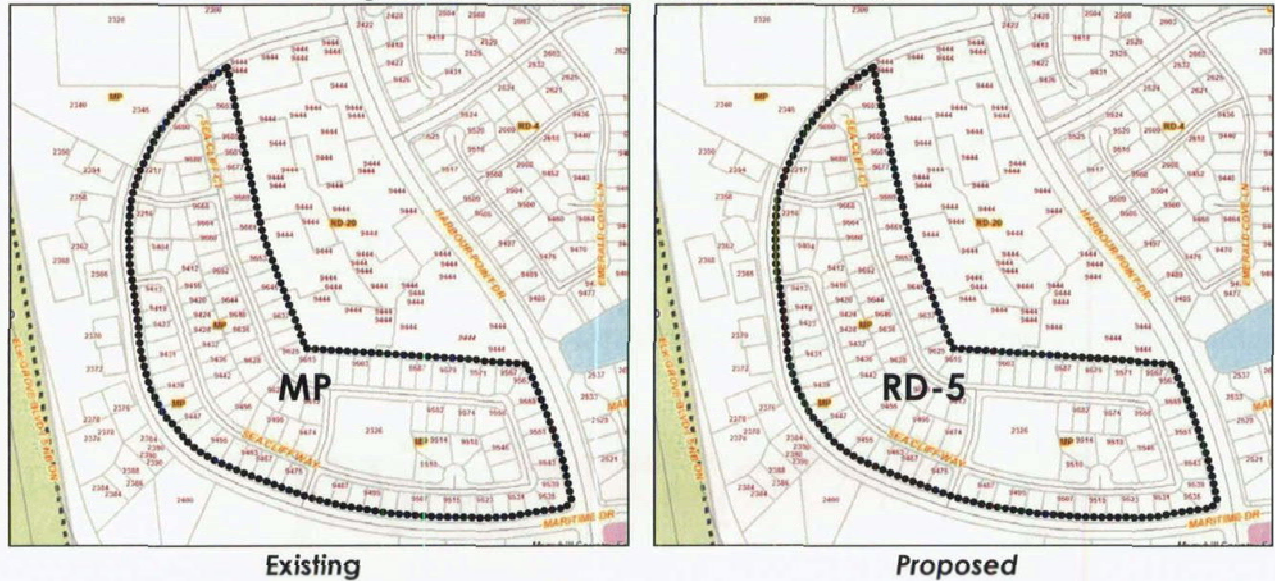


- ❖ 121 parcels from MP to RD-5

These parcels, which are also fully developed with single family uses, have incorrect MP (Industrial-Office Park) zoning. Staff proposes that the zoning districts for the parcels be corrected as shown in Figure 13 below.



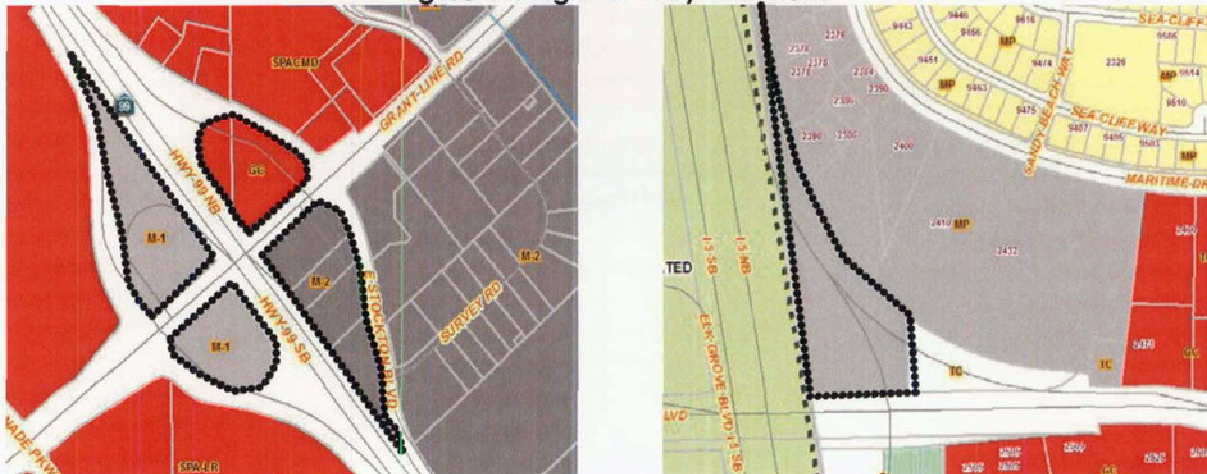
**Figure 13. Residential Rezone from MP to RD-5**



*Right-of-Way*

There are several parcels that have become State right-of-way throughout the City that have General Plan land use designations remaining on them which is inconsistent with other right-of-way in the City (see Figure 14). The project would remove the General Plan land use designations and zoning districts from the interior clover leaf parcels that resulted from the Grant Line Interchange project completed in 2009. Additionally, there is an old land use designation and zoning district on the on-ramp to Interstate 5 that would be removed as part of the project.

**Figure 14. Right-of-Way Locations**



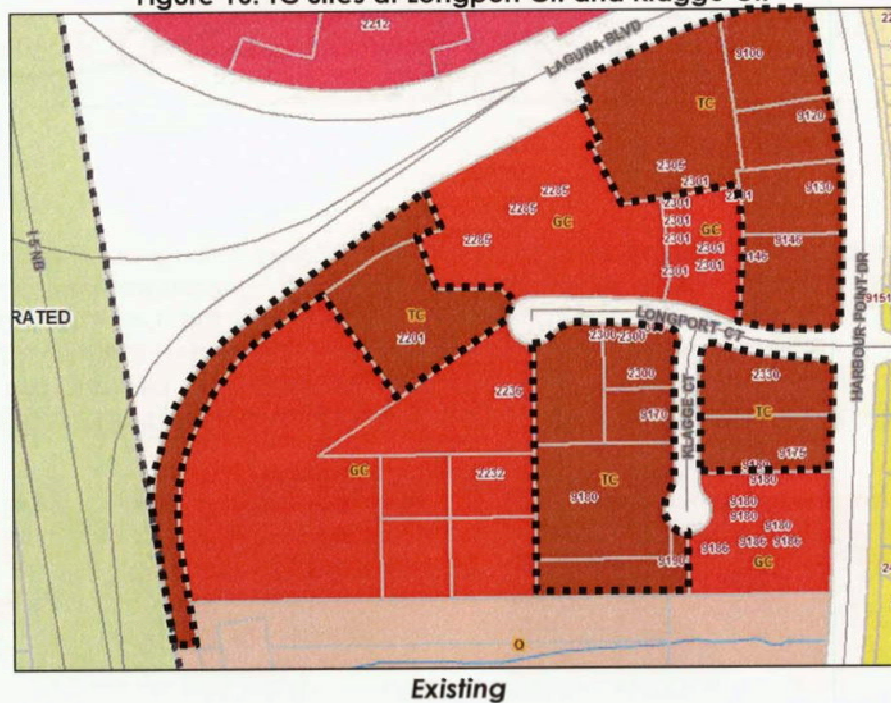
*Title 23 Text Amendments*

The project would change the labels for the industrial zoning districts from M-2 and M-1 to HI and LI respectively.

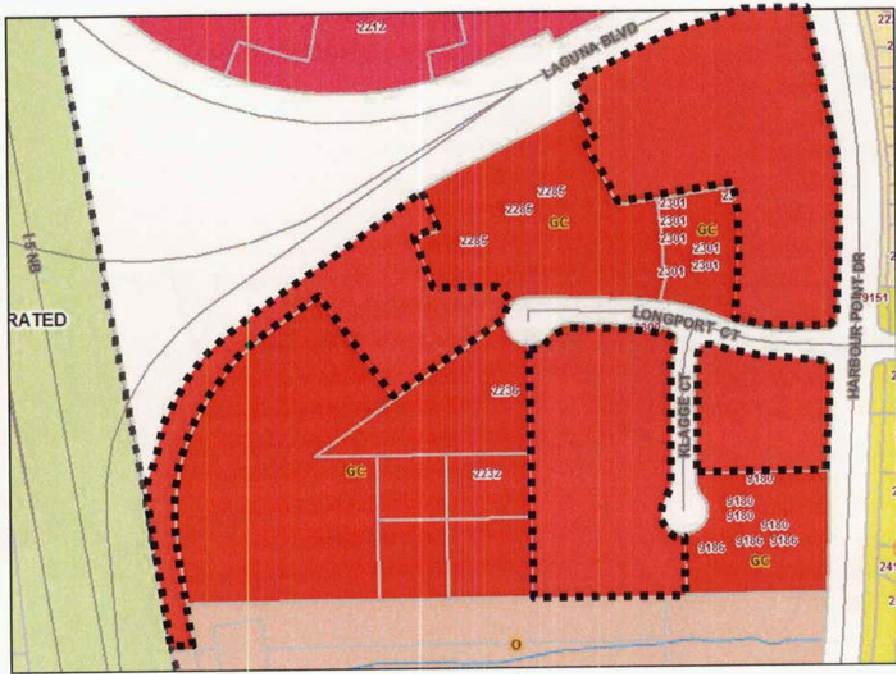
Additionally, the project includes a text amendment to the Zoning Code to add a new planning permit (Minor Use Permit) and to create a new approving authority (Zoning Administrator) to review and approve the Minor Use Permit applications. This proposal recommends that the Assistant City Manager serve as the Zoning Administrator. In conjunction, the Project includes amendments to the Industrial Zoning Districts allowed use tables.

As part of this project, the Highway Travel Commercial (TC) zoning district would be repealed in full. All properties with an existing TC zoning district would be rezoned to another commercial zoning district consistent with their General Plan designations of Commercial. The majority of the 21 existing TC-zoned parcels would be rezoned to GC (General Commercial) as shown in Figures 16 and 17 below. The one exception is APN 119-192-0035, which is developed as the northbound on-ramp to Interstate 5 from Elk Grove Boulevard. The zoning district would be removed from this property similar to other public right-of-way in the City.

**Figure 16. TC Sites at Longport Ct. and Klagge Ct.**

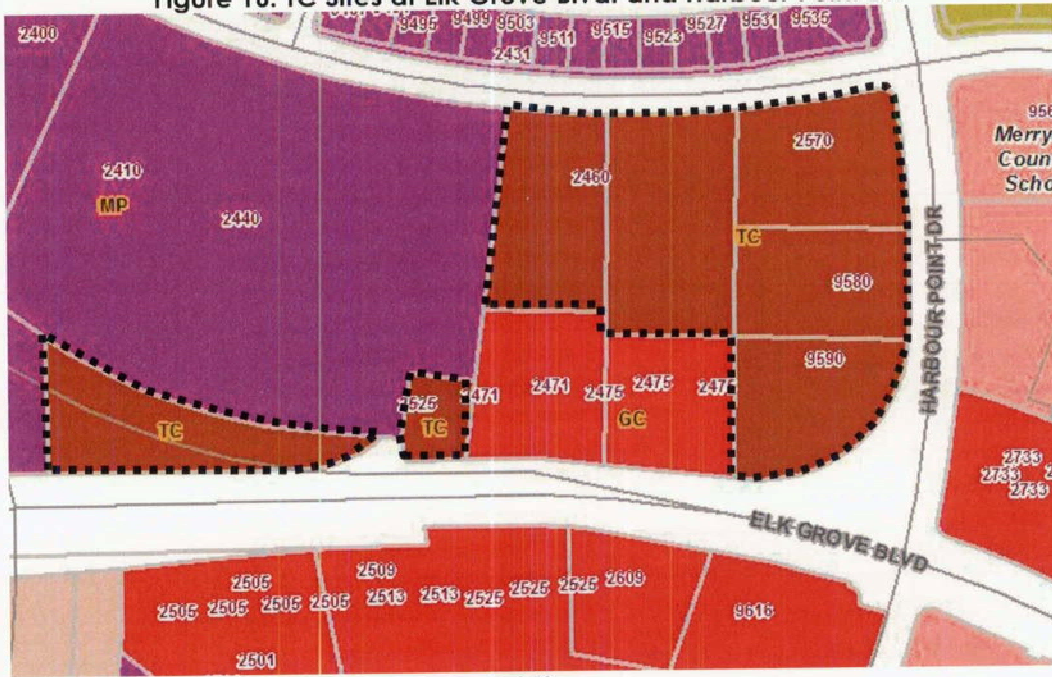




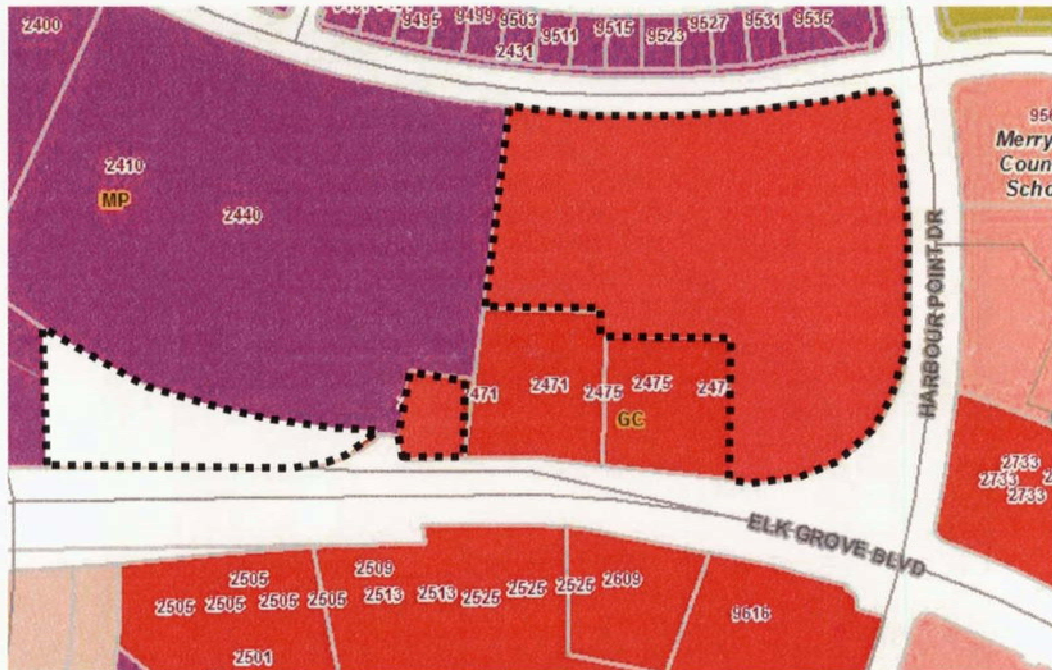


Proposed

Figure 16. TC Sites at Elk Grove Blvd. and Harbour Point Dr.



Existing



**Proposed**

In general, the GC and TC zoning districts have many similar characteristics and allow many of the same uses, such as hotels, restaurants and entertainment facilities. The GC zoning district permits and conditionally permits more uses than the TC zoning district as shown in Table 1 below. These additional GC uses mainly consist of recreation/public assembly uses and retail, service, and office uses that are of a comparable intensity than what is currently developed and allowed under the TC zoning district.

**Table 1. GC vs. TC allowed uses**

	<b>GC</b> <i>General Commercial</i>	<b>TC</b> <i>Highway Travel Commercial</i>
<b>Residential Uses</b>		
Child Care Center	P	N
Dwelling, multifamily	CUP	N
Emergency Shelter	P	N
Group residential	CUP	N
Live Work	P	N
Residential Care Facility	CUP	N
Residential Care Home	P	N
Single Room occupancy facilities	P	N
Transitional Housing	P	N
<b>Agriculture, Resource, and Open Space Uses</b>		
Kennels, commercial	CUP	N
<b>Recreation, Education, Public Assembly Uses</b>		
Cemetery/Mausoleum	CUP	N
Community Garden	CUP	N

	<b>GC</b> <i>General Commercial</i>	<b>TC</b> <i>Highway Travel Commercial</i>
Crematories	CUP	N
Golf Course/club house	CUP	N
Indoor fitness and sports facilities	P	CUP
Library, Museum	P	N
Mortuaries and Funeral Homes	P	N
Outdoor Commercial recreation	P	N
Parks and Public Plazas	P	N
Schools - Academic - Charter	CUP	N
Schools - Academic - Private	CUP	N
Schools - Colleges and universities - public	CUP	N
Schools - Specialized education and training/studios	P	N
Theaters and auditoriums	P	CUP
<b>Utility, Transportation, and Communication Uses</b>		
Broadcasting and recording studios	P	N
Heliports	CUP	N
<b>Retail, Service, and Office Uses</b>		
Alcoholic Beverage Sales	P	CUP
Ambulance Service	CUP	N
Animal Sales and Grooming	P	N
Artisan Shops	P	N
Bars and Nightclubs	CUP	N
Building Material Stores and Yards	P	CUP
Business Support Services	CUP	N
Card Rooms	CUP	N
Garden Center/Plant Nursery	P	N
Liquor Stores	CUP	N
Maintenance and repair service	P	N
Medical services, general	P	N
Medical services, hospitals	CUP	N
Neighborhood markets	P	CUP
Offices, business and professional	P	N
Pawn shop	CUP	N
Personal Services	P	N
Personal Services, Restricted	CUP	N
Retail, discount store	CUP	N
Retail, discount superstore	CUP	N
Retail, discount warehouse/club	N	CUP
Smoke Shop	CUP	N
Thrift store	P	N



	<b>GC</b> <i>General Commercial</i>	<b>TC</b> <i>Highway Travel Commercial</i>
<b>Automotive and Vehicle Uses</b>		
Auto and vehicle rental	P	N
Vehicle services - Minor	P	CUP
<b>Industrial, Manufacturing, and Processing Uses</b>		
Manufacturing, Small scale	P	N
Recycling Facility, Collection large	CUP	N
Storage, personal storage facility	N	CUP
Wineries and distilleries	P	N

### **Project Location and Setting**

The proposed project sites are located throughout the City (Figure 1). All parcels proposed for rezoning are designated under the General Plan as Heavy Industry, Light Industry, Commercial, or Low Density Residential and have a zoning district of Heavy Industrial (M-2), Light Industrial (M-1), Industrial/Office (MP), Highway Travel Commercial (TC) or O (Open Space).

Approximately 90% of the Project site is fully developed with urban land uses. There are less than 20 parcels that are vacant scattered throughout the project sites.

### **Regulatory Requirements, Permits, and Approvals**

The Industrial Sites Analysis project will be presented to the City of Elk Grove Planning Commission for comments, review, and recommendations. The City of Elk Grove City Council, as the City's legislative body, is the approving authority for the project. As part of the project's approval, the City Council would take the following actions:

- Find the Negative Declaration (ND) compliant with CEQA and adopt the ND; and
- Adopt an Ordinance amending the General Plan Land Use Map and the Zoning Map of the City of Elk Grove to reflect the changes in the Zoning on the project parcels and amending Title 23 Zoning text as proposed.

Implementation of the proposed project is not anticipated to result in any new development on the majority of the project sites as many of the parcels are currently fully developed with existing industrial uses or single-family dwellings. No new development is proposed as a result of the project. Future actions that may be taken by the City regarding the project may include review and approval of subsequent development requests. Section 23.16.080 of Title 23, Zoning of the Elk Grove Municipal Code requires Design Review permit approval for new construction of nonresidential buildings or structures that are more than 1,000 square feet as well as all new construction of multifamily residential buildings. All discretionary approvals, including Design Review are subject to CEQA.. Additional approvals and permits from local, regional, state, and federal agencies for subsequent development projects may include, but are not limited to the following:

- Sacramento Metropolitan Air Pollution Control District
- Service Districts (Elk Grove Water Works, Sacramento Metropolitan Utility District, Pacific Gas & Electric, Elk Grove Community Services District, Sacramento Area Sewer District, Cosumnes Community Services District, Elk Grove Unified School District)



- California Department of Fish and Game
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

**A. Environmental Factors Potentially Affected:**

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

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

**B. DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or

## INITIAL STUDY/ NEGATIVE DECLARATION

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

\_\_\_\_\_  
Planner's Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Sarah Kirchgessner

Planner's Printed Name

City of Elk Grove

Development Services - Planning

### **D. Evaluation of Environmental Impacts**

The following requirements for evaluating environmental impacts are cited directly from the State CEQA Guidelines Appendix G.

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.
- 3) A "Less than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- 4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 5) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

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

**Existing Setting**

Dominant visual features within the City include urbanized land uses, open sections of the valley floor, agricultural land uses, rivers and creeks, and various species of trees. Because Elk Grove is topographically flat, views of these resources are available from roadways throughout the City. Oak trees, streams, creeks, and rivers are among the most significant natural visual features in the City. In addition, the Stone Lakes National Wildlife Refuge, the Sacramento River, and the Cosumnes River are located just outside of the City in unincorporated Sacramento County. Distant views of the Sierra Nevada and Coastal ranges can be visible from the City under clear conditions (City of Elk Grove 2003b, p. 4.13-1).

Scenic Vistas and State Scenic Highways

There are no scenic vistas in the City (City of Elk Grove 2003b). Furthermore, there are no officially designated state scenic highways in the City or in the surrounding area (City of Elk Grove 2003b). However, scenic corridors that extend 660 feet on each side of the right-of-way protect all freeways in Sacramento County, including State Route (SR) 99 from the Calvin Road exit to the juncture of SR 99 and the Cosumnes River south of Grant Line Road. The purpose of the corridor is to beautify the freeways to make road travel more pleasant and to create a more attractive image of the urban areas in Sacramento County.

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

State

- California Scenic Highway Program
- Nighttime Sky – Title 24 Outdoor Lighting Standards

Local

- City of Elk Grove Municipal Code Title 23
- City of Elk Grove Design Guidelines

**Project Impacts and Mitigation Measures**

- a-d **Less Than Significant Impact.** The proposed project consists of 274 parcels located within existing urban areas. As noted in the project description, the majority of the sites are already developed with industrial and/or residential uses. The sites and surrounding areas are generally flat and do not contain any scenic vistas. Based on site visits and review of aerial photographs, none of the sites contain thick stands of trees, rock outcroppings or historic buildings. Therefore, no impacts to scenic resources would occur.

The proposed project does not result in any change to the development standards on the parcels. For example, the allowed density, height, footprint, design standards including those for lighting, etc. would not change as a result of the project. Impacts associated with any future development under the zoning designations allowed by the project would be consistent with those evaluated in the General Plan EIR. The City has adopted Citywide Design Guidelines (Resolutions No. 2003-65, No. 2003-187, No. 2004-70, and No. 2007-84) to implement the General Plan land use policies and strategies relative to urban design, pedestrian circulation, community, and project design. As part of the Design Review process, projects are reviewed to promote high quality building designs that consist of durable material and provide visual interest and diversity to the community, as well as ensure the design of all proposed buildings are sensitive to neighborhood character with regard to scale and architectural style. Design Review approval would be required for subsequent entitlements and future development projects would be evaluated for project-level environmental impacts, including aesthetics, consistent with CEQA requirements at the time of the request for subsequent entitlements.

The General Plan EIR determined that impacts to daytime and nighttime glare were considered less than significant with mitigation. Mitigation Measure 4.13.3 of the General Plan EIR requires that the Citywide Design Guidelines include provisions to screen outdoor lights. The City adopted Non-Residential Design Guidelines and a Design Review process, which establishes standards for aesthetics. As the proposed project will not change the standards in place, impacts to scenic vistas, scenic resources, visual quality or character and light/glare as a result of the proposed project would be less **than significant**.

**II. AGRICULTURAL RESOURCES**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Existing Setting**

As of 2008, Sacramento County contained approximately 369,264 acres of agricultural land as designated by the Farmland Mapping and Monitoring Program (FMMP). The FMMP is a non-regulatory program within the California Department of Conservation (DOC) that produces important farmland maps and statistical data used for analyzing impacts on California's agricultural resources. The maps identify five agriculture-related categories — Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land — rated according to soil quality and irrigation status.

The 2008 Important Farmland Map for Sacramento County designates the southern Project sites as Urban and Built-Up Land (DOC 2008). There is no designated farmland within the Project area (Prime, Unique, Farmland of Statewide or Local Importance), and there are no agricultural activities, including livestock grazing, currently being implemented within the Project area. No agricultural uses occur in the Project area.

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

State

- California Land Conservation Act of 1965 (Williamson Act)

Local

- City of Elk Grove Right-to-Farm Ordinance

**Project Impacts and Mitigation Measures**

- No Impact.** The Important Farmland Map for Sacramento County designates the project sites as Urban and Built-Up Land (Figure 4.1-1 in the Elk Grove General Plan EIR, 2003). The project would not increase or intensify the uses already allowed in the General Plan; therefore, there would be **no impact** to important farmlands.
- No Impact.** No Williamson Act Contracts are located on the project sites. Furthermore, no Williamson Act Contracts are located in the immediate vicinity of the project sites as shown in Figure 4.1-2 (Williamson Act Contracts) of the Elk Grove General Plan EIR (Elk Grove, 2003). Therefore, **no impacts** to Williamson Act Contracts would occur.
- No Impact.** The proposed project sites are located in areas that are urbanized. The intensity of the existing uses will not be increased as a result of the project. Additionally none of the parcels of the proposed project are adjacent to agriculture use. Therefore **no new or increased impacts** from the project would occur.

**III. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

Elk Grove is located in the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SVAB is relatively flat, bordered by mountains to the east, west, and north and by the San Joaquin Valley to the south. Air flows into the SVAB through the Carquinez Strait, moving across the Sacramento Delta, and bringing with it pollutants from the heavily populated San Francisco Bay Area. The climate is characterized by hot, dry summers and cool, rainy winters. Characteristic of SVAB winter weather are periods of dense and persistent low-level fog, which are most prevalent between storm systems. From May to October, the region's intense heat and sunlight lead to high ozone pollutant concentrations. Summer inversions are strong and frequent, but are less troublesome than those that occur in the fall. Autumn inversions, formed by warm air subsiding in a region of high pressure, have accompanying light winds that do not provide adequate dispersion of air pollutants.

SMAQMD coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures



compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality.

### Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and California ambient air quality standards have been set at levels to protect human health with a determined margin of safety. For some pollutants, there are also secondary standards to protect the environment. Ozone and particulate matter (PM) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead are considered to be local pollutants because they tend to accumulate in the air locally. In addition to being considered a regional pollutant, PM is considered a local pollutant. In the Elk Grove region, ozone and PM are of particular concern.

Health effects commonly associated with PM include increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. PM also impairs visibility. Common sources of PM include power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, and automobiles. Ozone irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Ozone damages plants and reduces crop yield. Ozone is formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (NO<sub>x</sub>) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints and landfills.

### Elk Grove Ambient Air Quality

Ambient air quality in the City can be inferred from ambient air quality measurements conducted at air quality monitoring stations. There is one air quality monitoring station in the City located at Elk Grove-Bruceville Road, which monitors ambient concentrations of ozone. Concentrations of ozone and airborne particulate matter were obtained from a nearby monitoring station located in the City of Sacramento (Sacramento-T Street air monitoring station) (see **Table 1**). Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations affecting the project site.

**Table 1** summarizes the last three years of published data from the Elk Grove-Bruceville Road monitoring station and the Sacramento-T Street air monitoring station. As depicted in **Table 1**, state and federal ozone standards have been exceeded on several occasions during the last three years of available data.

**Table 1**  
**Ambient Air Quality Monitoring Data for the City of Elk Grove**

Pollutant Standards	2009	2010	2011
<b>Elk Grove-Bruceville Road Air Quality Monitoring Station</b>			
<b>Ozone</b>			
Max 1-hour concentration (ppm)	0.102	0.106	0.097
Max 8-hour concentration (ppm) (state/federal)	0.087/0.086	0.089/0.089	0.081/0.080
Number of days above state 1-hr standard	2	1	1
Number of days above state/federal 8-hour standard	12/5	6/2	6/1
<b>Sacramento-T Street Air Quality Monitoring Station</b>			
<b>Ozone</b>			
Max 1-hour concentration (ppm)	0.102	0.092	0.100
Max 8-hour concentration (ppm) (state/federal)	13/4	1/0	5/1
Number of days above state 1-hr standard	3	0	1
Number of days above state/federal 8-hour standard	0.089/0.088	0.074/0.074	0.087/0.087
<b>Course Particulate Matter (PM<sub>10</sub>)</b>			
Max 24-hour concentration (µg/m <sup>3</sup> ) (state/federal)	50.7/47.8	53.9/53.5	42.2/38.8
Number of days above state/federal standard	6/0	6.1/0	0/0
<b>Fine Particulate Matter (PM<sub>2.5</sub>)</b>			
Max 24-hour concentration (µg/m <sup>3</sup> ) (state/federal)	50.1/37.7	37/30.6	50.5/50.5
Number of days above state/federal standard	-/3	-/0	-/18.4

Source: CARB 2012

µg/m<sup>3</sup> = micrograms per cubic meter; ppm = parts per million

- Insufficient or no data currently available to determine the value

## Regulatory Framework

Air quality in Elk Grove is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs.

**Table 2** shows the national and California attainment status for Sacramento County. The region is nonattainment for both federal and state ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (CARB 2011). Geographic areas with air quality that exceed adopted air quality standards are designated as nonattainment areas for the relevant air pollutants. Areas that comply with air quality standards are designated as attainment areas for the relevant air pollutants. Unclassified areas are those with insufficient air quality monitoring data to support a designation of attainment or nonattainment, but are generally presumed to comply with the ambient air quality standard. State Implementation Plans must be prepared by states for areas designated as federal

nonattainment areas to demonstrate how the area will come into attainment of the exceeded national ambient air quality standard.

**TABLE 2  
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY ATTAINMENT STATUS  
FOR SACRAMENTO COUNTY**

<b>Pollutant</b>	<b>National</b>	<b>California</b>
1-hour Ozone (O <sub>3</sub> )	--	Nonattainment
8-hour Ozone (O <sub>3</sub> )	Nonattainment	Nonattainment
Coarse Particulate Matter (PM <sub>10</sub> )	Nonattainment	Nonattainment
Fine Particulate Matter (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Unclassified	Attainment
Hydrogen Sulfide (H <sub>2</sub> S)	Unclassified	Unclassified

Source: CARB 2011

Air quality with respect to criteria air pollutants in the Sacramento Valley Air Basin is regulated by such agencies as the SMAQMD, CARB, and the EPA. Each of these agencies develops rules, regulations, policies, and/or goals to attain the goals or directives imposed through legislation.

As a nonattainment area, the region is also required to submit rate-of-progress milestone evaluations in accordance with the CAAA. These milestone reports include compliance demonstrations that the requirements have been met for the Sacramento nonattainment area. The air quality attainment plans and reports present comprehensive strategies to reduce ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions from stationary, area, mobile, and indirect sources. Such strategies include the adoption of rules and regulations; enhancement of CEQA participation; implementation of a new and modified indirect source review program; adoption of local air quality plans; and stationary-, mobile-, and indirect-source control measures.

The SMAQMD has also adopted various rules and regulations pertaining to the control of emissions from area and stationary sources. Some of the more pertinent regulatory requirements applicable to project are identified as follows (SMAQMD 2011):

- *Rule 402: Nuisance.* The purpose of this rule is to limit emissions which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- *Rule 403: Fugitive Dust.* The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust from non-combustion sources from being airborne beyond the property line from which the emission originates.
- *Rule 442:* The purpose of this rule is to limit the quantity of volatile organic compounds in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.



## Project Impacts and Mitigation Measures

**a-f) Less than Significant Impact.** No development is proposed as part of the project. The GC zoning district permits and conditionally permits more uses than the TC zoning district as shown in Table 1. These additional GC uses *mainly consist of recreation/public assembly uses and retail, service, and office uses* that are of a comparable intensity as what is currently developed and allowed under the TC zoning district. All future development on the affected lands would be required to be in accordance with local regulations, including the General Plan and Zoning Code requirements related to air quality. As discussed in Section XVI Traffic/Transportation, the traffic analysis for the project indicates that the proposed General Plan Amendments would not cause a significant increase in a.m. or p.m. peak hour vehicle trips consistent with the City's Traffic Impact Analysis Guidelines.

Existing and future industrial development allowed under the proposed project would be consistent with the land uses previously addressed in the Elk Grove General Plan EIR. The current General Plan designation on the affected sites, Heavy Industry, is described in the General Plan as a land use generally characterized by industrial or manufacturing activities, which may occur inside or outside of an enclosed building. *Similarly, the proposed General Plan designation of the affected sites, Light Industry, is described in the General Plan as a land use generally characterized by industrial or manufacturing activities, which occur entirely within an enclosed building.* In essence, the only difference between the General Plan Heavy Industry land use designation and Light Industry land use designation is whether or not industrial/manufacturing activities can occur outside or not.

The current zoning on the affected sites, Heavy Industrial, is intended to accommodate a broad range of manufacturing and industrial uses. Permitted activity may vary from medium to higher intensity uses that involve the manufacture, fabrication, assembly, or processing of raw and/or finished materials. The proposed zoning includes both Light Industrial and Industrial – Office Park. The Light Industrial district is intended for low to medium intensity uses that involve the manufacture, fabrication, assembly, or processing of primarily finished materials. These activities, along with supportive and complementary uses, such as storage, shipping, retail, wholesale, or sales operations, are allowed in the Light Industrial district. The Industrial-Office Park district is intended to provide well-designed and integrated development that supports a range of clean, light industrial or high-technology office and manufacturing uses and may include research, retail, service, and storage components or other supportive uses, such as dry cleaners, day care centers, restaurants or medical clinics.

As depicted, the Heavy Industry land use designation and Heavy Industrial zoning district is intended to accommodate high intensity industrial operations, in contrast to the Light Industry land use designation and Light Industrial and Industrial – Office Park zoning districts. According to the California Emissions Estimator Model (CalEEMod), version 2011.1.1, computer program<sup>1</sup>, which projects energy use of land use projects using project-specific geographic data including local climate and energy supplies of the regional power provider, heavy industrial land uses demand the equivalent kilowatt hours of electricity for both operations and lighting as well as the equivalent amount of natural gas per square foot as light industrial land uses, on average. In addition, industrial park land uses demand a considerably less amount electricity and natural gas compared with heavy industrial uses. Since light industrial and industrial park land uses in the Elk Grove region demand the same

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<sup>1</sup> CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model is the most current emissions model approved for use in California by various other air districts.

or less energy than heavy industrial land uses, light industrial and industrial park land uses generate less air pollutant emissions as well.

The impacts from the proposed project would be consistent with those already addressed in the Elk Grove General Plan EIR and for the reasons described above, no new or increased impacts would occur. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or protected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; result in significant construction-related air quality impacts; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors. The impacts are considered **less than significant**.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Regulatory Framework**

The following federal, State, and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**Federal**

- Endangered Species Act (ESA)
- Clean Water Act (CWA), Sections 401 and 404
- Migratory Bird Treaty Act (MBTA)
- Executive Order 13122, Invasive Species
- Eagle Protection Act



**State**

- California Endangered Species Act (CESA)
- Native Plant Protection Act of 1977
- California Environmental Quality Act (CEQA)
- California Department of Fish and Game Code Sections 1601–1606 (Streambed Alteration) and Sections 3500–5500 (Fully Protected Species and Species of Special Concern)

**Local**

- Title 19, Chapter 19.12 of the City of Elk Grove Municipal Code (Tree Preservation and Protection)
- Chapter 16.130 of the City of Elk Grove Municipal Code (Swainson's Hawk Code)

**Non-Governmental Agencies**

- California Native Plant Society (CNPS) Native Species Lists 1A, 1B, and 2

**Project Impacts and Mitigation Measures**

- a-e) **Less than Significant Impact.** The implementation of the project would not result in any new or increased impacts to special-status species, riparian or sensitive habitat or conflicts with local policies. Urban development of the project sites was anticipated under the Elk Grove General Plan and impacts associated with this use was addressed in the Elk Grove General Plan EIR. Additionally, approximately 90% of the project site is fully developed with urban land uses. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. For the vacant parcels, Design Review approval, as well as other discretionary approvals, would be required for subsequent entitlements and future development projects would be evaluated for project-level environmental impacts related to biological resources consistent with CEQA requirements at the time of the request. The project does not propose to change any land use designation from an agricultural designation to an urban designation or include land use entitlements for a nonagricultural use of land zoned with an agricultural designation. Therefore, the impacts from this project are considered **less than significant**.
- f) **No Impact.** The City of Elk Grove does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would have **no impact** on these types of plans.

**V. CULTURAL RESOURCES**

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

**Existing Setting**

The City of Elk Grove General Plan Draft Environmental Impact Report (City of Elk Grove 2003b) identifies 93 prehistoric and historic Native American archaeological sites within the City of Elk Grove General Plan Planning Area, which includes the city limits and surrounding unincorporated area in Sacramento County. The PSA is located within this Planning Area. Many, if not most, of these archaeological sites are village mounds located along rivers, creeks, and sloughs and around lakes. Some are known to contain human remains, and many others have the potential to contain human remains. In addition, there are 24 historic sites within the City's General Plan Planning Area, many of which are remnants of farms and ranches.

**Regulatory Framework**

The following federal, State, and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**Federal**

- Antiquities Act of 1906
- National Park Service Act of 1966
- Historic Sites Act of 1935
- Section 106 of the National Historic Preservation Act (NHPA)
- Reservoir Salvage Act of 1960
- Department of Transportation Act of 1966 (Section 4(f))
- National Environmental Policy Act of 1969
- Archaeological and Historic Preservation Act of 1974
- Tax Reform Act of 1976
- American Indian Religious Freedom Act of 1978
- Archaeological Resources Protection Act of 1979
- Native American Graves Protection & Repatriation Act of 1990
- Executive Orders 12898, 11593, 13006, and 13007

**State**

- California Environmental Quality Act (14 CCR 15064.5, PRC 21083.2, and PRC 21084.1)
- Section 7050.5 of the Health and Safety Code
- Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297)
- Senate Bill (SB) 447 (Chapter 44, Statutes of 1987)

**Local**

- City of Elk Grove Historic Preservation Title (Municipal Code Chapter 7.00)
- City of Elk Grove General Plan Policy HR-6, Action 2

**Project Impacts and Mitigation Measures**

- a-d) **Less than Significant Impact.** Implementation of the proposed project would not result in new impacts to cultural resources as identified in the Elk Grove General Plan EIR, which anticipated development of the project sites. The General Plan EIR identified the Cultural Resource impacts to be less than significant. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. Furthermore, General Plan Policy HR-6 Action Item 2 requires that all discretionary projects be conditioned to stop work if any potential cultural resources are found during construction activities. Therefore the project will not adversely impact any historical resource, unique paleontological resource, or unique geological.



**VI. GEOLOGY AND SOILS**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**State**

- Alquist-Priolo Earthquake Fault Zoning Act
- California Building Code

**Local**

- City of Elk Grove Buildings and Construction (Title 16 of Municipal Code)

**Project Impacts and Mitigation Measures**

- a)
- i) **Less than Significant Impact.** Based on geologic maps and the California Geological Society, no active or potentially active faults underlie the area. Additionally, the City is not located within an Alquist-Priolo Fault Study Zone. Thus, the potential for a fault is unlikely. As stated in the Elk Grove General Plan EIR, the closest fault is 19 miles northwest of the City of Sacramento. All future development will be in accordance with the 2010 Edition of the California Building Code for Seismic Zone 3 is considered sufficient to prevent significant damage to buildings as a result of seismic ground shaking. Thus, the potential adverse effects from seismic ground shaking, ground failure, or landslides are **less than significant**.
  - ii) **Less than Significant Impact.** Any major earthquake damage in the City of Elk Grove is likely to occur from ground shaking and seismically related ground and structural failures. Local soil conditions, such as topography, soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Seismically induced shaking and some damage should be expected to occur but damage should be no more severe in the project areas than elsewhere in the region. Therefore, this impact is considered **less than significant**.
  - iii) **No impact.** The General Plan identifies that there are no known geological hazards caused by ground failure or liquefaction, which would prevent use of the site. Therefore, **no impact** would occur.
  - iv) **No impact.** The ground on the project sites is level and approval of the project would not expose people or structures to potential landslides. Therefore, **no impact** would occur.
- b) **Less than Significant Impact.** No development is proposed as part of this project. However, if development of the vacant parcels occurs on the Project sites in the future, some soil erosion is expected during construction, but implementation of standard grading requirements such as watering, silt fences, etc., will ensure that loss of topsoil is not significant. The Elk Grove General Plan EIR (SCH E2002062082) identified impacts associated with soil erosion as less than significant because the soil types are not identified as being susceptible for erosion. The proposed project would not result in new or increased impacts for soil erosion beyond those identified in the Elk Grove General Plan EIR. All future development will be required to comply with existing codes, which regulate land grading, and erosion control if construction occurs during winter months (October-March). Therefore, this impact is considered **less than significant**.
- c) **No Impact.** The Elk Grove General Plan EIR identified impacts from unstable soil properties as potentially significant unless mitigation measures are incorporated, reducing the impacts to less than significant. The majority of the project sites are currently developed with industrial, commercial, and single family uses; however should additional development occur, a Soils Report would be required prior to issuance of a building permit (in accordance with the Chapter 16.44 of the Municipal Code and the California Building Code (CBC)) where potential expansive soils are present. If expansive soils were

determined to be present, corrective measures as defined by the CBC would be implemented. Corrective measures may include, but are not limited to, the removal of the expansive soil and replacement with a non-expansive material, or stabilization of the soil by chemical, dewatering, pasteurization or equivalent techniques (CBC Section 1802). Therefore, this impact is considered **less than significant**.

- d) **Less than Significant Impact.** The project sites are currently developed with industrial uses, commercial and residential uses; however should additional development occur, a Soils Report would be required prior to issuance of a building permit (in accordance with the Chapter 16.44 of the Municipal Code and the California Building Code (CBC)) where potential expansive soils are present. If expansive soils were determined to be present, corrective measures as defined by the CBC would be implemented. Corrective measures may include, but are not limited to, the removal of the expansive soil and replacement with a non-expansive material, or stabilization of the soil by chemical, dewatering, pasteurization or equivalent techniques (CBC Section 1802). Therefore, this impact is considered **less than significant**.
- e) **No Impact.** Implementation of the proposed project is not anticipated to result in the development of the majority of the project sites as most of the parcels are currently developed. Should additional development occur, the project would be reviewed for compliance with all City requirements for connections to City water and sewer services. Therefore, **no impact** would occur.



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

**Existing Setting**

Since the early 1990s, scientific consensus holds that the world's population is releasing greenhouse gases (GHGs) faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of greenhouse gases beyond natural levels. The overabundance of greenhouse gases in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system.

While often used interchangeably, there is a difference between the terms "climate change" and "global warming." According to the National Academy of Sciences, climate change refers to any significant, measurable change of climate lasting for an extended period of time that can be caused by both natural factors and human activities. Global warming, on the other hand, is an average increase in the temperature of the atmosphere caused by increased greenhouse gas emissions. The use of the term climate change is becoming more prevalent because it encompasses all changes to the climate, not just temperature.

To fully understand global climate change, it is important to recognize the naturally occurring greenhouse effect and to define the greenhouse gases that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).

## Regulatory Framework

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

### State

- Executive Order S-3-05 (2005)
- Assembly Bill (AB) 32, the Global Warming Solutions Act, codified at Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599
- Senate Bill (SB) 375, codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as Public Resources Code Sections 21061.3, 21159.28, and Chapter 4.2

**a)-b) Less Than Significant Impact.** Addressing Impact a) requires an agency to determine what is a "significant impact." The amendments to the CEQA guidelines specifically allow lead agencies to determine thresholds of significance, which illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project's GHG emissions will have a "significant" impact on the environment. The Guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 C.C.R. § 15064.4 (a)). In its Final Statement of Reasons for Regulatory Action accompanying the CEQA Amendments (FSOR), the California Natural Resources Agency (CNRA) explains that quantification of GHG emissions "is reasonably necessary to ensure an adequate analysis of GHG emissions using available data and tools" and that "quantification will, in many cases, assist in the determination of significance" (CNRA 2009). However, as explained in the FSOR, the revised Section 15064.4(b) assigns lead agencies with the discretion to determine the methodology to quantify GHG emissions. The FSOR also notes that CEQA case law has long stated that "there is no iron-clad definition of 'significance.' Accordingly, lead agencies must use their best efforts to investigate and disclose all that they reasonably can regarding a project's potential adverse impacts."

Determining a threshold of significance for a project's climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the State nor local agencies are specialized in this area and there are currently no local, regional, or State thresholds for determining whether the proposed project has a "significant" impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds, but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction. AB 32 sets statewide reduction mandates but to date, the local air district nor Elk Grove has yet adopted GHG significance thresholds applicable to potential industrial development.

Addressing Impact b) under the CEQA Checklist is whether the project conflicts with an applicable GHG plan, policy or regulation. There are several potentially applicable plans and policies; however, the only adopted plan that is directly applicable to the Project is AB 32, which is discussed in the analysis herein.

California is a significant emitter of GHG emissions in the world and produced 477 million gross metric tons of carbon dioxide equivalent in 2008 (CARB 2010). Consumption of fossil

fuels in the transportation sector was the single largest source of California's GHG emissions in 2008, accounting for 36.4 percent of total GHG emissions in the state (CARB 2010). This category was followed by the electric power sector (including both in-state and out-of-state sources) (24.3 percent) (CARB 2010). For the purposes of this analysis, the City of Elk Grove has determined that a qualitative comparison between the allowable development under the existing land use designation and of the allowable development under the proposed General Plan Amendment, in terms of potential to emit GHG emissions from traffic and energy demand, appropriate. Due to the nature of the proposed project, GHG emission quantification would be overly speculative as specific development (i.e., building square footage, precise land use activities, special building features, etc.) is not proposed. The project includes General Plan Amendments to re-designate portions of three separate sites from Heavy Industry to Light Industry and to rezone portions of these three separate sites from Heavy Industrial to a combination of Light Industrial and Industrial – Office Park. No additional entitlements or development are proposed as part of the project. All future development on the affected lands would be required to be in accordance with local regulations, including the General Plan and Zoning Code requirements related to air quality.

The current General Plan designation on the affected sites, Heavy Industry, is described in the General Plan as a land use generally characterized by industrial or manufacturing activities, which may occur inside or outside of an enclosed building. Similarly, the proposed General Plan designation of the affected sites, Light Industry, is described in the General Plan as a land use generally characterized by industrial or manufacturing activities, which occur entirely within an enclosed building. In essence, the only difference between the General Plan Heavy Industry land use designation and Light Industry land use designation is whether or not industrial/manufacturing activities can occur outside.

The current zoning on the affected sites, Heavy Industrial, is intended to accommodate a broad range of manufacturing and industrial uses. Permitted activity may vary from medium to higher intensity uses that involve the manufacture, fabrication, assembly, or processing of raw and/or finished materials. The proposed zoning includes both Light Industrial and Industrial – Office Park. The Light Industrial district is intended for low to medium intensity uses that involve the manufacture, fabrication, assembly, or processing of primarily finished materials. These activities, along with supportive and complementary uses, such as storage, shipping, retail, wholesale, or sales operations, are allowed in the Light Industrial district. The Industrial-Office Park district is intended to provide well-designed and integrated development that supports a range of clean, light industrial or high-technology office and manufacturing uses and may include research, retail, service, and storage components or other supportive uses, such as dry cleaners, day care centers, restaurants or medical clinics.

As depicted, the Heavy Industry land use designation and Heavy Industrial zoning district is intended to accommodate high intensity industrial operations, in contrast to the Light Industry land use designation and Light Industrial and Industrial – Office Park zoning districts. According to the CalEEMod computer program, which projects energy use of land use projects using project-specific geographic data including local climate and energy supplies of the regional power provider, heavy industrial land uses demand the same exact kilowatt hours of electricity for both operations and lighting as well as the same exact amount of natural gas per square foot as light industrial land uses, on average. In addition, industrial park land uses demand a considerably less amount electricity and natural gas compared with heavy industrial uses. Since light industrial and industrial park land uses in the Elk Grove region demand the same or less energy than heavy industrial land uses, light industrial and industrial park land uses generate the same or less amount of GHG emissions as well.

Regarding traffic, in 2011 the City of Elk Grove Public Works Department conducted a trip generation analysis on the proposed General Plan Amendments from Heavy Industry to Light Industry (Attachment 1). This analysis indicates that the proposed General Plan Amendments would not cause a significant increase in vehicle trip, and thus GHG emissions.

The transportation sector was the single largest source of California's GHG emissions in 2008 and this category was followed by the electric power sector. The proposed project would result in land uses that are projected to use lesser amounts of energy than the allowable land uses under current designations. In addition, the proposed project would not result in an increase in vehicle trips, and thus an increase in GHG emissions.

California has adopted several policies and regulations for the purpose of reducing GHG emissions. The proposed project is also subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. As identified, the proposed project would result in land uses that are projected to use lesser amounts of energy and generate the same amount of traffic than the allowable land uses under current designations. Thus, the proposed project would not result in the potential for increased GHG emissions compared with existing conditions and therefore would not conflict with the State goals listed in AB 32 or in any preceding State policies adopted to reduce GHG emissions.

The City does not regulate emissions from vehicles which would be the most likely source of GHG associated with future development. As a result, the City focuses on construction projects in determining the extent of, drafting measures to reduce, GHG emissions. During the design review process, the City would model the project-specific GHG emissions and require modifications to the project based on the proposed use, property features, building materials and operational characteristics. Without a project-specific design and location, it is too speculative to determine what measures, if any, would be needed to address state wide GHG reduction initiatives. As design review approval is required for subsequent entitlements over 1,000 square feet in size, and future development projects would be evaluated for project-level environmental impacts, including GHG emissions, consistent with CEQA requirements at the time of the request for subsequent entitlements, the impact of this project is considered less than significant.

This impact is **less than significant**.



**VIII. HAZARDS AND HAZARDOUS MATERIALS**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Regulatory Framework

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

Most hazardous materials regulation and enforcement in Sacramento County is managed by SCEMD. Most hazardous materials regulation and enforcement in Elk Grove is overseen by SCEMD, which refers large cases of hazardous materials contamination or violations to the Central Valley RWQCB and the DTSC. It is not at all uncommon for other agencies such as the Air Pollution Control District and both the federal and state Occupational Safety and Health Administrations (OSHA) to become involved when issues related to hazardous materials arise. The following federal, State, and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

#### Federal

- Clean Water Act
- Clean Air Act
- Resource Conservation and Recovery Act
- Comprehensive Environmental Response, Compensation, and Liability Act

#### State

- Cal/EPA Unified Program
- California Accidental Release Prevention (CalARP) Program
- California Department of Toxic Substances Control (Cortese List)
- State Water Quality Control Board's UST Program and Geotracker database
- Hazardous Materials Release Response Plans and Inventory (Business Plan) Program
- California Fire and Building Code

#### Local

- Sacramento County Environmental Management Department Toxic Sites List
- Sacramento County Multi-Hazard Disaster Plan (SCMDP)

### Project Impacts and Mitigation Measures

a-c) **No Impact.** The majority of the project parcels are developed with industrial, commercial, and/or single family residential uses and the project does not propose any development at this time so no hazardous materials would be used or transported as a result of the project. Additionally, the project proposes to rezone the project sites from a Heavy Industrial to Light Industrial zoning district, which would reduce the intensity of industrial uses allowed on the project sites. Therefore, implementation of the project would not create any new hazards to the public or the environment through the routine transport, use or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

- d) **Less than Significant Impact.** Figure 4.4-1 of the Elk Grove General Plan EIR (City of Elk Grove, 2003) depicts known hazardous materials sites throughout the City. None of the project sites are identified as hazardous material release sites. Additionally, Mitigation Measure 4.41 of the General Plan EIR states "Prior to site improvements for properties that are suspected or known to contain hazardous materials and sites that are listed on or identified on any hazardous material/waste database search shall require that the site and surrounding area be reviewed, tested and remediated for potential hazardous materials in accordance with all local, state, and federal regulations." This requirement has been incorporated into the City of Elk Grove General Plan as a policy under Goal 1 of the Safety Element. Before development can occur on these sites, implementation of Mitigation Measure MM4.41 would reduce the potential impacts associated with hazardous contamination to less than significant.
- e-f) **No Impact.** There are no public or public use airports in the City of Elk Grove. The only private airport in the vicinity of the project site is the Elk Grove (Sunset Sky Ranch) Airport, which is located near the intersection of Grant Line and Bradshaw roads. However, on January 25, 2006, the Sacramento County Board of Supervisors decided not to renew the Use Permit for the airport. The airport is no longer in operation. Therefore, the proposed project would not result in an airport safety hazard for people working in the project area and no impact is anticipated.
- g) **No Impact.** Upon incorporation, the City of Elk Grove adopted the Sacramento County Multi-Hazard Disaster Plan (SCMDP), which was established to address planned response to extraordinary emergency situations associated with natural disasters and technological incidents. The Plan focuses on operational concepts relative to large-scale disasters, which can pose major threats to life and property requiring unusual emergency responses. Additionally, the City adopted the Sacramento County Area Plan (SCAP), which is used as a guideline for hazardous material related accidents or occurrences. The purpose of the SCAP is *"To delineate responsibilities and actions by various agencies in Sacramento County required to meet the obligation to protect the health and welfare of the populace, natural resource (environment), and the public and private properties involving hazardous materials."* The project would not impede or conflict with the objectives or policies of the identified emergency response plans and evacuation plans. Therefore, **no impact** is anticipated.
- h) **No Impact.** The project sites are within the urban areas of the City of Elk Grove. Based on the project site locations within these urban areas, they would not be subject to wildland fire. **No impact** would occur.

**VVX. HYDROLOGY AND WATER QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**VVX. HYDROLOGY AND WATER QUALITY**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Regulatory Framework**

The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB) enforce State of California statutes, which are equivalent to, or more stringent than, the federal statutes. The RWQCBs are responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters. In the Project area, the Central Valley RWQCB is responsible for protecting surface waters and groundwater from both point sources of pollution (i.e., discharge from a pipe, ditch, or other well-defined source) and non-point sources (i.e., diffuse sources with no discernible distinct point of source, often referred to as runoff or polluted runoff from agriculture, urban areas, mining, construction sites, and other sites). The City has a current NPDES General Permit, issued by the Central Valley RWQCB, which regulates stormwater discharges associated with construction activities. As the site is greater than 1 acre in size, the Land Grading and Erosion Control Code requires that the City prepare a SWPPP to minimize polluted runoff during construction.

The following federal, State, and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

- **Federal**
  - Clean Water Act
- **State**
  - Porter-Cologne Water Quality Control Act
  - National Pollutant Discharge Elimination System (NPDES) Permit Program
  - National Flood Insurance Program
- **Local**
  - City of Elk Grove General Plan
  - Sacramento County – Stormwater Quality Design Manual
  - Sacramento County Water Agency (SCWA) – Zone 40 Water Supply Master Plan
  - City of Elk Grove Flood Control and Storm Drainage Master Plan
  - City of Elk Grove Land Grading and Erosion Control Code
  - City of Elk Grove Water Use and Conservation (Title 14 of the Municipal Code)

**Project Impacts and Mitigation Measures**

- a) **Less than Significant Impact.** Future development will be required to follow the provisions of the City of Elk Grove development standards. These standards require grading plans, erosion control measures such as ... As all new development will be consistent with federal, state and local requirements, it will not result in the violation of any water quality standards or the degradation of water quality. The water quality issues generated from the existing industrial uses on the some of the proposed project sites were addressed in

the Elk Grove General Plan EIR (SCH #2002062082.) The proposed project would not increase potential impacts. The General Plan EIR identified Construction Surface Water Quality and Operation Surface Water Quality impacts as less than significant. Although no new development is proposed with this project, should additional development occur on the project sites it would be required to comply with General Plan policies CAQ-5, CAQ-12, CAQ-17, CAQ-19, and CAQ-21, which provide water quality protection. General Plan Policy CAQ-5 requires roads and structures to be designed, built, and landscaped so as to minimize erosion during and after construction. General Plan Policy CAQ-12 protects the quality of groundwater and surface water through the implementation of NPDES permit system on all public and private development projects and activities. General Plan policies CAQ-17, 19, and 21 encourage the retention of natural stream corridors and require "stream buffer zones" to be provided for development adjacent to natural streams. Compliance with these General Plan policies would minimize these impacts to a less than significant level. Therefore impacts from this project are considered **less than significant**.

- b) **Less than Significant Impact.** Implementation of the proposed project would not cause groundwater consumption beyond that considered in the Elk Grove General Plan EIR. No development is proposed as part of this project. Future development of the vacant parcels could require paving portions of the project sites that are currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. The majority of the project sites are connected to public water service and not located adjacent to any wells. The project parcels located in the rural residential area of the City (Site 7) utilize onsite well water; however, these parcels are fully developed with commercial uses. The singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are regarded as being minor because no new development would directly impact the production of any nearby well. Additional development of the project sites would be required to connect to public water service. Future uses on undeveloped parcels would be consistent with those allowed under the applicable zoning district and land use designations. No wells are proposed for the subject site. The project site is not located in a recharge area as identified in the City's General Plan. Therefore, impacts are considered **less than significant**.
- c-d) **Less than Significant Impact.** Based on site visits and a review of aerial photographs, there are no sites near any stream or river. Therefore, future development will not alter any stream or river. Therefore, impacts are considered **less than significant**.
- e-f) **Less than Significant Impact.** The Elk Grove General Plan EIR determined that with implementation of General Plan policies and mitigation, the impacts to groundwater quality would be reduced to less than significant. Future uses on undeveloped parcels would be consistent with City policies and procedures governing water quality. These include General Plan Policy CAQ-5, which requires roads and structures to be designed, built, and landscaped so as to minimize erosion during and after construction and General Plan Policy CAQ-12, which protects the quality of groundwater and surface water through the implementation of NPDES permit system on all public and private development projects and activities. Therefore no additional impacts to water quality are anticipated and are considered than the **less than significant**.
- g-h) **Less than Significant Impact.** Some of the projects sites may include areas within the 100 year floodplain. Elk Grove General Plan policies SA-17 and SA-18 govern development within floodplain areas. General Plan Policy SA – 17 requires that vehicular access to the buildable

area of all parcels must be at or above the 10-year flood elevation. General Plan Policy SA-18 requires the creation of lots whose access will be inundated by flows resulting from a 10-year or greater storm shall not be allowed. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations. Compliance with these policies would reduce hazards to life and property to acceptable levels. Therefore, flooding impacts associated with the proposed project are considered **less than significant**.

- i) **No Impact.** The Elk Grove General Plan EIR does not identify flooding as a result of levee or dam failure as having a potential to expose people or structures within the City to a significant risk of loss injury or death in Elk Grove. Additionally, the proposed Project site is located outside the Folsom Dam Failure Flood Area. Therefore, **no impact** would occur.
- j) **No Impact.** The City of Elk Grove is not located in an area subject to seiche, tsunami or mudflow. The Elk Grove General Plan does not identify any impacts relative to these events. Therefore, **no impact** would occur.

**XX. LAND USE AND PLANNING**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Project Impacts and Mitigation Measures**

- a) **No impact.** As the proposed project is located within and throughout the incorporated City of Elk Grove, it will not physically divide an established community. Therefore, **no impacts** would occur as a result of this project.
- b) **No Impact.** The City of Elk Grove General Plan and Municipal Code contain policies, regulations, and development standards that are designed to mitigate environmental effects. No development is proposed as part of this project. Any future development on the project sites will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. Therefore the project would not conflict with a land use plan, policy or regulation. **No impact** would occur.
- c) **No Impact.** Since there is no habitat conservation plan (HCP) or natural community plan in existence, the proposed project would not be in conflict with any plan. **No impact** would occur.



XI. MINERAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Existing Setting**

Mineral resources in Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas, and petroleum. Potential sources of quality aggregate exist in Sacramento County. These potential sources lie within areas that are classified by the Surface Mining and Reclamation Act of 1975 (SMARA) Special Report 156 as MRZ-3, a classification that includes areas containing aggregate deposits, the significance of which cannot be evaluated from available data and includes igneous rocks of volcanic origin and metamorphic rocks (Sacramento County 2007; City of Elk Grove 2003a). Using data contained in SMARA Special Report 156, the City was classified for its mineral resource potential and is covered by the MRZ-3 classification. However, no known significant mineral resource have been identified in the City.

No mineral extraction activities occur in the vicinity of any of the properties. None of the roadways in the vicinity of the Project serve as routes for traffic involved in mineral extraction activities.

**Regulatory Framework**

The following state regulations, plans, programs, and guidelines are applicable to the proposed Project:

- **State**  
State Mining and Reclamation Act

**Project Impacts and Mitigation Measures**

a-b) **No Impact.** No significant mineral resources have been identified in the project areas. The Elk Grove General Plan EIR (Elk Grove, 2003) identified that development of the General Plan, which anticipated urbanization of the project site, would not result in impacts to mineral resources. Therefore, **no impact** to mineral resources would occur.

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

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**State**

- Title 24 of the California Building Code
- State of California General Plan Guidelines

**Local**

- City of Elk Grove General Plan
- Chapter 6.32 of the Elk Grove Municipal Code, Noise Control

The Noise Element of the City's General Plan contains policies designed to protect the community from the harmful and annoying effects of exposure to excessive noise. General Plan policies applicable to the proposed Project include NO-5 (construction noise). The City's General Plan also includes maximum allowable noise standards for projects affected by transportation as well as non-transportation noise sources. Noise compatibility of proposed development is determined in comparison to these standards.

The City's maximum acceptable exterior noise standard for residential land uses affected by non-transportation noise sources is 55 dBA  $L_{eq}$  during the daytime hours (7 a.m. to 10 p.m.) and 45 dBA during the nighttime hours (10 p.m. to 7 a.m.)(City of Elk Grove, 2003a). To account for increased annoyance potential, non-transportation sources with tonal, impulsive, or repetitive noise characteristics are reduced by 5 dBA.

Noise Thresholds of Significance

Noise impacts associated with the proposed Project would be considered significant if implementation of the proposed land uses would:

- Result in short-term construction noise levels that would exceed applicable noise standards adopted by the City or result in a substantial increase in ambient noise levels during the more noise-sensitive nighttime hours (10 p.m. to 7 a.m.);
- Result in a substantial permanent long-term increase (i.e., 5 dBA or greater) in ambient noise levels;
- Result in the generation or exposure to noise levels that would exceed the City's applicable noise standards.

For purposes of this analysis, a significant increase in ambient noise levels at nearby noise-sensitive receptors is defined as follows (City of Elk Grove 2003a):

- Where existing traffic noise levels are less than 60 dBA  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +5 dBA  $L_{dn}$  increase in noise levels due to roadway improvement projects will be considered significant; and
- Where existing traffic noise levels range between 60 and 65 dBA  $L_{dn}$  at the outdoor activity area of noise-sensitive uses, a +3 dBA  $L_{dn}$  increase in noise levels due to roadway improvement projects will be considered significant; and
- Where existing traffic noise levels are greater than 65 dBA  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA  $L_{dn}$  increase in noise levels due to roadway improvement projects will be considered significant.

Groundborne Vibration

There are no federal, State, or local regulatory standards for groundborne vibration. However, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in **Table 11** and **Table 12**, respectively. The criteria differentiate between transient and continuous/frequent sources. Transient sources of groundborne vibration include intermittent events, such as blasting, whereas continuous and frequent events would include the operations of equipment, including construction equipment, and vehicle traffic on roadways (Caltrans 2002, 2004).

**TABLE 11  
DAMAGE POTENTIAL TO BUILDINGS AT VARIOUS GROUND BORNE VIBRATION LEVELS**

Structure and Condition	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1

**INITIAL STUDY/NEGATIVE DECLARATION**

Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5

*Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.*  
 Source: Caltrans 2004

The groundborne vibration criteria recommended by Caltrans for evaluation of potential structural damage is based on building classifications, which take into account the age and condition of the building. For newer structures, Caltrans considers a minimum peak-particle velocity (ppv) threshold of 0.25 inches per second (in/sec) for transient sources and 0.5 in/sec for continuous/frequent sources to be sufficient to protect against building damage. Continuous groundborne vibration levels below approximately 0.2 in/sec ppv are unlikely to cause damage to most structures. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as the minimum perceptible level for ground vibration. Short periods of ground vibration in excess of 2.0 in/sec ppv can be expected to result in severe annoyance to people. Short periods of ground vibration in excess of 0.1 in/sec ppv (0.2 in/sec ppv within buildings) are considered barely perceptible and the minimum level at which annoyance would be anticipated to occur (Caltrans 2002, 2004).

**TABLE 12  
 ANNOYANCE POTENTIAL TO PEOPLE AT VARIOUS GROUNDBORNE VIBRATION LEVELS**

Human Response	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Severe	2.0	0.4

*Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.*  
 Source: Caltrans 2004

**Project Impacts and Mitigation Measures**

- a-d) **Less than Significant.** Ordinarily heavier industrial uses have the potential to generate more noise either through operational characteristics or heavy truck traffic. Part of the proposed project reduces the amount of heavy industrial uses, which should result in lower noise levels. However, the City has a noise ordinance (Chapter 6.32 Elk Grove Municipal Code) and provisions of the General Plan that address noise generation and all subject projects must comply with the provisions of the code. The rezoning from O and MP to RD-5 involves a change of zoning intended to reflect the actual existing



developed uses. There will be no change in noise characteristics for the residential rezoning action. The Highway Travel Commercial zoned property is located within the 60 dB noise contours of the adjacent Interstate 5. While the zoning is changing as noted in the project description, the existing noise policies of the General Plan and noise ordinance remain in effect. The General Plan EIR determined the noise levels from traffic were significant and unavoidable. Findings of Fact and a Statement of Overriding Considerations for the significant and unavoidable impacts from noise were adopted for the General Plan EIR on November 15, 2003. Implementation of the proposed project is not anticipated to result in new development on the majority of the project sites as most of the parcels are currently developed. As additional development of the sites occurs, it would be required to comply with General Plan policies NO-1 through NO-4 and NO-7 through NO-10 along with associated action items, which establish noise level performance standards, would help minimize permanent noise impacts. The impact of the proposed project would be **less than significant**.

- e-f) **No Impact.** There are no public airports in the City of Elk Grove. The only private airport in the vicinity of the project site is the Elk Grove (Sunset Sky ranch) Airport, which is located near the intersection of Grant Line and Bradshaw roads. However, on January 25, 2006, the Sacramento County Board of Supervisors decided not to renew the Use Permit for the airport. The airport is no longer in operation. Therefore, the proposed project would not be adversely affected by excessive noise from the airports and **no impact** would occur.

**XIII. POPULATION AND HOUSING**

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

**Existing Setting**

The City of Elk Grove's current population is 143,885 (City of Elk Grove 2011c). The population in Sacramento County in the year 2009 was 1,400,949 (U.S. Census Bureau 2011).

**Regulatory Framework**

There are no State and local regulations, plans, programs, and guidelines associated with population or housing that are applicable to the proposed Project.

**Project Impacts and Mitigation Measures**

a-c) **Less than Significant Impact.** The rezoning from O and MP to RD-5 (Residential Rezones) involves a change of zoning intended to reflect the actual existing developed uses. The proposed General Plan Amendments and rezoning would not induce substantial population growth because the City's Industrial zones do not allow many residential land uses. The Industrial zones limit residential land uses to caretaker housing, transitional housing and emergency shelters. No development is proposed as part of this Project. Therefore, impacts to population and housing are considered **less than significant**.

**XIV. PUBLIC SERVICES**

<b>Would the project result in:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

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

**Fire Protection**

The CCSD provides emergency services such as fire suppression, emergency medical services, technical rescue, and arson and explosion investigations. The CCSD currently has eight fully staffed stations, six of which are located in the City (CCSD,2010).

**Police Protection**

The City's Police Department provides all law enforcement services including responding to all crime-related events, handling all traffic-related issues, and providing community services to the citizens. All traffic accidents occurring on freeways that pass through the City (State Route 99 and Interstate 5) are handled by the California Highway Patrol (CHP).

**Schools**

The City is located within the service area of the EGUSD. The EGUSD covers 320 square miles and is the fifth largest school district in California and the largest in Northern California (EGUSD 2010). EGUSD boundaries encompass the entire City, portions of the cities of Sacramento and Rancho Cordova, and most of southern Sacramento County. Currently, the district provides education to over 62,000 students and operates 64 schools: 40 elementary schools, 9 middle schools, 9 high schools, 4 alternative education schools, 1 adult school, and 1 charter school (EGUSD 2010).

**Parks**

The CCSD provides parks services to the Elk Grove community. The department plans and designs new parks; owns, operates, and maintains parks and community centers; manages rentals of community centers, picnic sites, and sports fields; and offers recreation programs. Currently, the CCSD manages 80 parks, 18 miles of off-street trails, two community centers, four recreation centers, and two aquatics complexes (CCSD 2010).

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**State**

- Uniform Fire Code
- California Health and Safety Code

**Local**

- Fire Codes and Guidelines

**Project Impacts and Mitigation Measures**

- Less than Significant Impact.** The project site is located in the Cosumnes Community Services District Fire Department service area. The Elk Grove General Plan EIR determined the impacts to fire service would be less than significant with implementation of General Plan Policies and Action items PF-1, PF-1-Action 1, PF-2, PF-6, PF-18, PF-19, PF-20, SA-28, and SA\_29-Action 1-1, which requires sufficient capacity in all public services and facilities to be available on time to maintain desired service levels as well as coordination with outside service agencies. Site plan review for all future building permits will ensure compliance with the requirements of the Cosumnes Community Services District Fire Department regarding access, water mains, fire flow, brush clearance and hydrants. Compliance with the Fire District requirements will result in a **less than significant** impact on fire protection services.
- Less than Significant Impact.** The project site is located within the service area of the City of Elk Grove Police Department. The existing residential uses are already served by the police department and require no new services. Implementation of the proposed project could slightly increase the demand for police and law enforcement services, as the Elk Grove Police Department would need to respond to any calls for service at the currently vacant parcels. The Police Department has a staffing standard of one officer per every 1,000 persons and one support staff for every three officers (City of Elk Grove, 2003b). However, as discussed under the Population and Housing section of this document, the proposed project would not generate additional residents and is therefore not expected to result in the need for additional police personnel or facilities. Furthermore, the City of Elk Grove General Plan DEIR (SCH# 2002062082) identified that implementation of the General Plan would result in an increased demand for fire and police protection services and that impacts would be **less than significant**.
- No Impact.** The proposed project includes the Rezone of two subdivisions that are currently fully developed with single-family dwellings to correct their zoning districts to be consistent with their existing uses, General Plan land use designations, and previous approvals. Both sites are located within the Laguna West area and were pre-zoned incorrectly at the time of annexation. As such, there would be no need for additional governmental facilities to maintain acceptable service ratios for schools. No impact would occur.

- d) **Less than Significant Impact.** The project site is located within the boundaries of the Cosumnes Community Services District Department of Parks and Recreation service area. The proposed project includes the Rezone of two subdivisions that are currently fully developed with single-family dwellings and therefore, would not require a significant additional level of effort for maintenance to the parks. Thus, impacts to parks and the CCSD are considered less than significant.
  
- e) **Less than Significant Impact.** The proposed project is anticipated to result in development consistent with the City of Elk Grove General Plan. As analyzed in the City's General Plan EIR the impacts to additional public services, i.e. electric, telephone, natural, etc. are considered **less than significant**.



**XV. RECREATION**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Existing Setting**

The Cosumnes Community Services District (CCSD) provides recreation services to the City. The district offers recreation programs for all ages including special events, preschools, summer camps, teen programs, special interest classes, before- and after-school recreation, nontraditional sports, therapeutic recreation, youth and adult sports, and aquatic programming (CCSD 2010).

**Regulatory Framework**

The following local regulations, plans, programs, and guidelines are applicable to the proposed Project:

- Local
- City of Elk Grove General Plan
- City of Elk Grove Trails Master Plan

**Project Impacts and Mitigation Measures**

a-b) **No Impact.** The proposed project includes the Rezone of two subdivisions that are currently fully developed with single-family dwellings and therefore, would not require additional parks. Additionally, the City's Industrial zoning districts do not allow many residential uses that would require additional park facilities. The Industrial zones limit residential land uses to caretaker housing, transitional housing and emergency shelters. Therefore, no impacts to parks are expected.

**XVI. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Regulatory Framework**

The following local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**Local**

- City of Elk Grove Transportation Improvement Plan
- City of Elk Grove Trails Master Plan
- City of Elk Grove Traffic Impact Analysis Guidelines. Consistent with the City's Traffic Impact Analysis Guidelines, the traffic impact analysis used the following thresholds to determine the significance of project impacts:
  - Roadway System: An impact is considered significant at intersections if the project causes the facility to change from level of service (LOS) D or better to LOS E or F.
  - For facilities that are operating at unacceptable levels of service without the Project, an impact is considered significant if the project increases the delay at study intersections by more than 5 seconds.
  - Transit System: An impact is considered significant if implementation of the project will disrupt or interfere with existing or planned transit operations or transit facilities.

- o Bicycle/Pedestrian System: An impact is considered significant if implementation of the project will disrupt or interfere with existing or planned bicycle or pedestrian facilities.

**Project Impacts and Mitigation Measures**

- a)-b) **Less than Significant.** In 2011, the City of Elk Grove Public Works Department conducted a trip generation analysis on the proposed General Plan Amendments from Heavy Industry to Light Industry (Attachment 1) comparing the proposed project to existing traffic conditions. This analysis indicates that the proposed General Plan Amendments would not cause a significant increase in a.m. or p.m. peak hour vehicle trips as compared to existing traffic conditions. . Furthermore, implementation of the proposed project is not anticipated to result in changes to the majority of uses as depicted in Figure 2.

City-wide traffic impacts are addressed in the traffic model which is based on general plan land use designations in place at the time the model is created. The traffic model predicts the number of trips in the system for both the a.m. and p.m. peak hours based on expected trips generated by the land use as defined in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. City and regional development growth assumptions are incorporated into the traffic model and physical improvements to the circulation system are planned based on both observed impacts from existing development, and projected impacts from planned future projects. For the proposed project, the Public Works Department determined that the General Plan Amendments would not increase the a.m. or p.m. peak hour projections reported by the model. This means that the traffic associated with the proposed project is similar to, or less than, the traffic projected in the model based on the existing land use designations.

While the model predicts future impacts at system-wide roadways and intersections, individual projects must be evaluated for their potential to affect the system. The project-specific evaluation can be based on detailed project information such as the type of land use, building size, employees and operational characteristics. This type of project-specific detail is not available as part of a general plan amendment such as the proposed project. The City evaluates project-specific traffic impacts during the Design Review process where detailed project information is provided by the applicant, and develops project-specific improvement requirements to address the traffic impact. Traffic improvements can range from no requirements at all to new roadways and intersections. Because the range of impacts and scope improvements is so large, the City requires this analysis during the Design Review process. Design Review approval is required for subsequent entitlements of greater than 1,000 square feet in size. All future development projects will be evaluated for project-level traffic impacts, consistent with CEQA requirements at the time of the request for Design Review approval . Impacts to traffic are considered **less than significant**.

- c) **No Impact.** There are no public airports in the City of Elk Grove. The only private airport in the vicinity of the project site is the Elk Grove (Sunset Sky ranch) Airport, which is located near the intersection of Grant Line and Bradshaw roads. However, on January 25, 2006, the Sacramento County Board of Supervisors decided not to renew the Use Permit for the airport. The airport is no longer in operation. Therefore, **no impacts** to air traffic patterns would occur.
- d)-f) **No Impact.** The proposed project would not create any new hazards due to design features, inadequate emergency access, and parking capacity because any new

development would be subject to the development standards contained in the City of Elk Grove Municipal Code, and the Citywide Design Guidelines.

- g) **No Impact.** The project does not propose any new development and therefore the proposed project would not conflict with adopted plans or policies regarding alternative transportation. All future development within the project site would be subject to City policies and development standards regarding alternative transportation, including requirements for installing bicycle racks and bus pads as part of project entitlement. Therefore, **no impact** would occur.

**XVII. UTILITIES AND SERVICE SYSTEMS**

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

**Existing Setting**

**Water Supply**

The Project sites are located within the boundaries of Sacramento County Water Agency (SCWA) service areas Zone 41 and Zone 40. SCWA Zone 41 is a retail water supplier that provides drinking water to its various service areas located in both the unincorporated and incorporated (e.g., the cities of Elk Grove and Rancho Cordova) portions of the county.

**Wastewater Service**

The Sacramento Regional County Sanitation District (SRCSD) provides public wastewater conveyance, treatment, and disposal in the urbanized portions of Sacramento County. SRCSD



owns and operates the regional wastewater conveyance system and the Sacramento Regional Wastewater Treatment Plant, located at 8521 Laguna Station Road, approximately 6 miles from the Project area. SRCSD is a publicly owned wastewater agency serving over one million people in the Sacramento Metropolitan Area through its three contributing agencies: the City of Folsom, the City of Sacramento, and Sacramento County Sanitation District 1. Service for the proposed Project area is provided by Sacramento County Sanitation District 1.

**Solid Waste**

Solid waste services in the City are provided by Allied Waste Services. Commercial waste service in the city, which includes waste generated by multi-family residential developments, is an "open market," meaning that commercial and multi-family waste is hauled by any permitted hauler selected by the development and is hauled to permitted landfills as chosen by the hauler. Solid waste generated in the City is taken to various landfills. The majority of the landfills serving City waste haulers have over 70 percent remaining capacity (CalRecycle 2010).

**Regulatory Framework**

The following state and local regulations, plans, programs, and guidelines are applicable to the proposed Project:

**State**

- Urban Water Management Planning Act
- Zone 41 Urban Water Management Plan
- Porter-Cologne Water Quality Act
- Waste Discharge Requirements Program
- California Integrated Waste Management Act

**Local**

- Central Valley Regional Water Quality Control Board
- City of Elk Grove Municipal Code, Title 30 Solid Waste

**Project Impacts and Mitigation Measures**

**a-c,e,g) Less than Significant Impact.**

Wastewater treatment for the project area is provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD owns and operates the regional wastewater conveyance system and the Sacramento Regional Wastewater Treatment Plant (SRWTP), located at 8521 Laguna Station Road. SRCSD's contributing agencies – the Sacramento Area Sewer District (SASD) and the cities of Folsom, West Sacramento, and Sacramento – each collect wastewater, while SRCSD is responsible for major conveyance, wastewater treatment, and wastewater disposal. On an average day, 165 million gallons of wastewater are transported through more than 100 miles of SRCSD's interceptor pipe to the SRWTP, which is permitted to treat 181 million gallons per day (mgd) average dry weather flow. At the SRWTP, the wastewater undergoes a secondary treatment process, after which it is safely disposed of into the Sacramento River.

The Sacramento Regional Wastewater Treatment Plant 2020 Master Plan (2020 MP) for the SRWTP provides a phased program of recommended wastewater treatment facilities and management programs to accommodate planned growth and to meet existing and anticipated regulatory requirements in the SRCSD service area through the year 2020. The SRWTP 2020 MP uses Sacramento Area Council of Governments (SACOG)

population projections multiplied by per capita flow and load values to determine future facilities needs (SRCSD, 2008, p. 14). The current SRWTP capacity of 185 mgd falls short of the projected 218 mgd average dry weather flow in 2020. Therefore, the SRWTP has been master planned to accommodate 350 mgd average dry weather flow (SRCSD, 2008, p. 15). In addition, the SRCSD has prepared a long-range master plan for the large-diameter interceptors that transport wastewater to the SRWTP. The Regional Interceptor Master Plan 2000 includes interceptor upgrades/expansions to accommodate anticipated growth through 2035 (SRCSD, 2008, p. 5).

The Sacramento Area Sewer District (SASD), formerly known as County Sanitation District-1, provides wastewater collection services in the urbanized unincorporated area of Sacramento County, in the cities of Citrus Heights, Elk Grove, and Rancho Cordova, and in a portion of the cities of Sacramento and Folsom. SASD owns, operates and maintains a network of 4,200 miles of main line and lower lateral pipes within a 268 square-mile area (SASD, 2010). The collection system pipelines are categorized and based on size, function and hydraulic capacity. Trunk sewers are pipes that function as conveyance facilities to transport the collected wastewater flows to the SRCSD interceptor system. The collection system within the project area includes trunks, which are designed to carry flows from 1 to 10 mgd, and laterals, which are designed to carry flows of less than 1 mgd. The existing Elk Grove trunk line extends southeast from the SRWTP influent diversion structure to Laguna Boulevard, then parallel to SR 99 along E. Stockton Boulevard extending close to the southern City boundary.

The project would not result in land uses more intensive than those currently allowed under the existing General Plan Heavy Industrial land use designations. No additional impacts would be added to the amount of wastewater flows to the SRWTP and within SCSD facilities. As described in the City of Elk Grove General Plan EIR, capacity requirements at the treatment plant are calculated on population based water-flow projects and are not related to specific land uses or designations. The SRWTP Master Plan considered all projected growth within its service area boundaries and provides for a capital program for expansion that addresses regulatory and industry changes in advanced treatment for potential "add-on" to conventional facilities. Future development would be required to comply with General Plan policies including PF-3 through PF-14 and CAQ 25, which are policies to ensure that adequate utilities are provided by requiring water supply delivery systems and sewage conveyance and treatment capacity to be available at the time of project approval. The project would not add to flows anticipated under the General Plan. Impacts to wastewater treatment are considered **less than significant**.

- c) The majority of the project parcels are developed with industrial, commercial, and/or single family residential uses and the project does not propose any development at this time. For the vacant parcels, Design Review approval, as well as other discretionary approvals, would be required for subsequent entitlements and future development projects would be evaluated for project-level environmental impacts related to storm water drainage facilities consistent with CEQA requirements at the time of the request for subsequent entitlements future development Therefore, impacts to storm drainage facilities are expected to be less than significant.
- d) The project site is located within the boundaries of Sacramento County Water Agency (SCWA) service areas Zone 41 and Zone 40 (Zone 41 includes all of Zone 40). Zone 40 generates revenue for its capital program through development fees and from special development capital fees collected bi-monthly from Zone 41 retail water service

customers within Zone 40 and wholesale water service customers in the Elk Grove Water Service area. In April 1999, SCWA expanded Zone 40 boundaries and scope to include large areas in the southern part of Sacramento County and to include the use of recycled water in conjunction with groundwater and surface water. Upon completion of construction of Zone 40 water facilities, the facilities are granted over to Zone 41 for long-term operations and maintenance and eventually replacement as facilities become older (SCWA, 2005b). As of late 2004, Zone 41 facilities included a transmission and distribution system, 65 groundwater production facilities, and 6 million gallons per day (mgd) (expandable to 11 mgd) of non-dedicated surface water capacity from the Sacramento River Water Treatment Plant (SRWTP) (SCWA, 2005b). The SCWA WSMP, along with its companion document, the Zone 40 Water System Infrastructure Plan (WSIP) (2006) identify both current and proposed water treatment plants, storage facilities, and distribution pipelines needed to serve the Zone 40 area through the year 2030 (SCWA, 2005a)(SCWA, 2006). The proposed project does not result in additional impacts beyond those considered under the Heavy and Light land use designations. Therefore, impacts to water supply would be **less than significant**.

- f) No development is proposed as part of this project. The majority of the Project sites is fully developed with industrial or residential land uses. For the vacant parcels, future development at the project sites would receive solid waste service from the current private haulers permitted by the City. Multiple landfills serving Elk Grove waste haulers have over 70 percent remaining capacity. Furthermore, the City's General Plan DEIR found that landfills serving the City of Elk Grove have permitted capacity to serve future development consistent with the General Plan (City of Elk Grove, 2003b). The City of Elk Grove currently complies with AB 939, and future development at the project sites would be required to comply with applicable solid waste regulations. Therefore, as landfills would have adequate capacity and the project would be required to comply with any applicable solid waste regulations, solid waste impacts are considered less than significant.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

<b>Does the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** As shown in Table 1, the new General Plan Designations and changed Zoning District would not significantly increase the uses allowed on the project sites. Furthermore, implementation of the proposed project is not anticipated to result in changes to the majority of the project sites as only 25% parcels are vacant and the remaining parcels are developed. Future uses on undeveloped parcels will need to comply with federal, state and local requirements regarding biological impacts. Overall, the impacts are anticipated to be consistent with those analyzed in the General Plan EIR which determined that these impacts would be less than significant. These issues are considered **less than significant**.

b) **Less than Significant Impact.** The cumulative impacts associated with the proposed project are limited as 90% percent of the project area is already developed with uses. The remaining land is designated and zoned for urban uses that were considered in the General Plan EIR. The Elk Grove General Plan EIR identified cumulative significant impacts with regard to the following: Agriculture, Land Use, Transportation and Circulation, Noise, Air Quality, Hydrology and Water Quality, Biological Resources, Public Services, and

Visual Resources/Light and Glare. Findings of Fact and a Statement of Overriding Considerations were adopted for all significant and unavoidable impacts with the adoption of the General Plan EIR on November 15, 2003.

Additionally, the proposed amendment to the Zoning Code to add a new planning permit called the Minor Use Permit, and to create a new approving authority named the Zoning Administrator to review and approve the Minor Use Permit does not result in the possibility of creating significant or cumulative effects on the environment. All projects subject to the Minor Use Permit must be consistent with the applicable zone district, and will be subject to CEQA. Further, decisions by the Zoning Administrator may be appealed to the City Council. While the new Minor Use Permit is intended to reduce processing time for projects, the regulations and requirements necessary for compliance with CEQA remain intact and applicable. As a result, the addition of the Minor Use Permit process results in no environmental impact.

As noted throughout this initial study, the proposed project either reduces the impacts by limiting the types of industrial uses, or corrects a mapping error allowing the new zoning to reflect existing development. As more intensive uses were evaluated in the General Plan EIR, these impacts would be considered **less than significant**.

- c) **Less than Significant Impact.** For the industrially zoned properties the General Plan EIR assumed uses that might result in impacts to: agriculture, Land Use, Transportation and Circulation, Noise, Air Quality, Hydrology and Water Quality, Biological Resources, Public Services, and Visual Resources/Light and Glare as significant and unavoidable. Findings of Fact and a Statement of Overriding Considerations for the significant and unavoidable impacts were adopted for the General Plan EIR on November 15, 2003. Implementation of the proposed project will reduce change the nature of the industrial uses from Heavy to Light industrial. This change in land use mix is likely to result in fewer impacts than were analyzed in the General Plan EIR. The change in residential zoning is intended to reflect the existing developed condition of the properties and will result in no change to the existing environment. The rezoning from Travel Highway Commercial to General Commercial zone districts exchanges one set of commercial uses for a similar list of uses. Similar to the industrial rezoning, the change in commercial zone will result in less intensive uses than were analyzed in the General Plan EIR. Finally, approximately 90% of the project area is already developed with the intended uses, the remaining 10% will be subject to the existing development standards of the City as described throughout this initial study. The close proximity of industrial and commercial uses to major roadways is considered desirable for non-residential development. The residential development currently exists so there will be no change in either the physical characteristics or their proximity to any adverse conditions. The remaining vacant land is subject to design standards and regulations that regulate proximity to sensitive receptors such as homes and offices. These impacts are considered **less than significant**.

## **REFERENCES**

1. City of Elk Grove Incorporation, DEIR, October 5, 1998
2. City of Elk Grove. City of Elk Grove General Plan. Elk Grove, CA. 2003.
3. City of Elk Grove. City of Elk Grove General Plan EIR (SCH # 2002062082 – Certified 11/15/03), Elk Grove, CA. 2003.
4. Title 23, Zoning of the City of Elk Grove Municipal Code



5. CARB (California Air Resources Board). 2011. *Area Designation Maps/State and National*. <http://www.arb.ca.gov/desig/adm/adm.htm>.
6. CARB (California Air Resources Board). 2012. *Air Quality Data Statistics*. <http://www.arb.ca.gov/adam/select8/sc8start.php>.
7. SMAQMD (Sacramento Metropolitan Air Quality Management District). 2011. *Guide to Air Quality Assessment in Sacramento County*.
8. Traffic Impact Analysis Guidelines, City of Elk Grove, July 2000
9. Sacramento County Regional Interceptor Master Plan, 2000
10. CNRA 2009 California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97, December 2009. (Available at [http://ceres.ca.gov/ceqa/docs/Final\\_Statement\\_of\\_Reasons.pdf](http://ceres.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf))
11. CARB (California Air Resources Board). 2010. California Greenhouse Gas Inventory for 2000-2008. <http://www.arb.ca.gov/cc/inventory/data/data.htm>

**ATTACHMENTS**

1. Industrial Trip General, Department of Public Work, November 2011



**GPA: Heavy Industry to Light Industry**

APN	Address	Zone	GP	GP	Proposed	Sq. ft.	Existing GP			Proposed GP			Existing vs. Proposed				
							Weekday	AM Peak	PM Peak	Weekday	AM Peak	PM Peak	AM Peak	AM Peak	PM Peak		
							Trip	Generated	Trip	Generated	Trip	Generated	Trip	Generated	Trip	Generated	Trip
13401000730000	0 WATERMAN RD	M-2	HI	LI	LI	33,045.11	50	17	22	230	30	32	14	10			
13406600160000	9291 BENDEL PL	M-2	HI	LI	LI	78,299.46	117	40	53	546	72	76	32	23			
13401000390000	9880 WATERMAN RD	M-2	HI	LI	LI	95,114.09	143	49	65	663	88	92	39	28			
13401000340000	9880 KENT ST	M-2	HI	LI	LI	85,430.64	128	44	58	595	79	83	35	25			
13401000350000	9888 KENT ST	M-2	HI	LI	LI	91,662.13	137	47	62	639	84	89	38	27			
13401000360000	9900 KENT ST	M-2	HI	LI	LI	88,765.77	133	45	60	619	82	86	36	26			
13401000370000	9918 KENT ST 1	M-2	HI	LI	LI	86,742.93	130	44	59	605	80	84	36	25			
13401000380000	9930 KENT ST	M-2	HI	LI	LI	92,170.71	138	47	63	642	85	89	38	27			
13406600060000	9292 BENDEL PL	M-2	HI	LI	LI	18,423.85	28	9	13	128	17	18	8	5			
13406200050000	9050 ELKMONT WY	M-1	HI	LI	LI	103,034.74	155	53	70	718	95	100	42	30			
13406200320000	9068 ELKMONT WY	M-2	HI	LI	LI	124,193.75	186	63	84	866	114	120	51	36			
13406200330000	9100 ELKMONT WY	M-2	HI	LI	LI	17,743.23	27	9	12	124	16	17	7	5			
13406200340000	9088 ELKMONT WY	M-2	HI	LI	LI	15,443.34	23	8	11	108	14	15	6	4			
13406200350000	9096 ELKMONT WY	M-2	HI	LI	LI	11,407.76	17	6	8	80	10	11	5	3			
13406200370000	9092 ELKMONT WY	M-2	HI	LI	LI	11,378.09	17	6	8	79	10	11	5	3			
13406200010000	0 STOCKTON BL	M-2	HI	LI	LI	2,253.23	3	1	2	16	2	2	1	1			
13406200020000	9104 ELKMONT WY	M-2	HI	LI	LI	102,168.56	153	52	69	712	94	99	42	30			
13406200360000	9084 ELKMONT WY	M-2	HI	LI	LI	11,406.80	17	6	8	80	10	11	5	3			
13406200380000	9080 ELKMONT WY	M-2	HI	LI	LI	11,377.13	17	6	8	79	10	11	5	3			
13406300240000	9124 ELKMONT WY	M-2	HI	LI	LI	151,780.45	228	77	103	1,058	140	147	62	44			
13406300230000	9136 ELKMONT WY	M-2	HI	LI	LI	66,247.58	99	34	45	462	61	64	27	19			
13406300060000	0 ELKMONT WY	M-2	HI	LI	LI	140,293.95	210	72	95	978	129	136	58	41			
13405100350000	10471 GRANT LINE RD	M-2	HI	LI	LI	74,139.00	111	38	50	517	68	72	30	22			
13405100340000	10481 GRANT LINE RD	M-2	HI	LI	LI	132,018.32	198	67	90	920	121	128	54	38			
13405100320000	10461 GRANT LINE RD	M-2	HI	LI	LI	36,740.01	55	19	25	256	34	36	15	11			
13405100330000	10461 GRANT LINE RD	M-2	HI	LI	LI	89,604.04	134	46	61	625	82	87	37	26			

3,996,553.80 sq. ft.

91.75 acres

TOTAL (64 parcels)



EDMUND G. BROWN JR.  
GOVERNOR

EXHIBIT B

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

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APR 01 2013

CITY OF ELK GROVE  
PLANNING

March 28, 2013

Sarah Kirchgessner  
City of Elk Grove  
8401 Laguna Palms Way  
Sacramento, CA 95758

Subject: Industrial Sites Analysis -- City Initiated Project  
SCH#: 2013022055

Dear Sarah Kirchgessner:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 27, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2013022055  
**Project Title** Industrial Sites Analysis -- City Initiated Project  
**Lead Agency** Elk Grove, City of

---

**Type** **Neg** Negative Declaration

**Description** As part of the City initiated special project, staff comprehensively reviewed the City's industrial areas and proposes possible changes in land use regulations in order to:

1. Ensure that the industrial areas of the City provide for a successful mix of uses in an evolving market and consider selective locations for rezoning as appropriate.
2. Ensure that the City has sufficient industrial lands to be competitive in the regional market place for new industrial users;
3. Ensure orderly transitions between residential and industrial areas of the City; and
4. Ensure continued consistency with the General Plan, including possible General Plan amendments.

---

**Lead Agency Contact**

**Name** Sarah Kirchgessner  
**Agency** City of Elk Grove  
**Phone** 916 478 3649 **Fax**  
**email**  
**Address** 8401 Laguna Palms Way  
**City** Sacramento **State** CA **Zip** 95758

---

**Project Location**

**County** Sacramento  
**City** Elk Grove  
**Region**  
**Lat / Long**  
**Cross Streets** citywide  
**Parcel No.** various  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** Hwy 99/I-5  
**Airports**  
**Railways**  
**Waterways**  
**Schools** EGUSD  
**Land Use** Various (Heavy/Light Industry, Commercial, Low Density Residential, M-2, M-1, MP, AR-10, O, TC, RD-S)

---

**Project Issues** Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

---

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; California Highway Patrol; Caltrans, District 3 S; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

---

**Date Received** 02/25/2013 **Start of Review** 02/26/2013 **End of Review** 03/27/2013



## DEPARTMENT OF TRANSPORTATION

703 B STREET  
MARYSVILLE, CA 95901  
PHONE (530) 741-4004  
FAX (530) 741-5346  
TTY 711



Flex your power!  
Be energy efficient!

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March 27, 2013

MAR 27 2013

STATE CLEARING HOUSE

032013-SAC-0028  
03-SAC-Var / PM Var  
SCH# 2013022055

Ms. Sarah Kirchgessner  
City of Elk Grove  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**Industrial Sites Analysis Project – Negative Declaration (ND)**

Dear Ms. Kirchgessner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The project proposes to amend the General Plan and rezone parcels from heavy industrial to light industrial in several of the City's industrial areas, correct zoning districts for two residential subdivisions, repeal the Travel Commercial zoning district, and remove all land use designations from State Right-of way. This project encompasses the City of Elk Grove with various sites adjacent to both Interstate 5 (I-5) and State Route (SR) 99. The following comments are based on the ND.

***Transportation Network Impacts***

Pages 67 and 68 of the Initial Study indicate that less than significant impacts will occur to the transportation network. However, based on the changes in land use and the various project locations, Caltrans anticipates potential significant impacts to operations on I-5 and SR 99 resulting from the project. Please provide us with a copy of the analysis so that we may verify the conclusion with particular focus on I-5 and SR 99.

For any questions regarding this letter, please contact me, at 916-274-0635 or by email at: [eric.fredericks@dot.ca.gov](mailto:eric.fredericks@dot.ca.gov)

Sincerely,

ERIC FREDERICKS, Chief  
Office of Transportation Planning – South



Central Valley Regional Water Quality Control Board

21 March 2013

RECEIVED

MAR 22 2013

STATE CLEARING HOUSE

CLEAR  
3/27/13  
e

CERTIFIED MAIL  
7012 2210 0002 1419 9425

Sarah Kirchgessner  
City of Elk Grove  
8401 Laguna Palms Way  
Sacramento, CA 95758

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT NEGATIVE DECLARATION, INDUSTRIAL SITES ANALYSIS - CITY INITIATED PROJECT, SCH NO. 2013022055, SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 26 February 2013 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Negative Declaration* for the Industrial Sites Analysis – City Initiated Project, located in Sacramento County.

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.

**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 Activities (Construction General Permit), Construction General Permit Order No. 2009-009-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 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](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

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/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

### **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. 97-03-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](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 (USACOE). If a Section 404 permit is required by the USACOE, 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 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 USACOE at (916) 557-5250.

### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, 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.

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<sup>1</sup> 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.

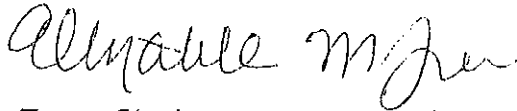
**Waste Discharge Requirements**

If USACOE 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 will 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 Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

If you have questions regarding these comments, please contact me at (916) 464-4684 or [tcleak@waterboards.ca.gov](mailto:tcleak@waterboards.ca.gov).



for Trevor Cleak  
Environmental Scientist

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

**CERTIFICATION  
ELK GROVE CITY COUNCIL RESOLUTION NO. 2013-246**

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


***I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on December 11, 2013 by the following vote:***

**AYES :            COUNCILMEMBERS:        *Davis, Detrick, Hume, Trigg***

**NOES:            COUNCILMEMBERS:        *None***

**ABSTAIN :        COUNCILMEMBERS:        *None***

**ABSENT:         COUNCILMEMBERS:        *Cooper***

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