



**CITY OF ELK GROVE  
CITY COUNCIL STAFF REPORT**

**AGENDA TITLE:** A public hearing to consider the Laguna Ridge Town Center project (EG-07-066) for a Specific Plan Amendment and Rezone.

**MEETING DATE:** June 25, 2008

**PREPARED BY:** Gerald Park, Senior Planner

**DEPARTMENT HEAD:** Christine Crawford, Planning Director

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**PROJECT INFORMATION:**

Location: Southeast Corner of Elk Grove Boulevard and Bruceville Road  
Planner: Gerald Park, Senior Planner  
Applicant: Reynen & Bardis  
Property Owner: Reynen & Bardis

**PROJECT DESCRIPTION:**

The project site is located in the Laguna Ridge Specific Plan (LRSP) and consists of nine vacant parcels totaling 95.3 acres situated at the southeast corner of Elk Grove Boulevard and Bruceville Road (see Figures 1 and 2). The applicant's desire to change the LRSP land use designations for the proposed project site is due to the following:

1. Catholic Healthcare West (CHW) has an option to purchase 30 acres of SC designated land on the project site with the intent of developing up to 365,000 square feet of medical offices; and
2. In order to accommodate both the medical office development and a major shopping center, a portion of the project site currently designated as residential needs to be rezoned to commercial.

Thus, the applicant is requesting the following entitlements:

1. *Specific Plan Amendment* to change the land use designations from Medium Density Residential/10 dwelling units per acre (RD-10) and Medium Density Residential/15.1 dwelling units per acre (RD-15) to High Density Residential/20 dwelling units per acre (RD-20) and Shopping Center (SC), as shown on Attachment 5; and,
2. *Rezone* from RD-10 and RD-15 to RD-20 and SC to be consistent with the Laguna Ridge Specific Plan.

**RECOMMENDED ACTION:**

The Planning Commission recommends that the City Council of the City of Elk Grove:

1. Adopt a Resolution Certifying the Subsequent Environmental Impact Report, and approve the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations for the Laguna Ridge Town Center Project No. EG-07-066 (4-0);
2. Adopt a Resolution of the City Council of the City of Elk Grove approving a Specific Plan Amendment for the Laguna Ridge Town Center Project No. EG-07-066, subject to the Findings and Conditions of Approval (4-0); and,
3. Introduce and waive the full reading, by substitution of title only, an Ordinance of the City Council of the City of Elk Grove amending the City of Elk Grove Zoning Map from RD-10 and RD-15 to RD-20 and SC to be consistent with the Laguna Ridge Specific Plan for the Laguna Ridge Town Center Project No. EG-07-066 (4-0).



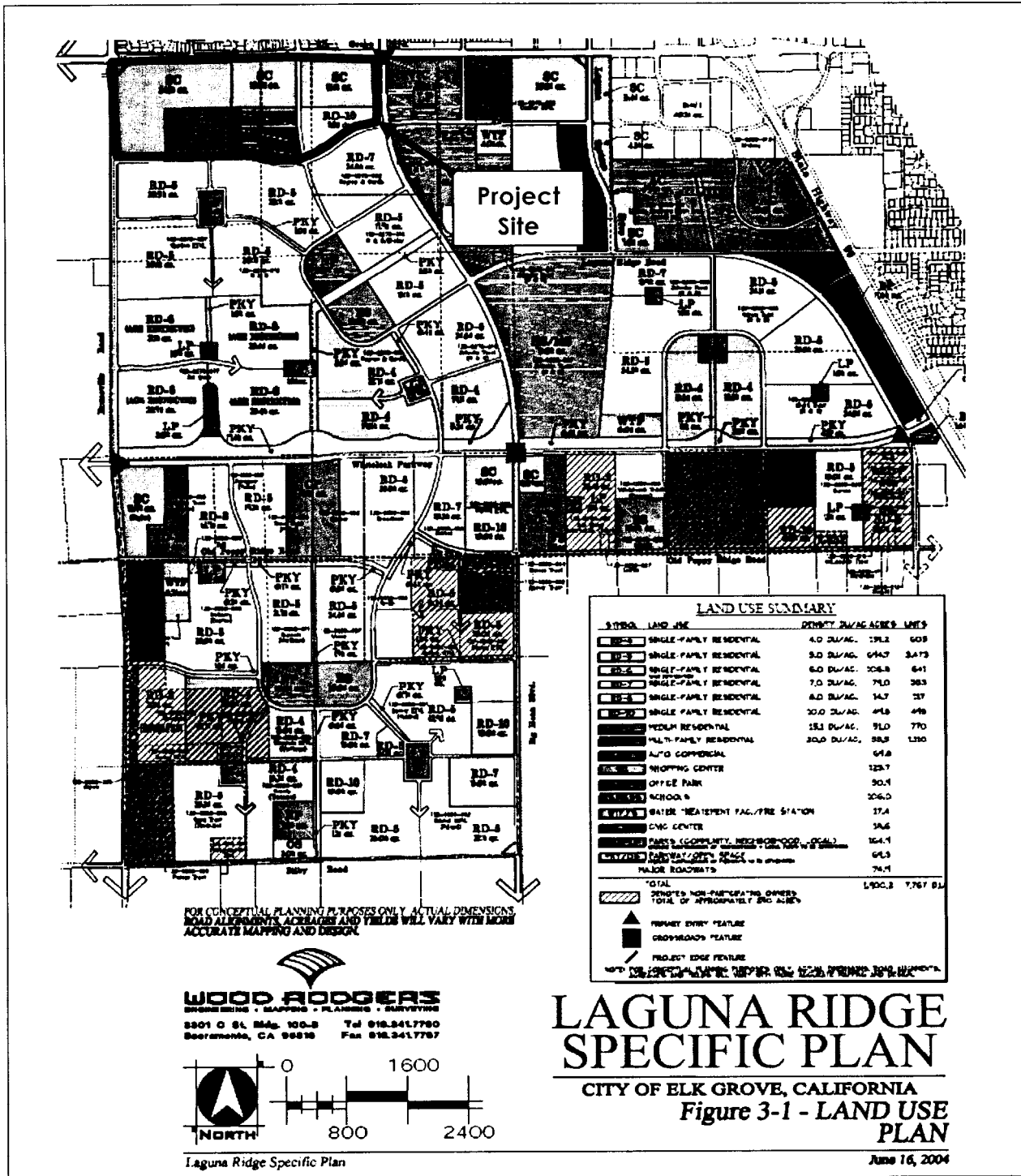


Figure 1 – Laguna Ridge Specific Plan Area

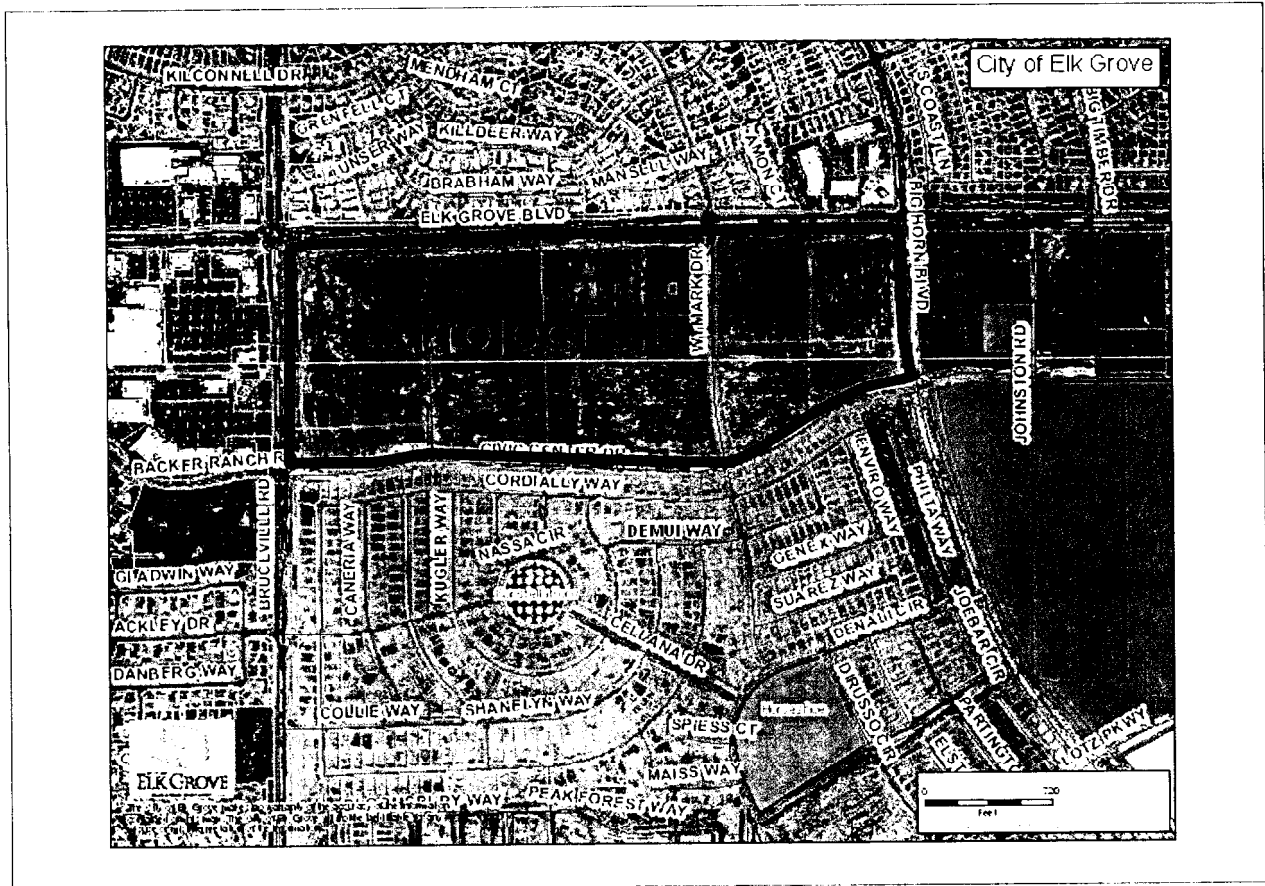


Figure 2. Project Site

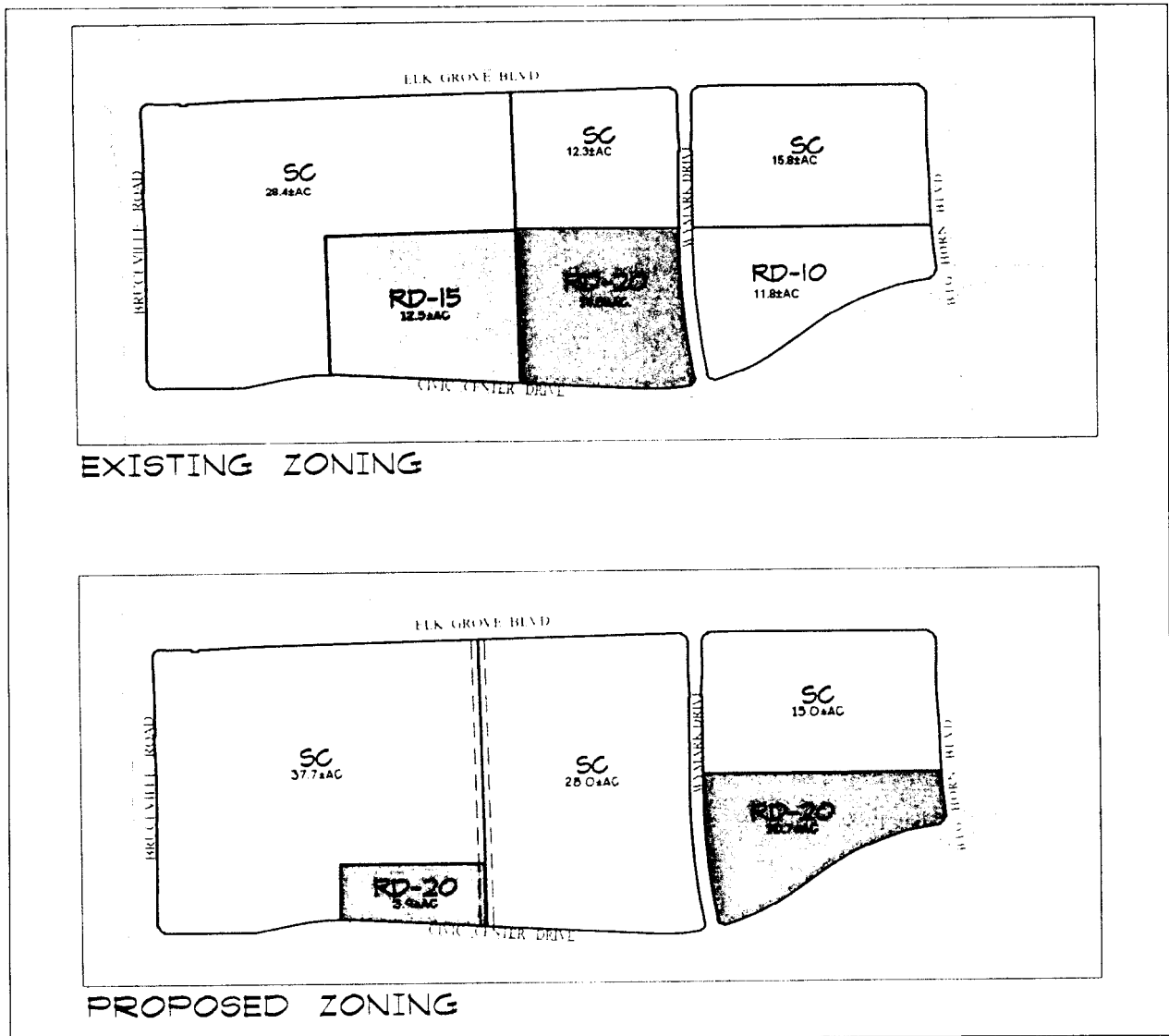
**ANALYSIS:**

***Specific Plan Amendment/Rezone***

The Specific Plan Amendment (SPA) consists of changes to the Laguna Ridge Land Use Plan that would result in an increase in Shopping Commercial and a decrease in residential land uses. Since the Laguna Ridge Land Use Plan also establishes the zoning districts for all properties within the LRSP, the SPA analysis has been combined with the rezone analysis below. The LRSP Amendment and Rezone is consistent with the General Plan. The General Plan provides the LRSP discretion as to land use planning and has established Land Use Policies LU-28 and LU-30.

Since the Laguna Ridge Land Use Plan also establishes the zoning districts for the LRSP, it can be considered that the LRSP land use designations and zoning districts are synonymous.

As shown in Figure 3, the applicant is proposing to change the land use designations from Medium Density Residential/10 dwelling units per acre (RD-10) and Medium Density Residential/15 dwelling units per acre (RD-15) to High Density Residential/20 dwelling units per acre (RD-20) and Shopping Center (SC). The resulting acreage for the RD-20 and SC will be 14.6 acres and 80.7 acres, respectively.



**Figure 3. Existing and Proposed Specific Plan Land Use Designation/Zoning**

As shown in Table 1, the removal of the RD-10 and RD-15 land uses would add 0.1 acres to the RD-20 land use designation and 24.2 acres to the SC land use designation. As a result, the number of residential units that may

be accommodated on the project site would be reduced to a range of 292 to 365 dwelling units (based on the RD-20 density of 20-25 dwelling units per acre). In comparison, the existing land uses would allow a total of 597 to 731 dwelling units, a difference of 305 to 366 dwelling units.

As per General Plan Policy LU-29, a minimum of 4% of the land area within the LRSP must be designated for multifamily land use. Currently, the LRSP designates approximately 5.3% as multifamily designated acreage (100.5 acres out of 1,901 acres), which the proposed project would reduce the acreage by 0.7% (12.4 acres). As such, the requirement of LU-29 will be maintained and the proposed specific plan amendment and rezone complies with the General Plan.

**Table 1. Existing and Proposed Acreage**

<b>Zoning Designation</b>	<b>Existing Acreage</b>	<b>Proposed Acreage</b>
RD-10	11.8	0
RD-15	12.5	0
RD-20	14.5	14.6
SC	56.5	80.7
<b>Total</b>	<b>95.3</b>	<b>95.3</b>

The commercial acreage would increase from 56.5 acres to 80.7 acres. As mentioned, CHW has an option to purchase 30 acres of SC designated land on the project site for the purpose of developing up to 365,000 square feet of medical offices. The additional 24.2 acres of SC land use would provide adequate acreage to offset the medical office development and maintain sufficient acreage for a major community commercial development. If CHW does not purchase and develop the 30-acre site, then development could occur with any of the uses allowed in the SC zone district.

**PLANNING COMMISSION MEETING:**

On June 5, 2008, the Planning Commission conducted a public hearing to consider the Laguna Ridge Town Center project. The Planning Commission's consensus was that the future development of a hospital would contribute to establishing a large employment base and attract medical professionals to the City. One public comment was received in

which a neighbor expressed concerns regarding the rezone to RD-20 and the impacts to traffic, water, and quality of life. The applicant expressed that the approval of the rezone is a fundamental step and a full development application by Catholic Healthcare West can be anticipated in the future. The Planning Commission recommended City Council approval of the project with a 4-0 vote (Villanueva abstained).

**ENVIRONMENTAL ANALYSIS:**

Pursuant to the requirements of the California Environmental Quality Act (CEQA), a Draft Subsequent Environmental Impact Report (SEIR) for the Laguna Ridge Town Center project was prepared. The SEIR identified significant adverse environmental effects in several study areas including Land Use, Air Quality, Noise, and Traffic. The SEIR was circulated for public review from April 2, 2008 to May 19, 2008. A total of 4 comments were received from the Sacramento Metropolitan Air Quality Management District, Sacramento Area Sewer District, Sacramento Regional Transit, and California Department of Transportation. The responses to these comments have been incorporated in the Final SEIR.

A Mitigation Monitoring and Reporting Program has been prepared, which avoids and minimizes environmental impacts to the extent feasible. However, certain significant, unavoidable impacts will occur, even with the inclusion of these mitigation measures. Therefore, the City Council would need to adopt Statement of Overriding Considerations, finding that the project may be approved due to social, economic and other factors.

**FISCAL IMPACT:**

The property is located within the Laguna Ridge Community Facilities District (CFD 2005-1). Property owners are subject to special taxes collected for both debt service payments and for ongoing maintenance of public facilities. The established tax rates are lower for SC zoning than residential zoning. If the rezoning is approved, the reduction in district-wide tax collections will effectively reduce the district's capacity to issue debt for future public acquisition projects.

**ATTACHMENTS:**

1. Resolution Certifying SEIR and Approving MMRP and Statement of Overriding Considerations
2. Resolution Approving Specific Plan Amendment
3. Zone Map Amendment Ordinance
4. Final & Draft SEIR
5. Planning Commission Staff Report dated June 5, 2008
6. Project Plan

**Attachment 1**  
Resolution Certifying SEIR and Approving MMRP  
and Statement of Overriding Considerations

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
CERTIFYING FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE  
LAGUNA RIDGE TOWN CENTER PROJECT EG-07-066, MAKING FINDINGS OF  
FACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND  
ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, Reynen & Bardis, Inc. (the "Applicant") filed an application with the City of Elk Grove ("City") for a Specific Plan Amendment and Rezone for the Laguna Ridge Town Center project; and

**WHEREAS**, the project site is located at the southeast corner of Elk Grove Boulevard and Bruceville Road; and

**WHEREAS**, the City of Elk Grove determined that the Laguna Ridge Town Center project (also referred to herein as "Project") was a project requiring review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code 21000 et seq. and that a Subsequent Environmental Impact Report (SEIR) be prepared to evaluate the potential environmental effects of the Project; and

**WHEREAS**, in compliance with Public Resources Code §21080.4, a Notice of Preparation (NOP) was prepared by the City of Elk Grove and was distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties on August 31, 2007 with the comment period ending on October 1, 2007; and

**WHEREAS**, the City of Elk Grove distributed a Notice of Availability for the Laguna Ridge Town Center Draft SEIR on April 2, 2008, which started the 45-day public review period, ending on May 19, 2008; and

**WHEREAS**, the Draft SEIR was filed with the State Clearinghouse (SCH No. 2007082169) and was distributed to public agencies and other interested parties for public review and comment; and

**WHEREAS**, the City of Elk Grove prepared and distributed a Final SEIR for public review on June 13, 2008, which consists of: (1) Draft SEIR, (2) comments received on the Draft SEIR during its public review period, (3) responses to comments received, and (4) errata; and

**WHEREAS**, the City Council of the City of Elk Grove reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with CEQA, which are more fully set forth below in Exhibit A, attached hereto and incorporated in its entirety by this reference.



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

1. Certification of the Final SEIR

- A. The City Council of the City of Elk Grove hereby certifies that the Final SEIR has been completed in compliance with the requirements of the California Environmental Quality Act.
- B. The City Council of the City of Elk Grove hereby certifies that the Final SEIR was presented to the City Council and that the City Council reviewed and considered the information contained in the Final SEIR prior to taking action on the Project.
- C. The City Council of the City of Elk Grove hereby certifies that the Final SEIR reflects the independent judgment and analysis of the City Council of the City of Elk Grove.

2. Findings on Impacts

The City Council finds:

- A. The SEIR identifies potentially significant impacts that can be mitigated to less-than-significant levels. The City Council makes the findings with respect to significant impacts as set forth in Exhibit A, attached hereto and incorporated herein by reference.
- B. The SEIR identifies potentially significant impacts that cannot be mitigated to less-than-significant level and are thus considered significant and unavoidable. The City Council makes the findings with respect to these significant and unavoidable impacts as set forth in Exhibit A, attached hereto and incorporated herein by reference.

3. Findings on Alternatives

Three (3) project alternatives (“No Project,” “Reduced Residential Density” and “Open Space”) were evaluated by the City of Elk Grove in the SEIR. As set forth in Exhibit A, these alternatives result in more severe environmental effects, do not meet the basic project objectives, or do not provide any substantial environmental benefits as compared to the proposed Laguna Ridge Town Center project. The City Council hereby finds that the proposed Laguna Ridge Town Center project, as mitigated by adoption of mitigation measures identified in the SEIR, can be feasibly implemented and serves the best interests of the City of Elk Grove.

4. Statement of Overriding Considerations

Because the adoption of all feasible mitigation measures will not substantially lessen or avoid all significant adverse environmental effects caused by the project, the City Council adopts a Statement of Overriding Considerations concerning the project's

unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts on the environment as set forth in Exhibit A.

5. Adoption of the Mitigation Monitoring and Reporting Program

A. The City Council hereby finds that the proposed mitigation measures described in the Final SEIR and Findings are feasible, and therefore will become binding upon the City and on future applicants. The Mitigation Monitoring and Reporting Program is included as Exhibit B.

B. The City Council hereby adopts the Mitigation Monitoring and Reporting Program, as set forth in Exhibit B, attached hereto and incorporated herein by reference.

6. Other Findings

The City Council finds that issues raised during the public comment period and written comment letters submitted after the close of the public review period of the Draft SEIR do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft SEIR pursuant to CEQA Guidelines Section 15088.5.

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove on this 25<sup>th</sup> day of June 2008.

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GARY DAVIS, MAYOR of the  
CITY OF ELK GROVE

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
SUSAN J. BLACKSTON, CITY CLERK

\_\_\_\_\_  
SUSAN COCHRAN, CITY ATTORNEY

EXHIBIT A

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FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

LAGUNA RIDGE TOWN CENTER SEIR

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SCH# 2007082169

PREPARED BY:

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

**THE CITY OF ELK GROVE FINDINGS REQUIRED UNDER  
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT  
(Public Resources Code, Section 21000 et seq)**

**I. Introduction**

The City of Elk Grove ("City") prepared a Final Subsequent Environmental Impact Report ("Final SEIR") for the proposed Laguna Ridge Town Center project ("Project") and other related entitlements including a General Plan Amendment, Laguna Ridge Specific Plan Amendment, and rezone.

The Final SEIR addresses the potential environmental effects associated with the proposed land use reconfiguration to increase the Project site area designated for commercial uses. The existing land uses would be reconfigured, and sites that are currently zoned Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10) would be rezoned to a mix of RD-20 and Shopping Commercial (SC). This would result in an increase of 23.3 acres of commercial zoning and a decrease of approximately 285 to 341 potential residential units. The Project applicant is requesting a General Plan Amendment, Specific Plan Amendment of the Laguna Ridge Specific Plan, and a rezone. The Project site consists of approximately 95.3 acres of vacant land located in the central portion of the City of Elk Grove on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road.

The Findings and Statement of Overriding Considerations set forth below ("Findings") are presented for adoption by the City Council, as the City's findings under the California Environmental Quality Act ("CEQA") (Pub. Resources Code, §21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., title 14, § 15000 et seq.) relating to the Project. The Findings provide the written analysis and conclusions of this Council regarding the Project's environmental impacts, mitigation measures, alternatives to the Project, and the overriding considerations, which in this Commission's view, justify approval of the Laguna Ridge Town project, despite its environmental effects.

**II. General Findings and Overview**

**A. Relationship to the City of Elk Grove General Plan and the Laguna Ridge Specific Plan.**

The Laguna Ridge Town Center project is located in the Laguna Ridge Specific Plan area as designated in the City's General Plan. The General Plan provides the long-term vision or blueprint for development of the City; all subsequent land use approvals are required to be consistent with the goals, objectives, and policies embodied in the General Plan.

**B. Procedural Background**

The City prepared a Notice of Preparation (NOP) of an EIR for the Project on August 31, 2007. This notice was circulated to the public, local, state, and federal agencies, as well as other interested parties to solicit comments on the Project. Concerns raised in response to the NOP were considered during preparation of the Draft SEIR. The Notice of Availability for the DSEIR was published on April 4, 2008. The Draft Subsequent Environmental Impact Report (referred to as, the "Draft SEIR" or the "DSEIR") was published for public review and comment on April 4, 2008

and was filed with the State Office of Planning & Research under State Clearinghouse No. 2007082169. The review period for the DSEIR ended on May 19, 2008.

The City prepared written responses to the comments received during the comment period and included these responses in a separate volume entitled "Laguna Ridge Town Center Final Subsequent Environmental Impact Report". The Final SEIR provides a list of those who commented on the DSEIR, copies of written comments (coded for reference), written responses to comments regarding the environmental review, and an errata with minor text changes made to the DSEIR as a result of comments on the DSEIR. The Final SEIR was made available for public review on June XX, 2008.

### **C. Project History**

The Project is located within the Laguna Ridge Specific Plan. The Laguna Ridge Specific Plan Environmental Impact Report (LRSP EIR) was certified and the Laguna Ridge Specific Plan was approved by the City Council on June 16, 2004. The LRSP EIR (SCH #2000082139) assessed the expected environmental impacts resulting from the approval, construction, and operation of the Laguna Ridge Specific Plan (LRSP) and identified mitigation measures to minimize potential adverse environmental impacts. The EIR identified significant and unavoidable impacts to agricultural resources, transportation and circulation, air quality, noise, and visual resources. A Statement of Overriding Considerations (SCH #2000082139) was adopted for these significant and unavoidable impacts. A Mitigation Monitoring and Reporting Program (MMRP) was prepared and adopted with the LRSP. The MMRP is a binding document that runs with the land.

The proposed Laguna Ridge Town Center project was initially submitted to the City of Elk Grove for consideration in 2007. A Notice of Preparation (NOP) of a Draft Subsequent Environmental Impact Report (SEIR) was prepared and circulated. The City then proceeded with environmental review as described in Section B.

### **D. Record of Proceedings and Custodian of Record**

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City of Elk Grove's findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP and all other public notices issued by the City in relation to the Laguna Ridge Town Center SEIR (e.g., Notice of Availability).
- The 2003 General Plan Draft EIR, associated appendices to the Draft EIR and technical materials cited in the Draft EIR.
- The Laguna Ridge Town Center Draft SEIR, associated appendices to the Draft SEIR and technical materials cited in the Draft SEIR.
- The Laguna Ridge Town Center Final EIR, including comment letters, and technical materials cited in the document.
- All non-draft and/or non-confidential reports and memoranda prepared by the City of Elk Grove and consultants.

- Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings held by the City of Elk Grove Planning Commission and City Council.
- Staff reports associated with Planning Commission and City Council meetings on the Project.
- Those categories of materials identified in Public Resources Code Section 21167.6.

The City Clerk is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the City of Elk Grove at 8380 Laguna Palms Way, Elk Grove, California, 95758.

### **E. Consideration of the Environmental Impact Report**

In adopting these Findings, this City Council finds that the Final SEIR was presented to this Council, the decision-making body of the lead agency, which reviewed and considered the information in the Final EIR prior to approving the Laguna Ridge Town Center project, including the General Plan Amendment, Specific Plan Amendment, and rezone. By these findings, this Council ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final SEIR. The City Council finds that the Final SEIR was completed in compliance with the California Environmental Quality Act. The Final SEIR represents the independent judgment of the City.

### **F. Severability**

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Laguna Ridge Town Center project, shall continue in full force and effect unless amended or modified by the City.

## **III. Findings and Recommendations Regarding Significant and Unavoidable Impacts**

### **A. Air Quality**

#### **1. Regional Air Plan Impacts (SEIR Impact 4.2.4)**

- (a) **Potential Impact.** The potential impact of a cumulatively considerable net increase of criteria pollutants including ozone and PM<sub>10</sub> resulting from the Project in combination with other growth throughout the air basin is discussed at pages 4.2-25 through 4.2-26 of the DSEIR.
- (b) **Mitigation Measures.** The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measures MM 4.2.1a, MM 4.2.1b, MM 4.2.1c, MM 4.2.1d, MM 4.2e, and MM 4.2.3 as well as Laguna Ridge Specific Plan EIR Mitigation Measures MM 4.3.1a, MM

4.3.1b, MM 4.3.1c, MM 4.3.1d, MM 4.3.1e, MM 4.3.1f, MM 4.3.1g, and MM 4.3.2.

(c) **Findings.** Based upon the DSEIR and the entire record before this City Council, this City Council finds that:

- (1) **Effects of Mitigation.** Implementation of the mitigation measures indicated above will serve to reduce the cumulatively considerable net increase of criteria pollutants, specifically ozone and PM<sub>10</sub> through implementation of best management practices (BMPS) during construction, implementation of Emissions Reduction Measures, and payment of in lieu fees for operational air emissions. These measures would reduce the emissions of fugitive dust during construction activities, provide a reduction in operational emissions, and provide funding for off-site pollution reductions that would off-set the Project's operational air quality emissions exceeding the SMAQMD thresholds. However, the mitigation measures would not reduce these impacts to levels of insignificance. As a result, there is no other feasible mitigation measure available.
- (2) **Remaining Impacts.** Although the implementation of the mitigation measures described above would substantially reduce the Project's contribution to the net increase of criteria pollutants ozone and PM<sub>10</sub>, the use of BMPs, Emissions Reduction Measures and payment of in lieu fees would not completely eliminate the potential for a cumulatively considerable net increase of criteria pollutants. This would represent a significant impact of the Project.
- (3) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project exacerbating existing regional problems with ozone and PM<sub>10</sub>, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

## B. Noise

### 1. Long-Term Noise Level – Proposed Medical Center (EIR Impact 4.3.2)

- (a) **Potential Impact.** The potential medical office land uses resulting from implementation of the Project could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses, and are discussed on pages 4.3-15 through 4.3-16 of the DSEIR.
- (b) **Mitigation Measures:** The following mitigation measure is hereby adopted and will be implemented by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measures MM 4.3.2.

(c) **Findings.** Based upon the DSEIR and the entire record before this City Council, this City Council finds that:

(1) **Effects of Mitigation.** Implementation of the identified mitigation measure would require analysis of noise impacts associated with the proposed medical center and that noise reduction measures be incorporated to reduce associated impacts. The incorporation of noise reduction measures and site design considerations would result in substantial reductions in operational noise levels. However, predicted operational noise levels at some nearby noise-sensitive land uses could still exceed the City's applicable noise standards. In addition, in the event that the potential medical center were to include a helipad, it is unlikely that resultant noise levels at all nearby noise-sensitive land uses would be reduced to within acceptable levels. Therefore, the significant and unavoidable impacts cannot be mitigated.

(2) **Remaining Impacts.** Although the implementation of the mitigation measures described above can result in substantial reductions in operational noise levels, the Project would still result in periods of elevated noise levels for existing surrounding residences, future residents within the Project site, and surrounding future uses, especially if the potential medical center were to include a helipad. This would represent a significant impact of the Project.

(3) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project resulting from exposure to noise in excess of standards, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

## C. Traffic and Circulation

### 1. Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard (EIR Impact 4.4.6)

(a) **Potential Impact.** The addition of Project traffic under cumulative conditions would significantly increase the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 as well as between Wymark Drive and Big Horn Boulevard are discussed on pages 4.4-17 through 4.4-18 of the DSEIR.

(b) **Mitigation Measures.** There are no feasible mitigation measures to fully mitigate this impact under cumulative conditions. This impact could be partially mitigated by extending the existing auxiliary lane on eastbound Elk Grove Boulevard from Laguna Springs Drive to SR 99. However, right-of-way for the improvements on the south side of Elk Grove Boulevard would impact existing development; therefore, this mitigation is considered infeasible.



(c) **Findings.** Based upon the DSEIR and the entire record before this City Council, this City Council finds that:

- (1) **Resulting Impacts.** The Project has the potential to for a cumulatively considerable contribution to significant impacts to traffic and circulation by increasing the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 as well as between Wymark Drive and Big Horn Boulevard by at least 0.05. The road segment between Laguna Springs Drive and SR 99 operates at Level of Service (LOS) F under cumulative conditions and the road segment between Wymark Drive and Big Horn Boulevard operates at LOS E under cumulative conditions. The addition of such traffic associated with conceptual development allowed under the Project would exacerbate the unacceptable LOS at these road segments.
- (2) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impacts to cumulative volume to capacity levels on Elk Grove Boulevard between Laguna Springs Drive and SR 99 as well as between Wymark Drive and Big Horn Boulevard, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

**2. Cumulative Operations at Intersections in the Project Vicinity (EIR Impact 4.4.9)**

(a) **Potential Impact.** The addition of Project traffic to cumulative no project volumes increasing the average delay at multiple intersections in the vicinity of the Project is discussed on pages 4.4-19 through 4.4-21 of the DSEIR and page 2.0-2 of the FSEIR.

(b) **Mitigation Measures.** The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measure MM 4.4.9.

(c) **Findings.** Based upon the DSEIR and the entire record before this City Council, this City Council finds that:

(1) **Effects of Mitigation.** Implementation of the mitigation measure indicated above will serve to reduce the magnitude of these intersection impacts, yet such impacts cannot be reduced to a less than significant level

(2) **Remaining Impacts.** Although the implementation of the mitigation measure described above would reduce the Project's impacts to multiple intersections in the vicinity of the Project, the measures identified would not completely eliminate the impacts to intersections resulting from traffic associated with the conceptual development allowed under the Project. The average delay at

the Elk Grove Boulevard/Big Horn Boulevard intersection would increase by more than five seconds and this intersection currently operates unacceptably (LOS E). The Elk Grove Boulevard/Laguna Springs Drive intersection currently operates at LOS F and the average delay at this intersection would increase by more than five seconds despite mitigation. The intersections of Elk Grove Boulevard/Auto Center Drive and Elk Grove Boulevard/SR 99 Southbound Ramps also currently operate at the unacceptable LOS F and both would experience an increase of average delay of more than five seconds despite mitigation. Finally, the Elk Grove Boulevard/East Stockton Boulevard intersection (currently LOS E), would also experience increased delays of more than five seconds under cumulative conditions. Such delays to City intersection already operating at unacceptable LOS would represent a significant impact.

- (3) **Overriding Considerations.** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impacts to average delays at the following intersections: Elk Grove Boulevard/Big Horn Boulevard, Elk Grove Boulevard/Laguna Springs Drive, Elk Grove Boulevard/Auto Center Drive, Elk Grove Boulevard/SR 99 Southbound Ramps, and Elk Grove Boulevard/East Stockton Boulevard.

**IV. Findings and Recommendations Regarding Significant Impacts Which Are Avoided or Mitigated to a Less than Significant Level**

**A. Air Quality**

**1. Construction Related Air Quality Impacts (EIR Impact 4.2.1)**

- (a) **Potential Impact.** Construction activities associated with the Project may emit pollutants equal to or greater than five percent of the CAAQS resulting in an exceedance of thresholds for NO<sub>x</sub> and PM<sub>10</sub> as discussed on pages 4.2-18 through 4.2-22 of the DSEIR and pages 2.0-5 and 3.0-1 of the FSEIR.

- (b) **Mitigation Measures.** The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measures MM 4.2.1a, MM 4.2.1b, MM 4.2.1c, MM 4.2.1d, and e as well as Laguna Ridge Specific Plan EIR Mitigation Measures MM 4.3.1a, MM 4.3.1b, MM 4.3.1c, MM 4.3.1d, MM 4.3.1e, MM 4.3.1f, MM 4.3.1g.

- (c) **Findings.** Based upon the SEIR and the entire record before this City Council, this City Council finds that:

- (1) **Effects of Mitigation.** The impacts related to construction-related air quality impacts will be mitigated to a less than

significant level by the mitigation measures described above because the measures would reduce the Project's air quality construction impacts for nuisance conditions. The measures require the Project applicant to comply with best management practices relative to operation of construction equipment, site management, watering unpaved areas, sweeping the site, ensuring a heavy duty fleet mix that meets NO<sub>x</sub> and particulate reduction, payment of fees to SMAQMD to mitigate NO<sub>x</sub> emissions, etc. Best Management Practices will reduce the emissions of fugitive dust during construction activities, ensure a project-wide fleet average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction, ensure that emissions from all off-road diesel powered equipment used on the Project site do not exceed 40 percent opacity for more than three minutes in any one hour, and provide funding for off-site pollution reductions that would off-set the Project's construction air quality emissions exceeding the SMAQMD thresholds.

- (2) **Remaining Impacts.** Any remaining impacts related to construction air quality impacts would not be significant.

2. **Long-term Increases of Criteria Air Pollutants (EIR Impact 4.2.3)**

- (a) **Potential Impact.** The Project has the potential to result in long-term increase in criteria air pollutants as described on page 4.2-22 through 4.2-24 of the DSEIR.

- (b) **Mitigation Measures.** The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measure MM 4.2.3.

- (c) **Findings.** Based upon the SEIR and the entire record before this City Council, this City Council finds that:

- (1) **Effects of Mitigation.** The impacts related to long-term increases of air pollutants will be mitigated to a less than significant level by the mitigation measure described above. The measures require the Project developer and all successors to implement energy conserving measures such as the energy-efficient furnaces and automated controls for air conditioning in all buildings.

- (2) **Remaining Impacts.** Any remaining impacts related to the increase of criteria air pollutants will not be significant.

**B. Traffic and Circulation**

**1. Elk Grove Boulevard/SR 99 Southbound Ramps Intersection (Impact 4.4.1)**

a) **Potential Impact.** The Project could result in the increase of the average delay at this intersection by more than five seconds as discussed on pages 4.4-11 through 4.4-12 of the DSEIR.

b) **Mitigation Measures.** The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Specific Plan Mitigation Measure MM 4.2.2e.

c) **Findings.** Based upon the SEIR and the entire record before this City Council, this City Council finds that:

(1) **Effects of Mitigation.** The impacts related to the increase of average delay at the Elk Grove Boulevard/SR 99 South Ramps intersection will be mitigated to a less than significant level by the mitigation measure described above. The Laguna Ridge Specific Plan EIR identified that implementation of the Specific Plan would have a significant impact on operations at this intersection. The widening of the SR 99 off-ramp at Elk Grove Boulevard is under construction as a condition of the Laguna Ridge Specific Plan and will restore average delay at the intersection to 81 seconds during the PM peak hour. This is within five seconds of the "no project" or existing delay. Therefore, this impact is considered less than significant.

(2) **Remaining Impacts.** Any remaining impacts related to increase of average delay at this intersection would not be significant.

**2. Operations at Elk Grove Boulevard/Bruceville Road Intersection (Impact 4.4.8)**

a) **Potential Impact.** The Project could result in the increase of the average delay at the Elk Grove Boulevard/Bruceville Road intersection by more than five seconds as discussed on pages 4.4-19 of the DSEIR.

b) **Mitigation Measures.** The following mitigation is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Implement Laguna Ridge Town Center Mitigation Measure MM 4.4.8.

c) **Findings.** Based upon the SEIR and the entire record before this City Council, this City Council finds that:

(1) **Effects of Mitigation.** The impacts related to the increase of average delay at the Elk Grove Boulevard/Bruceville Road intersection will be mitigated to a less than significant level by the mitigation measure described above. This mitigation will require the westbound right turn at the Elk Grove Boulevard/Bruceville Road intersection be converted into an overlapping phase as a condition of Project approval, resulting in a less than significant impact.

(2) **Remaining Impacts.** Any remaining impacts related to increase of average delay at this intersection would not be significant.

V. **Findings and Recommendations Regarding Those Impacts Which are Less Than Significant**

A. Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the DSEIR.

1. **Land Use:** The following specific impacts were found to be less than significant: 4.1.1, 4.1.2, 4.1.3.
2. **Air Quality:** The following specific impacts were found to be less than significant: 4.2.1, 4.2.2, 4.2.3.
3. **Noise:** The following specific impacts were found to be less than significant: 4.3.1, 4.3.3.
4. **Traffic and Circulation:** The following specific impacts were found to be less than significant: 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.4.7, 4.4.8.

B. The above impacts are less than significant for one of the following reasons:

1. The SEIR determined that the impact is less than significant for the Project.
2. The SEIR determined that the impact is beneficial (would be reduced) for the Project.
3. The Project entitlements result in new impacts that were less than significant.

## **VI. Project Alternatives**

### **A. Background – Legal Requirements**

CEQA requires that EIRs assess feasible alternatives or mitigation measures that may substantially lessen the significant effects of a project prior to approval. *Public Resources Code § 21002*. With the exception of the "no project" alternative, the specific alternatives or types of alternatives that must be assessed are not specified. CEQA "establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its own facts, which in turn must be reviewed in light of the statutory purpose." *Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal.3d. 553, 556 (1990). The legislative purpose of CEQA is to protect public health, welfare and the environment from significant impacts associated with all types of development, by ensuring that agencies regulate activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian (*Public Res. Code § 21000*). In short, the objective of CEQA is to avoid or mitigate environmental damage associated with development. This objective has been largely accomplished in the Project through the inclusion of Project modifications and mitigation measures that reduce the potentially significant impacts to an acceptable level. The courts have held that a public agency "may approve a developer's choice of a project once its significant adverse environment effects have been reduced to an acceptable level -- that is, all avoidable significant damage to the environment has been eliminated and that which remains is otherwise acceptable." *Laurel Hills Homeowners Assoc. v. City*, 83 Cal.App.3d 515, 521 (1978).

### **B. Identification of Project Objectives**

The CEQA Guidelines state that the "range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one of more of the significant effects" of the project. CEQA Guidelines § 15126(d)(2). Thus, an evaluation of the Project objectives is key to determining which alternatives should be assessed in the SEIR.

The DSEIR identified the following objectives for the Laguna Ridge Town Center project:

- Provide employee centers for job opportunities to create an improved jobs/housing balance;
- Support retail and commercial growth by providing proximate housing;
- Provide locations for neighborhood-service commercial projects; and
- Designate adequate acreage (approximately 30 acres) to support a regional medical facility.

The Project would provide for the orderly and systematic development of a mix of residential neighborhoods and recreation uses in a manner generally consistent with

policies of the City, the Laguna Ridge Specific Plan, and the characteristics and natural features of the land.

### C. Alternatives Analysis in SEIR

The CEQA Guidelines state that the “range of potential alternatives to the Project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects” of the project. The City evaluated the alternatives listed below.

#### 1. No Project/No Development Alternative:

The No Project/No Development Alternative is discussed on pages 6.0-2 through 6.0-4 of the DSEIR. As required by CEQA, this alternative assumes that the existing land use designations and configuration would remain in place and that development on the Project site would be consistent with existing designations.

- (a) **Findings:** The No Project/No Development Alternative is rejected as an alternative because it would not achieve the Project’s objectives
- (b) **Explanation:** This alternative would not realize the benefits of the Project nor achieve the Project objectives. Were development to proceed under the Laguna Ridge Specific Plan land use designations as they exist without the project, the No Project/No Development Alternative would not provide adequate land to support a regional medical facility and would not provide the employment opportunities associated with the Project.

#### 2. Reduced Residential Density Alternative:

The Reduced Residential Density Alternative is discussed on pages 6.0-5 through 6.0-7 of the DSEIR.

- (a) **Findings:** The Reduced Residential Density Alternative is rejected as an alternative because:
  - This alternative would not increase the City’s housing stock to the same extent as the Project, which could lead to problems of housing availability, adequacy, and affordability.
- (b) **Explanation:** Draft SEIR pages 6.0 -5 through 6.0-7 provide an analysis of Alternative 2 as compared to the proposed Laguna Ridge Town Center project. Environmental benefits of this alternative over the proposed Laguna Ridge Town Center project include the reduction of traffic and circulation impacts while construction related impacts to air quality would be similar, but less intense; and overall cumulative air quality impacts as well as long-term noise levels would also be similar.

#### 3. Open Space Alternative:

The Open Space Alternative is discussed on pages 6.0-7 through 6.0-9 of the DSEIR.

- (a) **Findings:** The Open Space Alternative is rejected as an alternative because it would not achieve the Project's objectives associated with increased employment opportunities and commercial/retail development.
- (b) **Explanation:** Draft SEIR pages 6.0-7 through 6.0-9 provide an analysis of the Open Space Alternative as compared to the proposed Laguna Ridge Town Center project. Environmental benefits of this alternative over the proposed Laguna Ridge Town Center project include: air quality impacts would be better as would noise-related impacts; cumulative traffic impacts on study road segments and intersections would potentially be less.

Under CEQA Guidelines Section 15126.6 (e)(2), if the environmentally superior alternative is the No Project Alternative, another environmentally superior alternative must be identified. For this analysis, after the No Project Alternative (Alternative 1), the Open Space Alternative (Alternative 3) is considered the environmentally superior alternative. Alternative 3 has no environmental impacts that are worse than those under the Project and has a better impact compared to the environmental impacts associated with the Project. However, it must be noted that Alternative 3 would have similar impacts to the Project and would not increase the City's commercial square footage to the same extent as the Project. For these economic, social and other reasons, the Project is deemed superior to Alternative 3.

### 3. Other Alternatives

Other alternatives were considered but rejected from further consideration. These alternatives included: An alternative that proposes an alternative site for the Project.

- (a) **Findings:** The "Other Alternative" described above was rejected as an alternative to specific project features because of the lack of another large vacant land area within the City that is not either already approved for development or have a pending development application.
- (b) **Explanation:** The Other Alternative was determined to be infeasible.

## VII. Statements of Overriding Considerations Related to the Laguna Ridge Town Center Project Findings

- A. **Employment Opportunities.** The proposed project would provide adequate land to support a regional medical facility. This type of development would increase the range of employment opportunities and provide professional and technical job opportunities that are not associated with typical commercial and retail developments. An increase in employment opportunities will improve the jobs/housing balance and the potential professional and technical jobs associated with the regional medical facility may increase the number of trained workers in Elk Grove who currently commute outside of the City to work in the medical field.



- B. Increased Commercial Opportunities.** The proposed Laguna Ridge Town Center project would increase the City's commercial square footage through the addition of 23.3 acres of commercial land uses. The Project proposes that the existing land use designations of the Project site be reconfigured, and sites that are currently zoned Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10) would be rezoned to a mix of RD-20 and Shopping Commercial (SC).
- C. Compatibility with Surrounding Land Uses.** The Project would provide a mix of urban uses which are compatible with proposed and planned developments in the area which include the Laguna Ridge Specific Plan which encompasses the Project site.
- D. Increased Tax Revenues.** The Project would increase tax revenues as development of uses proposed on the site would result in increased property tax values.
- E. Provision of Public Facilities.** Roadways proposed by the Project would improve connectivity between adjacent uses and would contribute to development of planned roadway facilities. Through payment of development impact fees, the Project would contribute to the development of public facilities and improvements planned for the City.

Based upon the objectives identified for the Project, review of the Project, review of the SEIR, and consideration of public and agency comments, the City has determined that the Project should be approved and that any remaining unmitigated environmental impacts attributable to the Project are outweighed by the specific social, environmental, land-use and other overriding considerations.

The City has determined that any environmental detriment caused by the Laguna Ridge Town Center project has been minimized to the extent feasible through the mitigation measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated to the City.

EXHIBIT B

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MITIGATION MONITORING  
AND  
REPORTING PROGRAM

FOR THE

LAGUNA RIDGE TOWN CENTER SEIR

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SCH# 2007082169

PREPARED BY:

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

**EXHIBIT "B" – MITIGATION MEASURES**

<b>MITIGATION MEASURES</b>		<b>TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):</b>	<b>MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE &amp; SIGN)</b>
<b>PRIOR TO SUBSEQUENT DEVELOPMENT PROJECT APPROVAL</b>			
1.	<p><b>MM 4.3.2 – Traffic Mitigation</b></p> <p>The City shall require an acoustical assessment to be performed to evaluate noise impacts associated with the development of proposed onsite medical land uses. Where acoustical analysis determines that noise levels would exceed applicable noise standards, the City shall require the implementation of noise-reduction measures to reduce noise impacts to nearby noise-sensitive receptors. Such measure may include, but are not limited to, the incorporation of setbacks, sound barriers, berms, or equipment enclosures.</p>	<p><i>Prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard, Big Horn Road, and Poppy Ridge Road.</i></p>	<p><i>City of Elk Grove Development Services</i></p>
2.	<p><b>MM 4.4.8 – Traffic Mitigation</b></p> <p>The westbound right turn shall be converted into an overlapping phase.</p>	<p><i>Prior to approval of design review for future development on the project site</i></p>	<p><i>City of Elk Grove, Development Services, Planning</i></p>
<b>PRIOR TO GRADING PERMIT AND IMPROVEMENT PLAN ISSUANCE</b>			
3.	<p><b>MM 4.2.1a – Air Quality Construction Mitigation</b></p> <p>Wash dirt off construction vehicles and equipment within the staging area prior to leaving the construction site. This requirement shall be noted in project improvement plans.</p>	<p><i>During all grading and construction phases of the project</i></p>	<p><i>City of Elk Grove Development Services and SMAQMD</i></p>

MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
<p><b>4.</b></p> <p><b>MM 4.2.1b – Air Quality Construction Mitigation</b></p> <p>Pave, apply water three times daily, or apply (non-stick) soil stabilizers on all unpaved access roads, parking areas, and staging areas. This requirement shall be noted in project improvement plans.</p>	<p><i>During all grading and construction phases of the project</i></p>	<p><i>City of Elk Grove Development Services and SMAQMD</i></p>
<p><b>5.</b></p> <p><b>MM 4.2.1c – Air Quality Construction Mitigation</b></p> <p>The project shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction;</p> <p style="text-align: center;">And</p> <p>The project applicant shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date and name and phone number of the project manager and on-site foreman.</p>	<p><i>Plan shall be submitted to SMAQMD for review and approval prior to approval of improvement plans and shall be implemented during all grading and construction phases of the project.</i></p>	<p><i>City of Elk Grove Development Services and SMAQMD</i></p>

MITIGATION MEASURES	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
<p><b>6.</b></p> <p><b>MM 4.2.1d Air Quality Construction Mitigation</b></p> <p>The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.</p>	<p><i>During all grading and construction phases of the project</i></p>	<p><i>City of Elk Grove Development Services and SMAQMD</i></p>
<p><b>7.</b></p> <p><b>MM 4.2.1d Air Quality Construction Mitigation</b></p> <p>The project applicant shall be required to pay SMAQMD fees to mitigate NOx emissions in excess of SMAQMD's thresholds, as determined during site developments review. Fees shall be paid in accordance with SMAQMD calculations.</p>	<p><i>Prior to issuance of grading permit</i></p>	<p><i>City of Elk Grove Development Services and SMAQMD</i></p>

**MITIGATION MEASURES**

**PRIOR TO BUILDING PERMIT ISSUANCE**

	TIMING, IMPLEMENTATION AND NOTIFICATION (ACTION BY THE PROJECT APPLICANT):	MONITORING / VERIFICATION (ACTION BY THE CITY): (DATE & SIGN)
<p><b>8.</b></p> <p><b>MM 4.2.3 – Air Quality Development Mitigation</b></p> <p>The project developer and all successors shall implement the following mitigation measures as part of project design:</p> <ul style="list-style-type: none"> <li>• Use of energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces, and boiler units for all buildings and lighting.</li> <li>• Use of energy-efficient and automated controls for air conditioning in all buildings.</li> </ul> <p>Only natural gas/LPG fireplaces, pellet stoves, or EPA-certified Phase II wood-burning fireplaces or stoves shall be allowed within the project. Conventional open-hearth fireplaces shall not be permitted.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Elk Grove Development Services and SMAQMD</p>
<p><b>9.</b></p> <p><b>MM 4.4.9 – Traffic Mitigation</b></p> <p>The project is to pay its fair share cost toward the coordination of the Elk Grove Boulevard/ East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 NB On-Ramp, Elk Grove Boulevard/SR 99 SB Ramps, and Elk Grove Boulevard/ Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project.</p>	<p>The fair share of fees paid to be paid at the time of building permit issuance.</p>	<p>City of Elk Grove Development Services, City of Elk Grove Planning</p>

**Attachment 2**  
Resolution Approving Specific Plan Amendment

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
APPROVING A SPECIFIC PLAN AMENDMENT FOR THE LAGUNA RIDGE TOWN  
CENTER PROJECT NO. EG-07-066, APNs: 132-2120-001, -003, -004, -005, -006,  
-008; 132-2110-001, -002; 132-0270-083, -084**

**WHEREAS**, Reynen & Bardis, Inc. (the "Applicant") filed an application with the City of Elk Grove ("City") for a Specific Plan Amendment and Rezone, all of which hereinafter is referenced as the "Project"; and

**WHEREAS**, the City Council is the appropriate authority to hear and take action on this project after a recommendation by the Planning Commission; and

**WHEREAS**, the proposed project is located on real property in the incorporated portions of the City of Elk Grove more particularly described as APNs: 132-2120-001, -003, -004, -005, -006, -008; 132-2110-001, -002; 132-0270-083, and -084 (the "Property"); and

**WHEREAS**, the Planning Commission considered the Project at a duly-noticed public hearing on June 5, 2008; and

**WHEREAS**, at the conclusion of the public hearing, the Planning Commission forwarded the Project to the City Council with a recommendation for approval by a 4-0 (1 abstained) vote; and

**WHEREAS**, the City has determined that the Laguna Ridge Town Project was subject to the California Environmental Quality Act (CEQA) and prepared a Subsequent Environmental Impact Report ("SEIR") to evaluate the potential environmental effects of the project; and

**WHEREAS**, the City Council has certified the SEIR, finding that it has been prepared in accordance with the California Environmental Quality Act; and

**WHEREAS**, the City Council has approved a Mitigation Monitoring and Reporting Program which has been prepared in accordance with City of Elk Grove regulations and is designed to ensure compliance during project implementation.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Elk Grove hereby approves the Project as illustrated in Exhibit A, based on the following findings:

**Specific Plan Amendment  
(LRSP Section 9 Implementation & Administration)**

Finding: Significant changes to the character of the community have occurred subsequent to the adoption of the Specific Plan which warrants amendments as requested.



Evidence: The market demand for housing has recently diminished due to the current economic environment. A medical user has expressed interest in developing up to 365,000 square feet of medical offices. Therefore, the objectives for the project site are to 1) provide employee centers for job opportunities to create an improved jobs/housing balance, 2) support retail and commercial growth by providing proximate housing, 3) provide locations for neighborhood-serving commercial projects, and 4) designate adequate acreage to support medical offices.

Finding: The requested amendment will benefit the Specific Plan Area and/or the City.

Evidence: The proposed project will be providing a mix of land uses that will serve the community by creating job opportunities, improving the City housing balance and community connectivity, and contributing to enhanced commercial selection. Although the proposed change of land uses will result in a decrease of approximately 292 to 365 potential residential units and increase 24.2 acres of commercial land use, this will not change the vision and intent of the Laguna Ridge Specific Plan.

Finding: The amendment is consistent with the General Plan.

Evidence: The General Plan contains goals, policies, and objectives to which all projects must adhere. Thus, the LRSP serves as the policy and regulatory document that implements the goals and policies of the General Plan. The LRSP recognizes that periodic amendments may be necessary in order to respond to economic and market demands. Such amendments include changes to the land use designations for the proposed project. General Plan Land Use Policies LU-28 and LU-30 allows the LRSP to have discretion to land use. Thus, amendments to the General Plan Land Use Policy Map may occur without a General Plan Amendment.

Finding: The amendment will not adversely affect adjacent properties and can be properly serviced.

Evidence: The proposed changes to the land use designations on the project site will not adversely affect adjacent properties. Currently, the project site is designated as RD-10, RD-15, RD-20, and SC. The proposed amendment will reconfigure the site to a mix of RD-20 and SC. No new land use types are proposed for the site. All public services and utilities to serve the project would remain as identified for the LRSP.

Finding: Where applicable, the physical constraints of the property area are such that the requested amendment is warranted.

Evidence: Based on the EIR and SEIR, the project site has no physical constraints with respect to the proposed land use changes.

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove this 25th day of June 2008.

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

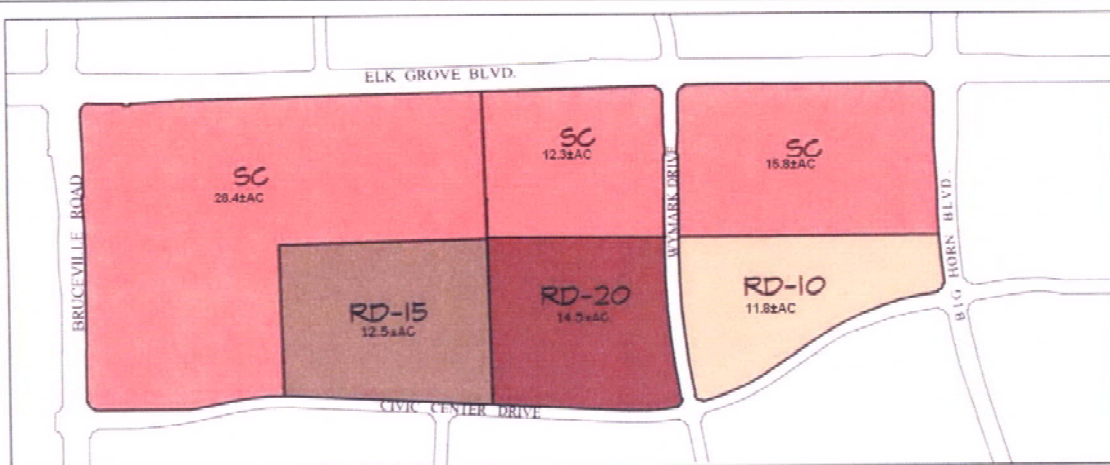
ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
SUSAN J. BLACKSTON, CITY CLERK

\_\_\_\_\_  
SUSAN COCHRAN, CITY ATTORNEY

## Exhibit A: Project Exhibit



**EXISTING ZONING**



**PROPOSED ZONING**

Zoning Designation	Existing Acreage	Proposed Acreage
RD-10	11.8	0
RD-15	12.5	0
RD-20	14.5	14.6
SC	56.5	80.7
<b>Total</b>	<b>95.3</b>	<b>95.3</b>

**Attachment 3**  
Zoning Map Amendment Ordinance

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
AMENDING THE CITY OF ELK GROVE ZONING MAP FROM RD-10 AND RD-15  
TO RD-20 AND SC CONSISTENT WITH THE LAGUNA RIDGE SPECIFIC PLAN  
FOR LAGUNA RIDGE TOWN CENTER PROJECT NO. EG-07-066, APNs: 132-2120-001, -  
003, -004, -005, -006, -008; 132-2110-001, -002; 132-0270-083, -084**

The City Council of the City of Elk Grove does ordain as follows:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend the City of Elk Grove Zoning Map from RD-10 and RD-15 to RD-20 and SC consistent with the Laguna Ridge Specific Plan for the Laguna Ridge Town Center Project, as shown in Exhibit A, attached hereto and incorporated by reference.

Section 2: Findings

**California Environmental Quality Act**

Finding: The Subsequent Environmental Impact Report has been prepared in accordance with the California Environmental Quality Act (CEQA) and it reflects the independent judgment and analysis of the City.

Evidence: The City prepared a Draft Subsequent Environmental Impact Report (“SEIR”) for the project, which circulated through the State Clearinghouse (SCH No. 2007082169) and distributed to other public agencies and interested parties. The City has completed the Final SEIR, which includes the Draft SEIR, comments received during the public review period and responses to those comments. The City Council has certified a Subsequent Environmental Impact Report by resolution, determining that it has been completed in accordance with CEQA. The SEIR finds that the project will have a significant adverse impact on the environment.

The City Council has adopted a Mitigation Monitoring and Reporting Program for the project, which avoids and minimizes environmental impacts to the extent feasible. However, certain significant, unavoidable impacts will occur, even with the inclusion of these mitigation measures. The City Council has approved a Statement of Overriding Considerations, finding that the project may be approved due to social, economic and other factors.

**Rezone**

Finding: The proposed rezone is consistent with the General Plan goals, policies, and implementation programs.

Evidence: The Laguna Ridge Specific Plan serves as the policy and regulatory document that implements the goals and policies of the General Plan. The Laguna Ridge Specific Plan provides definition of policy direction, establishes the zoning districts for properties, and includes standards to guide the detailed design of individual projects within the Plan Area. The Laguna Ridge Specific Plan recognizes that periodic amendments may be necessary, including changes to the zoning districts. As such, the proposed rezone remains consistent with the General Plan.

Section 3: Action

The City Council hereby amends the City of Elk Grove Zoning Map for APNs: 132-2120-001, -003, -004, -005, -006, -008; 132-2110-001, -002; 132-0270-083, and -084 as shown on attached Exhibit A subject to the findings contained in this Ordinance.

Section 4: No Mandatory Duty of Care.

This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5: Severability.

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the ordinance be enforced.

Section 6: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption. In lieu of publication of the full text of the ordinance within 15 days after its passage, a summary of the ordinance may be published at least five days prior to and fifteen (15) days after adoption by the City Council and a certified copy shall be posted in the office of the City Clerk, pursuant to GC 36933(c)(1).

INTRODUCED: June 25, 2008  
ADOPTED:  
EFFECTIVE:

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

ATTEST:

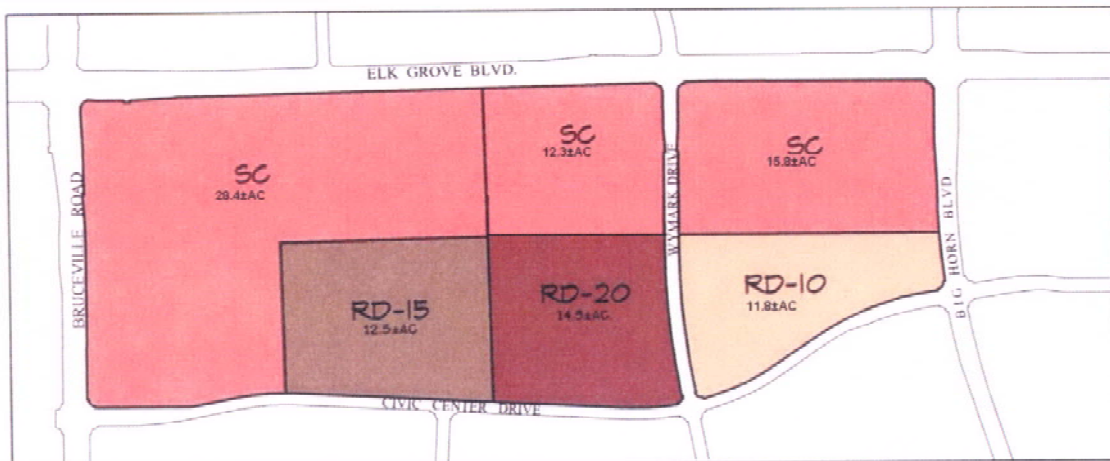
APPROVED AS TO FORM:

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SUSAN J. BLACKSTON, CITY CLERK

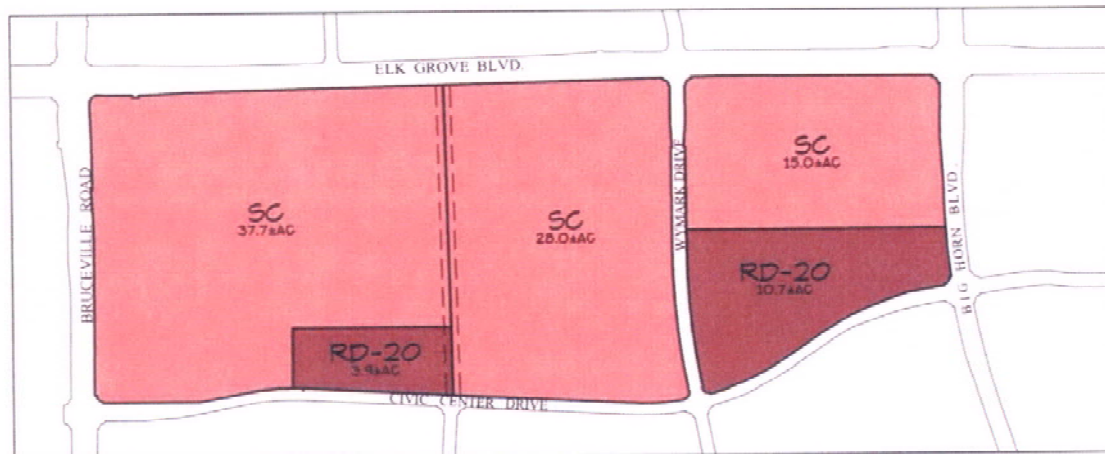
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SUSAN COCHRAN, CITY ATTORNEY

Date signed: \_\_\_\_\_

## Exhibit A – Rezone/Specific Plan Amendment Exhibit



**EXISTING ZONING**



**PROPOSED ZONING**

Zoning Designation	Existing Acreage	Proposed Acreage
RD-10	11.8	0
RD-15	12.5	0
RD-20	14.5	14.6
SC	56.5	80.7
<b>Total</b>	<b>95.3</b>	<b>95.3</b>

**Attachment 4**  
Final & Draft Subsequent Environmental Impact Report



CITY OF ELK GROVE  
LAGUNA RIDGE TOWN CENTER  
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

---

SCH No. 2007082169



*Prepared by:*

CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

JUNE 2008



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FINAL ENVIRONMENTAL IMPACT REPORT  
FOR  
LAGUNA RIDGE TOWN CENTER

---

*Prepared by:*

CITY OF ELK GROVE  
Development Services  
8401 Laguna Palms Way  
Elk Grove, CA 95758  
Phone (916) 478-2265  
Fax (916) 691-6411

JUNE 2008



- 1.0 INTRODUCTION**
  - 1.1 Background and Purpose of the SEIR ..... 1.0-1
  - 1.2 Type of Document ..... 1.0-3
  - 1.3 Intended Uses of the SEIR ..... 1.0-3
  - 1.4 Organization and Scope of the FSEIR..... 1.0-3
  
- 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DEIR**
  - 2.1 Introduction ..... 2.0-1
  - 2.2 Project Consistency with General Plan ..... 2.0-1
  - 2.3 Comments on the DSEIR and Responses to Comments ..... 2.0-1
  
- 3.0 ERRATA**
  - 3.1 Introduction ..... 3.0-1
  - 3.2 Changes and Edits to the DSEIR ..... 3.0-1



This Final Subsequent Environmental Impact Report (FSEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines (Section 15132). The City of Elk Grove is the Lead Agency for the environmental review of the proposed Laguna Ridge Town Center project (Project) and has the principal responsibility for approving the Project. This FSEIR assesses the expected environmental impacts resulting from approval of Laguna Ridge Town Center project and associated impacts from subsequent development under the Project. The FSEIR also responds to comments received on the DSEIR.

### 1.1 BACKGROUND AND PURPOSE OF THE SEIR

#### OVERVIEW OF CEQA REQUIREMENTS FOR PREPARATION OF AN EIR

The City of Elk Grove (City), acting as the Lead Agency, has prepared this FSEIR to provide the public and responsible trustee agencies with information about the potential environmental effects of the proposed Laguna Ridge Town Center project. As described in the CEQA Guidelines Section 15121(a), an EIR is a public informational document that assesses potential environmental effects of the Project, as well as identifies mitigation measures and alternatives to the Project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible, and obligated to balance a variety of public objectives including economic, environmental, and social factors.

CEQA requires the preparation of an environmental impact report prior to approving any project which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). The City has determined that the proposed Laguna Ridge Town Center project is a "project" within the definition of CEQA.

As discussed in Section 1.0 Introduction of the DSEIR, the City has determined that the proposed Laguna Ridge Town Center would require a Subsequent EIR which is tiered from the Laguna Ridge Specific Plan EIR (SCH#2000082139).

The City decision was based on the fact that because the proposed project was requesting substantial changes to land uses which were previously analyzed for environmental effects in the LRSP EIR, a subsequent EIR was necessary for this project. As described in the CEQA Guidelines Section 15162(a), When an EIR has been certified...no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

#### CEQA REQUIREMENTS FOR A FSEIR

Section 15132 of the State CEQA Guidelines states:

*"The final EIR shall consist of:*

- (a) The DEIR or a revision of the draft.*

## 1.0 INTRODUCTION

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- (b) Comments and recommendations received on the DEIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the DEIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency."

CEQA required findings, and any statement of overriding considerations, would be made after the City has considered the FSEIR and would be included in the public record. Likewise, the Mitigation Monitoring and Reporting Program (MMRP) would be adopted at the same time as the findings and also included in the public record.

### BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the Laguna Ridge Town Center project that has led to the preparation of this FSEIR:

#### Notice of Preparation and Initial Study

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project on August 31, 2007. The City was identified as the Lead Agency for the Project. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the Project. Concerns raised in response to the NOP were considered during preparation of the Draft Subsequent Environmental Impact Report (DSEIR). The NOP and responses by interested parties are presented in **Appendix A** of the DSEIR. Also, an Initial Study for the project was prepared and released for public review along with the NOP. Its conclusions supported preparation of an EIR for the project. The Initial Study is also included in **Appendix A** of the DSEIR.

#### Notice of Availability and DSEIR

The Notice of Availability for the DSEIR was published on April 2, 2008. The DSEIR was also released for public and agency review on April 2, 2008 with the review period ending May 19, 2008. The DSEIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. During the review period, the public and interested agencies were provided an opportunity to comment at the City of Elk Grove Planning Commission meeting on May 15, 2008.

#### FSEIR

The City received four individual comment letters from agencies regarding the DSEIR as well as several oral comments at the Planning Commission hearing. This document responds to the comments received as required by CEQA. This document also contains minor edits to the DSEIR. This document and the DSEIR constitute the FSEIR.



### **Certification of the FSEIR/Project Consideration**

The City of Elk Grove will review and consider the FSEIR. The City Council will consider the FSEIR prior to making any decisions regarding Project approval. If the City Council finds that the FSEIR is "adequate and complete", the City may certify the FSEIR. An FSEIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information; and 2) provides sufficient analysis to allow decisions to be made regarding the Project in contemplation of its environmental consequences.

Upon review and consideration of the FSEIR, the City may take action to approve, revise, or reject the Project. A decision to approve the Project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program (MMRP) to describe measures that have been adopted or made a condition of Project approval that mitigate or avoid significant effects on the environment.

### **1.2 TYPE OF DOCUMENT**

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Subsequent EIR pursuant to CEQA Guidelines Section 15162. This FSEIR was prepared in conformance with CEQA and evaluates those issues for which additional environmental documentation was required beyond that available in the Final EIR for the Laguna Ridge Specific Plan. The City of Elk Grove, acting as lead agency, has prepared this FSEIR to provide the public and responsible agencies with information about the potential environmental effects of the proposed Laguna Ridge Town Center and the substantial changes that will occur, with respect to the circumstances under which the Laguna Ridge Specific Plan is undertaken, which require major revisions as required by CEQA. As described in State CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses potential environmental effects of the Project, as well as identifies alternatives to the Project that could reduce or avoid environmental impacts.

### **1.3 INTENDED USES OF THE SEIR**

This SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA). The SEIR is intended to evaluate the environmental impacts of the Project to the greatest extent possible. This SEIR and the Laguna Ridge Specific Plan EIR should be used as the primary environmental documents to evaluate all subsequent planning and permitting actions associated with the Laguna Ridge Town Center project. Subsequent actions that may be associated with the Project are identified in Section 3.0 (Project Description) of the DSEIR.

### **1.4 ORGANIZATION AND SCOPE OF THE FSEIR**

This document is organized in the following manner:

#### **SECTION 1.0—INTRODUCTION**

Section 1.0 provides an overview of the SEIR process to date and what the FSEIR is required to contain.

## 1.0 INTRODUCTION

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### SECTION 2.0—COMMENTS AND RESPONSES TO COMMENTS ON THE DSEIR

Section 2.0 provides a list of commenters, copies of written comments (coded for reference) and the responses to those written comments.

### SECTION 3.0—ERRATA

Section 3.0 consists of minor text changes made to the DSEIR as a result of comments on the DSEIR.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

### 2.1 INTRODUCTION

This section contains written responses to comment letters and public testimony on the Draft Subsequent Environmental Impact Report (DSEIR). CEQA Guidelines Section 15088(b) requires that responses be made to only those comments that are specific to the environmental analysis. Beyond the requirements set by CEQA and relevant court cases, this document also responds, to the extent information is available, to comments that address the Project in general, in an effort to provide the most complete information possible.

No new significant environmental impacts, beyond those already covered in the DSEIR were raised during the comment period. The City of Elk Grove, acting as lead agency, directed that a Final Subsequent Environmental Impact Report (FSEIR) be prepared. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the DSEIR pursuant to CEQA Guidelines Section 15088.5.

### 2.2 PROJECT CONSISTENCY WITH GENERAL PLAN

CEQA Guidelines Section 15125(d) states "The EIR shall discuss any inconsistencies between the Project and applicable general plans and regional plans." Analysis of the Project's consistency with the City of Elk Grove General Plan is provided in each of the technical sections of the DSEIR (Sections 4.1 through 4.4). Under the Regulatory Framework subsection of each technical section in the DSEIR, a table is provided that discusses the Project's consistency with applicable General Plan policies. Where inconsistency with a General Plan policy may result in an environmental impact, the inconsistency is identified as well as whether mitigation measures included in the SEIR would bring the Project into consistency with that policy. The Planning Commission and City Council of Elk Grove will ultimately determine whether the Project is consistent with the intent of policies included in the General Plan, including those that describe land uses for the Project site.

### 2.3 COMMENTS ON THE DSEIR AND RESPONSES TO COMMENTS

**Table 2.0-1** lists those public agencies that provided written comments on the DSEIR. The assigned comment letter number, letter date, letter author and affiliation with a particular organization, if presented in the comment letter or if representing a public agency is also listed.

**TABLE 2.0-1  
PUBLIC AGENCIES, ORGANIZATIONS, AND PERSONS COMMENTING ON THE DSEIR**

Letter	Date	Individual or Signatory	Affiliation
A*	May 20, 2008	Alyssa Begley, Chief, Office of Transportation Planning	California Department of Transportation
B	May 19, 2008	Traci Canfield, Planner	Sacramento Regional Transit District
C	April 23, 2008	Salam A. Khan, Development Services	Sacramento Area Sewer District
D*	May 21, 2008	Larry Robinson, Land Use and Transportation	Sacramento Metropolitan Air Quality Management District
E	May 15, 2008	Various – City of Elk Grove Planning Commission Hearing to Receive Comments on the DSEIR	

\* Denotes comment letter received after close of comment period.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

### LETTER A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 - SACRAMENTO AREA OFFICE  
VENTURE OAKS, MS 15  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0614  
FAX (916) 274-0648  
TTY (530) 741-4509



*Flex your power!  
Be energy efficient!*

May 20, 2008

08SAC0068  
03 SAC-99 PM 12.761  
Laguna Ridge Town Center  
Draft Subsequent Environmental Impact Report  
SCH#2007082169

Mr. Taro Echiburu  
City of Elk Grove  
Development Services - Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

Dear Mr. Echiburu:

Thank you for the opportunity to review and comment on the above mentioned project. This project proposes to rezone and enlarge the commercial area in the planned Laguna Ridge Town Center which is part of the regionally significant Laguna Ridge Specific Planning Area (SPA) in the city of Elk Grove. Our comments on this project are as follows:

A-1

- Per the Traffic Report, the project is expected to generate 910 AM peak hour trips and 1,370 PM peak hour trips. Per Impact 4.4.6, the project will result in significant impacts to the segment of Elk Grove Boulevard between Laguna Springs Drive and State Route (SR) 99 in the cumulative condition and to the SR 99 southbound ramps intersection with Elk Grove Boulevard for the existing + project and cumulative conditions. The project is expected to cause traffic operations at the southbound ramps intersection to deteriorate from LOS E to LOS F in the PM peak hour (for existing + project).

A-2

- Per Impact 4.4.9, the project will result in significant impacts to the Elk Grove Boulevard/SR 99 northbound onramp and the Elk Grove Boulevard/SR 99 southbound ramps. Mitigation Measure 4.4.9 provides a fair share contribution toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 northbound onramp, as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems Improvements project, but does not eliminate the project's significant impact.

A-3

*"Caltrans improves mobility across California"*

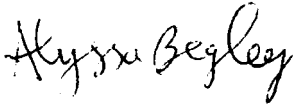
**LETTER A**  
**Cont.**

Mr. Taro Echiburu  
May 20, 2008  
Page 2

- It is requested that the project provide fair share funding for the Elk Grove Boulevard/SR 99 interchange modifications project which is part of the City of Elk Grove's Capital Improvement Program. The interchange modification project is expected to improve traffic operations for the northbound and southbound SR 99 ramps. **A-4**

Please provide our office with copies of any further actions regarding this project. Contact Ken Champion at (916) 274-0615 or myself at (916) 274-0635 if you have any questions regarding these comments.

Sincerely,



ALYSSA BEGLEY, Chief  
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### LETTER A                      ALYSSA BEGLEY, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION

*Response A-1:*            The commenter summarizes the basic objectives of the Project as enlarging the commercial area of a portion of the Laguna Ridge Specific Plan in Elk Grove. The comment does not address the adequacy of the DSEIR. No further comment is necessary.

*Response A-2:*            The commenter summarizes the total trip generation numbers as concluded by the Traffic Report prepared for the Project. The commenter then states that the Project will result in significant impacts to the segment of Elk Grove Boulevard between Laguna Springs and State Route (SR) 99 under cumulative conditions. The commenter further states that the Project will result in significant impacts to the SR 99 southbound ramps intersection with Elk Grove Boulevard under cumulative plus project conditions and that this southbound ramps intersection will deteriorate from LOS E to LOS F in the PM peak hour for existing plus project conditions. These comments are correct as demonstrated by **Tables 4.4.9, 4.4.11 and 4.4.12** of the DSEIR. The comment does not address the adequacy of the DSEIR. No further comment is necessary.

*Response A-3:*            The commenter states that the Project will result in significant impacts to the Elk Grove Boulevard/SR 99 northbound and southbound ramps and that mitigation measure **MM 4.4.9** of the DSEIR provides a fair share contribution toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 northbound onramp as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems Improvements project, yet does not eliminate the Project's significant impact. This comment is mostly correct as demonstrated by the impact analysis of **Impact 4.4.9** of the DSEIR. However, the Project will not result in significant impact to the Elk Grove Boulevard/SR 99 northbound ramps as shown in **Table 4.4.9** of the DSEIR. Therefore, no additional mitigation is required.

*Response A-4:*            The commenter requests that the Project provide fair share funding for the Elk Grove Boulevard/SR 99 interchange modifications project which is a part of the City's Capital Improvement Program. Mitigation Measure **MM 4.4.9** of the DSEIR does require the Project to pay its fair share cost toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 southbound on-ramp as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems Improvements project. The Intelligent Transportation Systems Improvements project is a component of the City's Capital Facilities Fee Program. As the DSEIR requires fair share funding to mitigate impacts, the DSEIR is considered adequate regarding the impacts to the Elk Grove Boulevard/SR 99 interchange. Therefore, no additional mitigation is required.

LETTER B



**Sacramento Regional  
Transit District**  
A Public Transit Agency  
and Equal Opportunity Employer

**Mailing Address:**  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Administrative Office:**  
1400 29th Street  
Sacramento, CA 95816  
(916) 321-2800  
(29th St. Light Rail Station/  
bus 36, 38, 50, 67, 68)

**Light Rail Office:**  
2700 Academy Way  
Sacramento, CA 95815  
(916) 648-8400

Public Transit Since 1973

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May 19, 2008

Taro Echiburu  
City of Elk Grove  
Development Services – Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

NAME OF DEVELOPMENT: Laguna Ridge Town Center

CONTROL NUMBER: EG-07-066

TYPE OF DOCUMENT: DEIR

The Laguna Ridge Town Center project is within the Laguna Ridge Specific Plan. The DEIR evaluates the proposed Specific Plan Amendment and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan Area. This would result in a loss of approximately 285 residential units and an increase of 23.3 acres of commercial zoning. The project site is an approximately 95.3 acre area on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road in the City of Elk Grove.

B-1

While Regional Transit (RT) does not currently provide service in the immediate area, a light rail extension and station or bus rapid transit are proposed by the City of Elk Grove along Big Horn Boulevard in this area.

B-2

Regional Transit has reviewed the DEIR and has the following comments:

- Coordinate with the City of Elk Grove on their plans for the future corridor for light rail or bus rapid transit on Big Horn Boulevard as identified in the Elk Grove General Plan. If a light rail station is identified to be on this project site, RT requires a minimum of 40 feet for light rail track right-of-way along Big Horn Boulevard and an additional 20 feet (60 foot total) of width by 400 feet in length to accommodate a station platform.
- Provide bicycle parking facilities at building/store entrances.
- Develop a program to offer transit passes at a 50% or greater discount to employees/residents for a period of six months or more.
- It is important for this development proposal to be designed to support transit. Connectivity throughout the project to the light rail station and other transit available to the site is key. Physical barriers such as walls, cul-de-sacs, circuitous street patterns and speed bumps all impede access to transit. Connectivity of pedestrian ways with amenities such

B-3

B-4

B-5

B-6

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

---

**LETTER B  
Cont.**

Taro Echiburu

- 2 -

May 19, 2008

as pavers, vertical curbs, tree shading, lighting and trellises will encourage walking to transit. In addition, connectivity of bicycle ways must be incorporated into the overall design of the site.

**B-6  
cont.**

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,



Traci Canfield  
Planner

c: RoseMary Covington, AGM Planning and Transit Service Development, RT  
Paul Marx, Planning Director, RT  
Fred Arnold, Director of Real Estate, RT  
Don Smith, Senior Planner, RT

I:\PL\Development Review Projects\City of Elk Grove\Laguna Ridge Town Center DEIR 051908.doc



## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### LETTER B TRACI CANFIELD, SACRAMENTO REGIONAL TRANSIT DISTRICT

- Response B-1:* The commenter summarizes the basic objectives of the Project as well as its location. The comment does not address the adequacy of the DSEIR. No further comment is necessary.
- Response B-2:* The commenter notes that the Regional Transit District does not provide service in the immediate area of the Project site, yet the City has proposed either a light rail and station, or a bus rapid transit facility along Big Horn Boulevard. The comment does not address the adequacy of the DSEIR. No further comment is necessary.
- Response B-3:* The commenter suggests coordination with the City on its plans for the future corridor for light rail or bus rapid transit on Big Horn Boulevard and further identifies the required light rail right-of-way widths and station platform measurements needed to accommodate a light rail. Per the Laguna Ridge Specific Plan Figure 4.1 (Page 4-6), the proposed light rail transit/bus rapid transit stations are identified at the following locations:
- SE corner of Elk Grove Blvd/Big Horn Blvd
- SE corner of Big Horn Blvd/Whitelock Parkway
- The right-of-way has been secured along this along this alignment for the future extension with additional right-of-way secured at the above station locations.
- In addition, the City has begun a fixed transit study within City of Elk Grove to refine the future alignment and stations to ultimately preserve right-of-way. This study will not affect the alignment and the station locations already secured within the Laguna Ridge Specific Plan area. Regional Transit was part of the consultant proposal review process for the fixed transit study and will be provided information on the consultant's progress.
- Response B-4:* The commenter suggests the provision of bicycle parking facilities at building/store entrances of the Project. While this comment does not address the adequacy of the environmental analysis, it is noted for the decision-makers' consideration.
- Response B-5:* The commenter suggests the provision of a program to offer transit passes at a 50 percent or greater discount to future employees and future residents of the Project for a period of six months or more. While this comment does not address the adequacy of the environmental analysis, it is noted for the decision-makers' consideration.
- Response B-6:* The commenter notes the importance of the Laguna Ridge Town Center conceptual development being designed to support transit and describes physical barriers such as walls, cul-de-sacs, circuitous street patterns and speed bumps as impediments to transit access. The commenter states that amenities such as pavers, vertical curbs, tree shading, lighting and trellises will encourage walking to transit and that bicycle ways must be incorporated into the overall design of the site. Comment noted.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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As stated under **Impact 4.4.4** of the DSEIR, the Project is located within the Laguna Ridge Specific Plan, which includes provisions for bicycle and pedestrian facilities. Major and minor arterials, commercial streets, and primary residential streets within the Specific Plan area (including the Project) are required to have detached sidewalks separated from the roadway by landscaped planters. Major and minor arterials and commercial streets are required to have on-street Class II bike lanes. Future development of the site is required to adhere to these standards. As stated under **Impact 4.4.5**, all major arterial and collector streets in the Specific Plan area are required to be designed to accommodate transit facilities such as turnouts, bus stops, and shelters. The Project involves modification to land use designations and the entitlements requested by the Project applicant do not include any development plan approvals. At the time development plans, including site design, are brought forward, they will be reviewed for consistency with Laguna Ridge Specific Plan requirements, included those related to transit, bicycle, and pedestrian accessibility.

LETTER C



April 23, 2008  
E225.000

APR 28 2008

TJK

Taro Echiburu  
City of Elk Grove Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**Subject: Notice of Availability (NOA) for a Draft Subsequent Environmental Impact Report (DSEIR) for the Laguna Ridge Town Center**  
**APN: 132-0270-019 and 132-0270-078**

Board of Directors  
Representing:

County of Sacramento  
City of Citrus Heights  
City of Elk Grove  
City of Folsom  
City of Rancho Cordova  
City of Sacramento

Mary K. Snyder  
District Engineer

Christoph Dobson  
Collection System Manager

Wendell H. Kido  
District Manager

Marcie Maurer  
Chief Financial Officer

10545 Armstrong Avenue  
Mather, California 95655  
Tel 916.878.8000  
Fax 916.878.8180  
www.sacsewer.com

Formerly County Sanitation District 1

Dear Mr. Echiburu:

Sacramento Area Sewer District (District, formerly CSD-1) has reviewed the Notice of Availability (NOA) for a Draft Subsequent Environmental Impact Report (DSEIR) for the subject project.

It is noted that the proposed project includes a Specific Plan Amendment and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. The project site is a 95 acre area located near the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road in the City of Elk Grove. This Draft Subsequent EIR addresses the impact of a potential medical facility to be added within the project area.

C-1

The comments sent in a letter dated September 21, 2007, are still valid and are repeated below (the name CSD-1 is replaced by District) for your convenience.

C-2

The subject property is within the boundaries of the District, SRCSD, and the Urban Service Boundaries (USB) as defined by the Sacramento County General Plan. The ultimate plan for conveyance and treatment of the subject property shall be by the Districts as specified in the District/SRCSD Master Plans.

C-3

The trunk sewer and major collector sewer lines are already installed in the project area as per Sewer Master Plan for the Laguna Ridge Specific Plan. Zoning change and reconfiguration of land use may require installation of additional collector sewer lines. However, a sewer study is not required for this project, but if the flows generated by this project change significantly from that which was approved with the Master Sewer Study, then an additional sewer study may be required.

C-4

LETTER C  
Cont.

Taro Echiburu  
April 23, 2008  
Page 2

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to mitigation.

C-5

If you have any questions regarding these comments, please call Amandeep Singh at 876-6296 or myself at 876-6094.

Sincerely,



Salam A. Khan, P.E.  
Sacramento Area Sewer District  
Development Services

SK/CJ:clm

cc: File

Echiburu 042308.ltr

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### LETTER C

### SALAM A. KHAN, SACRAMENTO AREA SEWER DISTRICT

- Response C-1:* The commenter states that the Sacramento Area Sewer District (SASD) reviewed the Notice of Availability (NOA) for the SEIR. The commenter summarizes the basic objectives of the Project as well as its location. The comment does not address the adequacy of the DSEIR. No further comment is necessary.
- Response C-2:* The commenter notes that SASD had sent a comment letter dated September 21, 2007 and that these comments are still valid and repeated in the following comments. The comment does not address the adequacy of the DSEIR. No further comment is necessary.
- Response C-3:* The commenter states that the Project site is within the boundaries of the SASD, the SRCSD (Sacramento Regional County Sanitation District), and the Urban Services Boundary as defined by the Sacramento County General Plan. The commenter goes on to state that the ultimate plan for conveyance and treatment of wastewater shall be consistent with the SASD and SRCSD Master Plans. According to the Laguna Ridge Specific Plan EIR, all development with the Specific Plan area is required to prepare a Preliminary Sewer Plan and Design Report in accordance with the standards and requirements of the SRCSD and SASD. The Project applicant would also be required to pay sewer connection and capacity fees that are used to fund expansion of trunk and interceptor facilities. No further analysis is required.
- Response C-4:* The commenter states that the trunk sewer and major collector sewer lines are already installed in the Project area, yet, due to zone changes and the reconfiguration of land uses associated with the Project, the installation of additional collector sewer lines may be required as well as additional sewer study. No development is proposed as part of the Project. However, all subsequent development constructed on the Project site would be required to prepare a Preliminary Sewer Plan and Design Report in accordance with the standards and requirements of the SRCSD and SASD per the Laguna Ridge Specific Plan EIR. Based on the site design and configuration of uses at the time development plans are submitted for the Project, the Project applicant will be required to coordinate with the City and SASD to determine whether any additional collector sewer lines are necessary.
- Response C-5:* The commenter states the expectation that the Project is subject to currently established policies, ordinances, fees, conditions of approval, and mitigation measures to address all sewage aspects of the Project and anticipates a less than significant impact to the sewage facilities as a result. According to the Initial Study prepared for the Project, the Project would decrease annual wastewater flow by 22,968 acre feet per year compared with existing land use designations due to the fact that commercial uses tend to create significantly less wastewater flow compared with residential uses. As required by the Laguna Ridge Specific Plan EIR, prior to the each tentative subdivision or parcel map within the Specific Plan area, the Project applicant shall be required to demonstrate that the permanent sewer system, consistent with the Preliminary Sewer Master Plan for the Laguna Ridge Specific Plan (Wood-Rodgers, 2002) adequately serves the subsequent project. This demonstration may take the form of plans and/or reports, which shall be reviewed and

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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approved by the City consistent with the Specific Plan infrastructure phasing provisions. The project applicant shall also pay the required sewer connection and capacity fees that are used to fund expansion of trunk and interceptor facilities. No further analysis is required.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

LETTER D



Larry Greene  
AIR POLLUTION CONTROL OFFICER

May 21, 2008

SENT VIA EMAIL

Taro Echiburu  
Development Services  
City of Elk Grove  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**RE: Laguna Ridge Town Center Draft Subsequent Environmental Impact Report**

Dear Mr. Echiburu:

Thank you for providing the above referenced project to the Sacramento Metropolitan Air Quality Management District (District) for review and comment. Staff comments are as follows:

**Construction Mitigation**

- If it is determined that the standard construction mitigation outlined in MM4.2.1c and d do not lower the emissions to below the threshold of 85 pounds per day of NOx, than an offsite mitigation fee for the emissions remaining above the threshold will be assessed. The current figure used to calculate the fee based upon Moyer Program cost effectiveness is \$14,300 per ton of NOx. In addition, as of February 15, 2007, a 5% administrative fee will be assessed as well. A spreadsheet to calculate the fee, including the administrative fee, can be found at the following link: <http://www.airquality.org/ceqa/index.shtml#MitFees> Please contact District staff for assistance with fee calculation.

D-1

**CO<sub>2</sub> Emissions in URBEMIS**

- The District recommends the use of URBEMIS 2007 v.9.2.2 for estimating project specific CO<sub>2</sub> emissions rather than the EPA Personal GHG Calculator as described on page 5.0-13 of the Subsequent EIR.

D-2

**Cumulative GHG and Significance Determination**

- The statement that "...GHG emissions account for 0.00023% of the statewide annual GHG emissions totals..." stated as a reason for the "less than cumulatively considerable" determination is a *de minimis* argument that has been found to be contrary to the concept of cumulative per CEQA case law (see *Communities for a better Environment v. California Resources Agency* [2002] 103 Cal.App.4<sup>th</sup> 98).
- The absence of a "quantifiable significance threshold" is not by itself or in conjunction with a *de minimis* argument, sufficient justification for a "less than cumulatively considerable" determination. The analysis does not adequately take into account the many other possible cumulative sources of GHG emissions including, but not necessarily limited to: other construction projects, surrounding existing development and general plan designations that affect the immediate and wider area both in the near term and foreseeable future.

D-3

D-4

777 12th Street, 3rd Floor ■ Sacramento, CA 95814-1908  
916/874-4800 ■ 916/874-4899 fax  
[www.airquality.org](http://www.airquality.org)

LETTER D  
Cont.

Laguna Ridge Town Center  
May 22, 2008  
Page 2

**GHG Mitigation**

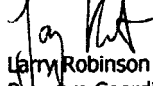
- It is the recommendation of the District that regardless of the inability to compare the impacts of the project to a threshold there is still a need and CEQA requires that all feasible mitigation is applied in order to help reduce GHG emissions regardless of how small the contribution to the overall problem. Attached to this letter please find a list of mitigation measures that is in use for the reduction of GHG emissions. For each measure, as appropriate, identify how it will be implemented or if not why it is not feasible.

D-5

In addition this project is subject to all applicable District rules and regulations (see attachment) in effect at the time of construction. Information regarding all District rules can be obtained at [www.airquality.org](http://www.airquality.org) or by calling the Compliance Assistance Hotline at (916) 874-4884.

If there are any questions regarding these comments please contact me at (916) 874-4816 or Charlene McGhee of my staff at (916) 874-4883 or [cmcghee@airquality.org](mailto:cmcghee@airquality.org).

Sincerely,



Larry Robinson  
Program Coordinator  
Land Use and Transportation

Attachment

c: Charlene McGhee, Sacramento Metropolitan AQMD



**Attachments to  
LETTER D**

**SMAQMD Rules & Regulations Statement** (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for all development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 417: Wood Burning Appliances.** Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

## Attachments to LETTER D

### Climate Change Mitigation Measures

The following are some examples of the types mitigation that local agencies may consider under the California Environmental Quality Act (CEQA) to offset or reduce global warming impacts.

The list, which is by no means exhaustive or obligatory, includes measures and policies that could be undertaken directly by the local agency, incorporated into the agency's own "Climate Action Plan," or funded by "fair share" mitigation fees; measures that could be incorporated as a condition of approval of an individual project; and measures that may be outside the jurisdiction of the local agency to impose or require but still appropriate for consideration in an agency's environmental document. While the lead agency must determine which particular mitigation measures, or suite of measures, is appropriate and feasible for a particular project, proponents of individual private projects are encouraged to take an active role in developing and presenting to lead agencies new and innovative ways to address the impacts of global warming.

### Transportation

- Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights.
- Set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.
- Require construction vehicles to use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board (CARB).
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
- Create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.
- Require clean alternative fuels and electric vehicles.
- Develop the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Increase the cost of driving and parking private vehicles by imposing tolls, parking fees, and residential parking permit limits.
- Develop transportation policies that give funding preference to public transit.
- Design a regional transportation center where public transportation of various modes intersects.
- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations.

**Attachments to  
LETTER D**

- Assess transportation impact fees on new development in order to facilitate and increase public transit service.
- Provide shuttle service to public transit.
- Offer public transit incentives.
- Incorporate bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments.
- Create bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking.
- Require commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.
- Provide public education and publicity about public transportation services.

**Energy Efficiency and Renewable Energy**

- Require energy efficient design for buildings. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.
- Adopt a “Green Building Program” to promote green building standards.
- Fund and schedule energy efficiency “tune-ups” of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization. (Facilitating or funding the improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.)
- Provide individualized energy management services for large energy users.
- Require the use of energy efficient appliances and office equipment.
- Fund incentives and technical assistance for lighting efficiency.
- Require that projects use efficient lighting. (Fluorescent lighting uses approximately 75% less energy than incandescent lighting to deliver the same amount of light.)
- Require measures that reduce the amount of water sent to the sewer system.
- (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.)
- Incorporate on-site renewable energy production (through, e.g., participation in the California Energy Commission’s New Solar Homes Partnership). Require project proponents to install solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.
- Streamline permitting and provide public information to facilitate accelerated construction of solar and wind power.
- Fund incentives to encourage the use of energy efficient equipment and vehicles.
- Provide public education and publicity about energy efficiency programs and incentives.

## Attachments to LETTER D

### Land Use Measures

- Encourage mixed-use and high-density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods. (A city or county could promote “smart” development by reducing developer fees or granting property tax credits for qualifying projects.)
- Discourage “leapfrog” development. Enact ordinances and programs to limit sprawl.
- Incorporate public transit into project design.
- Require measures that take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
- Preserve and create open space and parks. Preserve existing trees and require the planting of replacement trees for those removed in construction.
- Impose measures to address the “urban heat island” effect by, e.g., requiring light colored and reflective roofing materials and paint; light-colored roads and parking lots; shade trees in parking lots; and shade trees on the south and west sides of new or renovated buildings.
- Facilitate “brownfield” development. (Brownfields are more likely to be located near existing public transportation and jobs.)
- Require pedestrian-only streets and plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.

### Solid Waste Measures

- Require projects to reuse and recycle construction and demolition waste.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses.
- Increase areas served by recycling programs
- Extend the types of recycling services offered (e.g., to include food and green waste recycling).
- Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.
- Provide public education and publicity about recycling services.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### LETTER D LARRY ROBINSON, SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

*Response D-1:* The commenter states that if it is determined that the standard construction mitigation outlined in mitigation measures **MM 4.2.1c** and **MM 4.2.1d** of the DSEIR do not lower the emissions to below the threshold of 85 pounds per day of NO<sub>x</sub>, then an offsite mitigation fee for the emissions remaining above the threshold shall be assessed and the fee shall be based upon the Moyer Program of \$14,300 per ton of NO<sub>x</sub>. The commenter goes on to state that as of February 15, 2007, a five percent administrative fee has been assessed to projects surpassing this threshold. As indicated in **Table 4.2.8** of the DSEIR, the proposed land use reconfiguration would potentially result in approximately 126 pounds of NO<sub>x</sub> per day during construction activities, which is a no net increase or decrease compared with the current land use yet would exceed SMAQMD's established threshold of 85 pounds NO<sub>x</sub> per day.

The following language has been added to the end of the first paragraph on page 4.2-20 of the Draft SEIR. The addition does not change the conclusions of the analysis presented in the Draft SEIR.

"As indicated in Table 4.2-9, the proposed General Plan Amendment, Specific Plan Amendment, and Rezone is also projected to emit approximately 126 pounds/day of NO<sub>x</sub> during construction activities. Therefore, the Project land use reconfiguration of the site would result in a no net increase or decrease compared with the current land use, yet would still exceed SMAQMD's established threshold of 85 pounds/day for NO<sub>x</sub>. The proposed project would not result in an increase in emissions over those analyzed and disclosed in the Laguna Ridge Specific Plan EIR. As subsequent development proposals are submitted for the project site, they will be reviewed to determine whether emissions would exceed SMAQMD's established thresholds. SMAQMD requires an offsite mitigation fee, currently established at \$14,300 per ton of NO<sub>x</sub> for emissions remaining above the 85 lbs/day threshold, as well as a five percent administrative fee. This requirement would result in the payment of an offsite mitigation fee for the proposed project."

In addition, to clarify the requirement for payment of in-lieu fees for construction emissions, MM 4.2.1e has been added to page 4.2-21 of the Draft EIR at the top of the page. The addition does not change the conclusions of the analysis presented in the Draft SEIR.

**"MM 4.2.1e** The project applicant shall be required to pay SMAQMD fees to mitigate NO<sub>x</sub> emissions in excess of SMAQMD's thresholds, as determined during site development review. Fees shall be paid in accordance with SMAQMD calculations.

*Timing/Implementation:* Prior to issuance of grading permit

*Enforcement/Monitoring:* City of Elk Grove Development Services; SMAQMD"

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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Response D-2 The commenter states that it is the recommendation of SMAQMD to use URBEMIS 2007 v. 9.2.2 for estimating project-specific CO<sub>2</sub> emissions rather than the Environmental Protection Agency (EPA) *Personal Greenhouse Gas Calculator* as used in the DSEIR. The EPA *Personal Greenhouse Gas Calculator* available at [http://www.epa.gov/climatechange/emissions/ind\\_calculator.html](http://www.epa.gov/climatechange/emissions/ind_calculator.html) allows the users to input the average number of persons per home, which varies from city to city. As shown on page 5.0-14 of the DSEIR, the average number of persons per Elk Grove household (2.99) was based on California Department of Finance statistics for the 2007 City of Elk Grove population. URBEMIS v. 9.2.2 does not provide this level of Elk Grove household specificity when quantifying greenhouse gas emissions. It is also important to note that the EPA *Personal Greenhouse Gas Calculator* is only one mechanism used to calculate the overall greenhouse gas emissions resulting from the Project and was used to quantify emissions from future potential residential buildings only.

Potential emissions resulting from future non-residential buildings were calculated with the use of the Environmental Protection Agency *Power Profiler* for commercial uses, which is available at <http://www.epa.gov/cleanenergy/powerprofiler.htm>. Unlike URBEMIS 2007 v. 9.2.2, the EPA *Power Profiler* can be adjusted to address the average monthly kilowatt hours demanded by a specific region. As shown on page 5.0-15 of the DSEIR, an average monthly kilowatt hour demand for commercial accounts within the Sacramento Municipal Utility District service area, Forecasting Climate Zone 6 which includes the City of Elk Grove, was obtained and used to quantify emissions from potential non-residential buildings resulting from the Project. URBEMIS v. 9.2.2 does not provide this level of regional specificity when quantifying non-residential building greenhouse gas emissions.

As stated on page 5.0-15 of the DSEIR, greenhouse gas emissions from Project traffic were partially determined using data from the traffic analysis conducted for the Project. The emissions factor for each vehicle mile traveled as a result of the Project was obtained from the California Air Resources Board *Proposed Methodology to Model Carbon Dioxide Emissions and Estimate Fuel Economy*.

While there are various methods for determining the potential greenhouse gas emission of a specific project, at this time there is not an approved Air Resources Board method. As shown in **Table 5.0-5** of the DSEIR, it was determined the Project would result in 140,051,096 pounds/year of CO<sub>2</sub> using the methodology described above. The use of URBEMIS for estimating project -specific CO<sub>2</sub> emissions stated that the Project would result in 168,546,220 pounds/year of CO<sub>2</sub>.

Response D-3: The commenter suggests that the DSEIR statement, "...GHG emissions account for 0.00023% of the statewide annual GHG emissions totals..." found on page 5.0-18 of the DSEIR and stated as a reason for the "less than cumulatively considerable" determination is contrary to the concept of cumulative per CEQA case law. The commenter cites *Communities for a Better Environment v. California Resources Agency [2002] 103 Cal.App.4<sup>th</sup> 98*. The Project's 0.00023% of the state's GHG emissions is used for illustrative

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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purposes only, to show the minute amount of GHG the Project is projected to produce when compared to California as a whole. It is not the determining factor for the less than cumulatively considerable determination for the Project's contribution to GHG. As stated on page 5.0-11 of the DSEIR, while AB 32 requires the California Air Resources Board to develop thresholds of significance for greenhouse gases by the end of 2008, no air district in California, including SMAQMD, has identified either a significance threshold for greenhouse gas emissions at this time.

It is also noted that the environmental document for this Project is a Subsequent EIR, which evaluates the Project's potential to result in new significant impacts or a substantial increase in the severity of a significant impact, as well as whether changes in conditions or information available identify new significant impacts. While information regarding climate change is not new, the DSEIR evaluates the Project's potential to result in a significant impact associated with greenhouse gas emissions and climate change. The Project's potential to result in an impact is based on the change in land use designations compared to those land use designations analyzed in the Laguna Ridge Specific Plan EIR.

The Elk Grove General Plan provides several policies which address such emissions impacts resulting from the implementation of the City's General Plan, including development projects. For example, General Plan Policy CAQ-26-Action 1 states that the City shall encourage all City employees to use transportation alternatives such as public transit, bicycling, walking, and carpooling for commuting through the provisions of information on such programs. Policy CAQ-27 promotes energy conservation measures in new development to reduce on-site emissions and power plant emissions (many of which are greenhouse gas emissions) through the investigation and implementation of energy efficiency measures during all phases of the design process. And the City encourages the use of strategic tree planting in locations that will maximize energy conservation and lower greenhouse gas contributions through Policy CAQ-27-Action 2.

The Project site is located within the Laguna Ridge Specific Plan, which also elaborates several policies aimed at the reduction of emissions, many of which are greenhouse gases. The Laguna Ridge Specific Plan requires that non-residential projects provide bicycle lockers and/or racks while apartment and condominium residential land uses are required to provide bicycle storage facilities if they lack garages. Furthermore, commercial development within the Laguna Ridge Specific Plan must provide lighted preferential parking for carpools and vanpools. The Specific Plan also contains provisions for electric charging facilities in commercial and residential land uses.

As subsequent development applications are submitted for the Project site, the development plan review process will include evaluation of each application's consistency with applicable General Plan and Laguna Ridge Specific Plan policies associated with emissions. Subsequent development proposals will be required to be consistent with the General Plan and Laguna Ridge Specific Plan.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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The DSEIR provides a GHG analysis in order to provide as much information to decision-makers and the public about the Project's environmental impacts as possible. It has not been determined by the state or federal government at what level of emission does GHGs constitute a significant impact on the environment. So, to say that the Project's contribution to GHG emission is a significant would be purely speculative at this time. However, as discussed in Section 5.0 and Section 4.2 of the DSEIR, because the City of Elk Grove General Plan and Laguna Ridge Specific Plan contains a number of policies that would, among other things, reduce GHG emissions a conclusion of less than cumulatively considerable is considered correct.

*Response D-4:* The commenter states that the lack of a quantifiable significance criteria regarding greenhouse gas emissions is not sufficient justification for a "less than cumulatively considerable" determination and that the DSEIR analysis does not adequately take into account the many other possible cumulative sources of greenhouse gas emissions such as other construction projects, surrounding development, and general plan designations that affect the immediate and wider region. The DSEIR acknowledges the cumulative sources of emissions resulting from proposed and existing development within the vicinity of the Project. **Table 4.0-1** of the DSEIR depicts development projects in the general vicinity of the Project yet the quantification of greenhouse gas emissions resulting from all of these projects is beyond the scope of this Subsequent EIR.

*Response D-5:* The commenter states that it is the recommendation of SMAQMD to require that all feasible mitigation be applied in order to help reduce greenhouse gas emissions per CEQA. The commenter refers to a list suggested global climate change mitigation measures originally presented by the Office of the California Attorney General in September 2007. As discussed in **Response D-4**, the DSEIR concludes that the Project's contribution to the cumulative impact is less the cumulatively considerable. This conclusion is based on the lack of a quantified threshold as well as policies established by the City, included in the Elk Grove General Plan and the Laguna Ridge Specific Plan, that will reduce the Project's contribution to emissions.

Mitigation is not required of the Project as its contribution is less than cumulatively significant. However, in response to the suggested measures, it is noted that many of the suggestions are more appropriate as General Plan-level policies and not necessarily applicable to a project, such as the Project, which involves a modification in land use designations. The City of Elk Grove General Plan includes a number of the recommended policies and the City's approach to transportation, land use, and solid waste, is generally consistent with the policy recommendations. The City is currently reviewing potential methods to address greenhouse gas/climate issues on a city-wide level.

As stated in Response D-4, the Project site is located within the Laguna Ridge Specific Plan. In addition to the greenhouse gas reducing policies cited in Response D-4, the Specific Plan requires separate and convenient bicycle and pedestrian paths connecting residential, commercial and office uses and the provision that development patterns eliminate physical barriers such as walls, berms, landscaping, and slopes between multi-family and



## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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nonresidential uses that impede bicycle or pedestrian circulation. Such policies reduce automobile dependency. Other requirements established in the Laguna Ridge Specific Plan include the installation of the lowest emitting commercially feasible fireplaces in residential development and the installation of Energy Star labeled roof materials or equivalent for commercial development, both of which help to reduce greenhouse gas emissions. As discussed, both the General Plan and the Laguna Ridge Specific Plan include policies that, among other things, would reduce GHG emissions including many that are in accordance with the climate change mitigation measures identified by SMAQMD. All new development that is constructed as a result of implementation of proposed Laguna Ridge Town Center project are required to adhere to General Plan and Specific Plan policies including those that reduce GHG emissions.

**Comments E**

ELK GROVE PLANNING COMMISSION

PUBLIC HEARING

AGENDA ITEM NO. 2

LAGUNA RIDGE TOWN CENTER

SPECIFIC PLAN AMENDMENT AND REZONE (EG-07-066)

Thursday, May 15, 2008

at 6:30 p.m.

~~CERTIFIED~~  
~~COPY~~

Reported by:

MANDY M. MEDINA

CSR No. 11649

Job No. 59762

Comments E

1 BE IT REMEMBERED, that on  
2 Thursday, the 15th day of May, 2008, commencing at the  
3 hour of 6:40 p.m. thereof, at the Elk Grove City Hall,  
4 8400 Laguna Palms Way, Elk Grove, California, before me,  
5 MANDY M. MEDINA, a Certified Shorthand Reporter in the  
6 State of California, duly authorized to administer oaths  
7 and affirmations, there personally appeared

8 MS. GRAY: The first item tonight is for the  
9 Laguna Ridge Town Center. This is an opportunity for  
10 public to provide comments on the draft environmental  
11 impact report. It's being presented tonight by --

12 MS. THOMPSON: Beth Thompson.

13 Good evening Chair and members of the  
14 Commission. I'm Beth Thompson, and I'm with the City's  
15 planning group. And I would like to present to you the  
16 public comments on the Laguna Ridge Town Center draft  
17 subsequent environmental impact report. And the  
18 document is being presented -- presented -- muttering in  
19 the background. Excuse me.

20 The document is being presented to provide the  
21 public and yourselves an opportunity to comment on the  
22 adequacy of the EIR. The Laguna Ridge Town Center  
23 project is located in the Laguna Ridge specific plan  
24 area. It is south of Elk Grove Boulevard and east of  
25 Bruceville Road at the Elk Grove Bruceville Road

E-1

2

Comments E

1 intersection as shown on the figure.

2                   And the applicant is requesting the following  
3 entitlements: They're requesting a specific plan  
4 amendment to change the RD-10 and RD-15 designations on  
5 the project site to RD-20 and SC; and then also to  
6 redistribute the land use designations on the project  
7 sites; and then there will also be a rezone from RD-10,  
8 RD-15 to RD-20 and SC as well so that the zoning in  
9 Laguna can be consistent with one another. This exhibit  
10 shows how the land uses will be reconfigured.

11                   And just a quick overview on what CEQA is.  
12 CEQA is the California Environmental Quality Act. What  
13 it is intended to do is to consider the environmental  
14 effects for proposed projects that identifies what the  
15 environmental impacts will be, the significance of those  
16 impacts, mitigation that's available to reduce or avoid  
17 significant or potentially significant impacts, and then  
18 alternatives to the proposed project that may also  
19 reduce or avoid potentially significant impacts. It  
20 provides the public and agencies an opportunity to  
21 comment and participate in the environmental review of  
22 the proposed project.

23                   CEQA is not intended to advocate. It's not  
24 intended to either recommend approval or denial of a  
25 proposed project, but rather just to identify what the

E-1  
cont.

3

Comments E

1 environmental effects of the project are. It does not  
2 require project denial because of adverse environmental  
3 effects, nor does it address economic or social  
4 concerns, unless those are associated with the physical  
5 effect on the environment.

6 The CEQA process for this project goes back a  
7 ways. The EIR for the Laguna Ridge specific plan was  
8 adopted in 2004 and certified. This Laguna Ridge Town  
9 Center project tears from that EIR. And this planning  
10 staff determined that it was subject to additional  
11 review, so an initial study was prepared to determine  
12 what topics should be addressed in the EIR and what the  
13 appropriate type of document would be for the proposed  
14 project. And the initial study resulted in a decision  
15 to prepare a subsequent environmental impact report.

16 The initial study identified that the project  
17 could cause significant or potentially significant  
18 environmental impacts in the areas of land use, noise,  
19 air quality, and traffic and circulation. And those  
20 issues are all addressed, of course, in the draft  
21 environmental impact report. And here is a quick  
22 overview of the process.

23 The notice of preparation which let agencies  
24 and the public know that an EIR was being prepared was  
25 circulated along with the initial study in August of

E-1  
cont.

4

Comments E

1 last year. That had a 30 day public comment period, and  
2 the comments received on that were considered when  
3 preparing the draft subsequent EIR. The draft  
4 subsequent EIR is the document now before you, and we're  
5 at the end of the public review period for this  
6 document. It's been on a 45-day review period.  
7 Following the close of the public review period, we'll  
8 take the comments and we'll respond to the comments that  
9 relate to the environmental review and prepare a final  
10 subsequent EIR.

11 The Planning Commission and City Council can  
12 then consider the environmental report and, basically,  
13 will adopt findings that identify the significant --  
14 potentially significant impacts, mitigation measures  
15 that are available to reduce those impacts, as well as  
16 the alternatives, and identify whether there are  
17 overriding considerations that would offset the adverse  
18 environmental effects of the project.

19 The certification of the subsequent EIR can  
20 then be considered, and then a mitigation, monitoring  
21 and reporting plan would be adopted to ensure that all  
22 the mitigation measures were implemented, if you decided  
23 to go ahead with the project, and a notice of  
24 determination would be filed.

25 The draft document was released for public and

E-1  
cont.

5

Comments E

1 agency review on April 2nd of this year, and the public  
2 review period ends on May 19th. I apologize. Not  
3 tonight, but May 19th.

4 Potentially significant impacts that were  
5 identified in the document include air quality issues.  
6 Construction air pollutant emissions were identified as  
7 being less than significant with implementation of  
8 mitigation. The development and operation of the  
9 project would result in long-term increases in criteria  
10 air pollutant. This was also identified as being less  
11 than significant with mitigation.

12 The project's cumulative contributions were  
13 regional problems with ozone and particulate matter and  
14 was determined to be a significant and unavoidable  
15 impact even after mitigation. Noise impacts associated  
16 with the project were also identified to be significant  
17 and unavoidable after mitigation, and those would be the  
18 operational noises associated with operating the land  
19 use proposed on the project site or accommodated by the  
20 project. There is actually not a specific development  
21 application associated with this project.

22 Traffic under cumulative conditions will also  
23 have significant and unavoidable impacts. Elk Grove  
24 Boulevard between Laguna Springs Drive and State Route  
25 99 as well as between Wymark Drive and Big Horn

E-1  
cont.

6

Comments E

1 Boulevard and local intersections would operate with  
2 significant unavoidable conditions, and there are not  
3 feasible mitigation measures identified for that impact.  
4 The Elk Grove Boulevard, Bruceville Road intersection  
5 would be less than significant following mitigation.

6           And we did discuss three alternatives to the  
7 proposed project in the document. The first alternative  
8 is the no project alternative. Under this alternative,  
9 the existing Laguna Ridge specific plan designation will  
10 remain in place as well as the current zoning  
11 designation. And this alternative would reduce noise  
12 and traffic impacts.

13           The reduced residential density alternative  
14 reduced the RD-20 designation to RD-10, and also results  
15 in reduced air quality and traffic impacts.

16           And then an open space alternative was  
17 discussed, and that would replace 15 acres of the  
18 commercial uses on this site with open space and park  
19 uses. This would also reduce air quality, noise and  
20 traffic impacts, and is considered the environmentally  
21 superior alternative.

22           Tonight provides an opportunity for the public  
23 to comment on the adequacy of the draft subsequent EIR.  
24 This is not an opportunity necessarily to comment on the  
25 merits of the project itself, but rather than

E-1  
cont.



Comments E

1 opportunity for people to discuss the adequacy of the  
2 environmental analysis of the document, and then  
3 comments, as I mentioned before, regarding the document  
4 will be discussed in the final subsequent EIR, and we'll  
5 respond to each of the comments.

E-1  
cont.

6 And if you have any questions, I would be  
7 happy to answer them.

8 CHAIRMAN MAITA: Questions? Questions?

9 MR. MURPHEY: I have a question.

10 CHAIRMAN MAITA: Please.

11 MR. MURPHEY: Good evening. I was wondering,  
12 on your three options you showed, in the staff report,  
13 it says that the Catholic West -- Catholic West Health  
14 Company -- CWH, I believe it is --

E-2

15 MS. THOMPSON: CHW, yes.

16 MR. MURPHEY: -- CHW has an option on that 30  
17 acres?

18 MS. THOMPSON: That is correct.

19 MR. MURPHEY: I'm just kind of curious as to  
20 why the -- it wasn't addressed in the EIR that if that  
21 option fell through, that we didn't show the impact if  
22 it would be built out as a shopping center since they're  
23 asking for an SC zoning.

24 MS. THOMPSON: The EIR discusses the impact --  
25 it doesn't actually anticipate that a specific project

E-3

8

Comments E

1 will be developed, but it looks at the more intense land  
2 uses that can be developed. And since CHW, as we've  
3 heard, is interested, we've heard, in the site, we  
4 considered potential medical office uses which would  
5 have a greater traffic trip generation than other uses  
6 on the site, and I believe it's the more conservative  
7 approach. So it would -- the EIR presents a worst-case  
8 or credible worst-case scenario. So you're analyzing  
9 the impacts of the worst case. If we had a different  
10 type of development, we would analyze the specific  
11 development application, look at potential impacts  
12 associated with that, and make sure that they were  
13 addressed in the EIR, an application was provided to the  
14 City that would have -- that would have trip generation  
15 or other impacts that aren't addressed in this. We  
16 would then do another initial study and look at that at  
17 that time.

18 Do you want to chime in with the trip  
19 generation issue?

20 MR. BUCHMAN: Fritz Buchman, Public Works.  
21 That's correct. We would not have studied as intent a  
22 land use from a trip generation standpoint as we did  
23 without a request by the applicant. We did study more  
24 intense trip generation than we would have for a  
25 straight SC zoning.

E-3  
cont.

9

Comments E

1 MR. MURPHEY: I didn't pick that up in the EIR  
2 as far as would a hospital be more intense.

3 MR. BUCHMAN: It's even more so the MOB than  
4 the hospital.

5 MR. MURPHEY: Is it? Okay.

6 MR. BUCHMAN: That's more intense than the  
7 standard retail that we were studying in conjunction  
8 with an SC.

9 MR. MURPHEY: Thank you.

10 CHAIRMAN MAITA: Anything else?

11 I have one. Can you clarify a little bit  
12 about the noise and the medical office use? Is that  
13 primarily traffic related, or are you anticipating  
14 equipment noise? Just what was the nature of that?

15 MS. THOMPSON: The potentially significant  
16 issue that would not be mitigated necessarily to less  
17 than significant was not associated with traffic, but  
18 rather is associated with the potential of if a hospital  
19 does come in, it could have a heliport, and there could  
20 be significant noise from helicopter landings and  
21 take-offs and flights. And so we don't know if that  
22 will be necessarily part of the project, but we did  
23 disclose that in the event that it occurs.

24 CHAIRMAN MAITA: Thank you. Is that it for  
25 questions then?

E-3  
cont.

E-4

E-5

10

Comments E

1                   Okay. We're going to open -- thank you very  
2 much. We're going to open public comment. I have no  
3 speaker slip at present. This is that opportunity. And  
4 seeing no one come forward, we'll close public comment.

5                   MR. VILLANUEVA: Chairman, I have something I  
6 need to announce about this project. This project will  
7 be coming back on June 5th for an actual vote, if I  
8 remember right. I actually live 600 feet from the  
9 parcels that are being rezoned here. And while I have  
10 been informed by the City Attorney that the legal limit  
11 is 500 feet that would require me to recuse myself, I am  
12 not going to push it for 100 feet. So I will not be  
13 voting on this project when it comes back before us.  
14 And I want everybody to know that now so that I won't  
15 need to go through it on that night. It's going to be a  
16 long night.

17                   CHAIRMAN MAITA: Okay. No action is required  
18 from us at this point, and so, Laura, would you call the  
19 next item?

20                   (The proceedings on Agenda Item No. 2  
21 adjourned at 6:52 p.m.)  
22  
23  
24  
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E-6

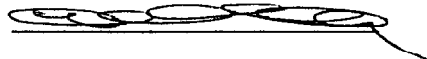
11

Comments E

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I, MANDY M. MEDINA, a Certified Shorthand Reporter in and for the State of California, do hereby certify that the above and foregoing contain a true and correct transcription of all proceedings, all of which occurred and were reported by me.

Date: MAY 28 2008



MANDY M. MEDINA  
Certified Shorthand Reporter  
Certificate No. 11649

12

**Attachment to  
Comments E**

**WORD INDEX**

Attachment to  
Comments E

1

<p><b>A</b> accommodated 6:19 acres 7:17 8:17 Act 3:12 action 11:17 actual 11:7 additional 4:10 address 4:3 addressed 4:12,20 8:20 9:13,15 adequacy 2:22 7:23 8:1 adjourned 11:21 administer 2:6 adopt 5:13 adopted 4:8 5:21 adverse 4:2 5:17 advocate 3:23 affirmations 2:7 agencies 3:20 4:23 agency 6:1 Agenda 1:3 11:20 ahead 5:23 air 4:19 6:5,6,10 7:15 7:19 alternative 7:7,8,8,11 7:13,16,21 alternatives 3:18 5:16 7:6 amendment 1:5 3:4 analysis 8:2 analyze 9:10 analyzing 9:8 announce 11:6 answer 8:7 anticipate 8:25 anticipating 10:13 apologize 6:2 appeared 2:7 applicant 3:2 9:23 application 6:21 9:11 9:13 approach 9:7 appropriate 4:13 approval 3:24 April 6:1 area 2:24 areas 4:18 asking 8:23 associated 4:4 6:15,18 6:21 9:12 10:17,18 Attorney 11:10 August 4:25 authorized 2:6 available 3:16 5:15 avoid 3:16,19</p>	<p>7:1,4 Bruceville 2:25,25 7:4 Buchman 9:20,20 10:3,6 built 8:22</p> <p><b>C</b> California 2:4,6 3:12 12:10,20 call 11:18 case 9:9 Catholic 8:13,13 cause 4:17 center 1:4 2:9,16,22 4:9 8:22 CEQA 3:11,12,23 4:6 certification 5:19 certified 2:5 4:8 12:9 12:19 certify 12:11 Chair 2:13 Chairman 8:8,10 10:10,24 11:5,17 change 3:4 chime 9:18 CIW 8:15,16 9:2 circulated 4:25 circulation 4:19 City 2:3 5:11 9:14 11:10 City's 2:14 clarify 10:11 close 5:7 11:4 come 10:19 11:4 comes 11:13 coming 11:7 commencing 2:2 comment 2:21 3:21 5:1 7:23,24 11:2,4 comments 2:10,16 5:2 5:8,8 8:3,5 commercial 7:18 Commission 1:1 2:14 5:11 Company 8:14 concerns 4:4 conditions 6:22 7:2 conjunction 10:7 conservative 9:6 consider 3:13 5:12 considerations 5:17 considered 5:2,20 7:20 9:4 consistent 3:9 Construction 6:6 contain 12:11 contributions 6:12 correct 8:18 9:21 12:12 Council 5:11 course 4:20 credible 9:8 criteria 6:9 CSR 1:22 cumulative 6:12,22 curious 8:19 current 7:10</p>	<p><b>CWII</b> 8:14</p> <p><b>D</b> Date 12:15 day 2:2 decided 5:22 decision 4:14 denial 3:24 4:2 density 7:13 designation 7:9,11,14 designations 3:4,6 determination 5:24 determine 4:11 determined 4:10 6:14 developed 9:1,2 development 6:8,20 9:10,11 different 9:9 disclose 10:23 discuss 7:6 8:1 discussed 7:17 8:4 discusses 8:24 document 2:18,20 4:13 5:4,6,25 6:5 7:7 8:2,3 draft 2:10,16 4:20 5:3 5:3,25 7:23 Drive 6:24,25 duly 2:6</p> <p><b>E</b> east 2:24 economic 4:3 effect 4:5 effects 3:14 4:1,3 5:18 EG-07-066 1:5 EIR 2:22 4:7,9,12,24 5:3,4,10,19 7:23 8:4 8:20,24 9:7,13 10:1 either 3:24 Elk 1:1 2:3,4,24,25 6:23 7:4 emissions 6:6 ends 6:2 ensure 5:21 entitlements 3:3 environment 4:5 environmental 2:10 2:17 3:12,13,15,21 4:1,2,15,18,21 5:9 5:12,18 8:2 environmentally 7:20 equipment 10:14 evening 2:13 8:11 event 10:23 everybody 11:14 Excuse 2:19 exhibit 3:9 existing 7:9</p> <p><b>F</b> far 10:2 feasible 7:3 feet 11:8,11,12 fell 8:21 figure 3:1</p>	<p>filed 5:24 final 5:9 8:4 findings 5:13 first 2:8 7:7 flights 10:21 following 3:2 5:7 7:5 foregoing 12:11 forward 11:4 Fritz 9:20</p> <p><b>G</b> generation 9:5,14,19 9:22,24 go 5:23 11:15 goes 4:6 going 11:1,2,12,15 Good 2:13 8:11 GRAY 2:8 greater 9:5 group 2:15 Grove 1:1 2:3,4,24,25 6:23 7:4</p> <p><b>H</b> Hall 2:3 happy 8:7 Health 8:13 heard 9:3,3 HEARING 1:2 helicopter 10:20 heliport 10:19 Horn 6:25 hospital 10:2,4,18 hour 2:3</p> <p><b>I</b> identified 4:16 6:5,6 6:10,16 7:3 identifies 3:14 identify 3:25 5:13,16 impact 2:11,17 4:15 4:21 6:15 7:3 8:21 8:24 impacts 3:15,16,17,19 4:18 5:14,15 6:4,15 6:23 7:12,15,20 9:9 9:11,15 implementation 6:7 implemented 5:22 include 6:5 increases 6:9 informed 11:10 initial 4:11,14,16,25 9:16 intended 3:13,23,24 intense 9:1,24 10:2,6 intent 9:21 interested 9:3 intersection 3:1 7:4 intersections 7:1 issue 9:19 10:16 issues 4:20 6:5 item 1:3 2:8 11:19,20</p> <p><b>J</b> Job 1:23</p>	<p><b>June</b> 11:7</p> <p><b>K</b> kind 8:19 know 4:24 10:21 11:14</p> <p><b>L</b> Laguna 1:4 2:4,9,16 2:22,23 3:9 4:7,8 6:24 7:9 land 3:6,10 4:18 6:18 9:1,22 landings 10:20 Laura 11:18 legal 11:10 limit 11:10 little 10:11 live 11:8 local 7:1 located 2:23 long 11:16 long-term 6:9 look 9:11,16 looks 9:1</p> <p><b>M</b> M 1:21 2:5 12:9,18 MAITA 8:8,10 10:10 10:24 11:17 MANDY 1:21 2:5 12:9,18 matter 6:13 measures 5:14,22 7:3 medical 9:4 10:12 MEDINA 1:21 2:5 12:9,18 members 2:13 mentioned 8:3 merits 7:25 mitigated 10:16 mitigation 3:16 5:14 5:20,22 6:8,11,15 6:17 7:3,5 MOB 10:3 monitoring 5:20 MURPHEY 8:9,11,16 8:19 10:1,5,9 muttering 2:18</p> <p><b>N</b> nature 10:14 necessarily 7:24 10:16 10:22 need 11:6,15 night 11:15,16 noise 4:18 6:15 7:11 7:19 10:12,14,20 noises 6:18 notice 4:23 5:23</p> <p><b>O</b> oaths 2:6 occurred 12:13 occurs 10:23 office 9:4 10:12</p>
<p><b>B</b> back 4:6 11:7,13 background 2:19 basically 5:12 believe 8:14 9:6 Beth 2:12,14 Big 6:25 bit 10:11 Boulevard 2:24 6:24</p>				

Attachment to  
Comments E

<p>offset 5:17 Okay 10:5 11:1,17 open 7:16,18 11:1,2 operate 7:1 operating 6:18 operation 6:8 operational 6:18 opportunity 2:9,21 3:20 7:22,24 8:1 11:3 option 8:16,21 options 8:12 overriding 5:17 overview 3:11 4:22 ozone 6:13</p> <p><b>P</b></p> <p>Palms 2:4 parcels 11:9 park 7:18 part 10:22 participate 3:21 particulate 6:13 people 8:1 period 5:1,5,6,7 6:2 personally 2:7 physical 4:4 pick 10:1 place 7:10 plan 1:5 2:23 3:3 4:7 5:21 7:9 planning 1:1 2:15 4:9 5:11 Please 8:10 point 11:18 pollutant 6:6,10 potential 9:4,11 10:18 potentially 3:17,19 4:17 5:14 6:4 10:15 preparation 4:23 prepare 4:15 5:9 prepared 4:11,24 preparing 5:3 present 2:15 11:3 presented 2:11,18,18 2:20 presents 9:7 primarily 10:13 problems 6:13 proceedings 11:20 12:12 process 4:6,22 project 2:23 3:5,6,18 3:22,25 4:1,2,6,9,14 4:16 5:18,23 6:9,16 6:19,20,21 7:7,8,25 8:25 10:22 11:6,6 11:13 projects 3:14 project's 6:12 proposed 3:14,18,22 3:25 4:13 6:19 7:7 provide 2:10,20 provided 9:13 provides 3:20 7:22 public 1:2 2:10,16,21 3:20 4:24 5:1,5,7,25</p>	<p>6:1 7 22 9:20 11:2,4 push 11:12 p.m 1:7 2:3 11:21</p> <p><b>Q</b></p> <p>quality 3:12 4:19 6:5 7:15,19 question 8:9 questions 8:6,8,8 10:25 quick 3:11 4:21</p> <p><b>R</b></p> <p>RD-10 3:4,7 7:14 RD-15 3:4,8 RD-20 3:5,8 7:14 received 5:2 recommend 3:24 reconfigured 3:10 recuse 11:11 redistribute 3:6 reduce 3:16,19 5:15 7:11,19 reduced 7:13,14,15 regarding 8:3 regional 6:13 relate 5:9 related 10:13 released 5:25 remain 7:10 remember 11:8 REMEMBERED 2:1 replace 7:17 report 2:11,17 4:15 4:21 5:12 8:12 reported 1:20 12:13 Reporter 2:5 12:10,19 reporting 5:21 request 9:23 requesting 3:2,3 require 4:2 11:11 required 11:17 residential 7:13 respond 5:8 8:5 result 6:9 resulted 4:14 results 7:14 retail 10:7 review 3:21 4:11 5:5,6 5:7,9 6:1,2 rezone 1:5 3:7 rezoned 11:9 Ridge 1:4 2:9,16,22 2:23 4:7,8 7:9 right 11:8 Road 2:25,25 7:4 Route 6:24</p> <p><b>S</b></p> <p>says 8:13 SC 3:5,8 8:23 9:25 10:8 scenario 9:8 seeing 11:4 shopping 8:22 Shorthand 2:5 12:9</p>	<p>12:19 show 8:21 showed 8:12 shows 3:1 shows 3:10 significance 3:15 significant 3:17,17,19 4:17,17 5:13,14 6:4 6:7,11,14,16,23 7:2 7:5 10:15,17,20 site 3:5 6:19 7:18 9:3 9:6 sites 3:7 slip 11:3 social 4:3 south 2:24 space 7:16,18 speaker 11:3 specific 1:5 2:23 3:3 4:7 6:20 7:9 8:25 9:10 Springs 6:24 staff 4:10 8:12 standard 10:7 standpoint 9:22 State 2:6 6:24 12:10 12:20 straight 9:25 studied 9:21 study 4:11,14,16,25 9:16,23 studying 10:7 subject 4:10 subsequent 2:17 4:15 5:3,4,10,19 7:23 8:4 superior 7:21 sure 9:12</p> <p><b>T</b></p> <p>take 5:8 take-offs 10:21 tears 4:9 thank 10:9,24 11:1 thereof 2:3 Thompson 2:12,12,14 8:15,18,24 10:15 three 7:6 8:12 Thursday 1:6 2:2 time 9:17 tonight 2:8,11 6:3 7:22 topics 4:12 Town 1:4 2:9,16,22 4:8 traffic 4:19 6:22 7:12 7:15,20 9:5 10:13 10:17 transcription 12:12 trip 9:5,14,18,22,24 true 12:11 type 4:13 9:10</p> <p><b>U</b></p> <p>unavoidable 6:14,17 6:23 7:2 use 3:6 4:18 6:19 9:22 10:12</p>	<p>uses 3:10 7:18,19 9:2 9:4,5</p> <p><b>V</b></p> <p>VILLANUEVA 11:5 vote 11:7 voting 11:13</p> <p><b>W</b></p> <p>want 9:18 11:14 wasn't 8:20 Way 2:4 ways 4:7 West 8:13,13 we'll 5:7,8 8:4 11:4 we're 5:4 11:1,2 we've 9:2,3 wondering 8:11 Works 9:20 worst 9:9 worst-case 9:7,8 Wymark 6:25</p> <p><b>Y</b></p> <p>year 5:1 6:1</p> <p><b>Z</b></p> <p>zoning 3:8 7:10 8:23 9:25</p> <p><b>I</b></p> <p>100 11:12 11649 1:22 15 1:6 7:17 15th 2:2 19th 6:2,3</p> <p><b>2</b></p> <p>2 1:3 11:20 2nd 6:1 2004 4:8 2008 1:6 2:2</p> <p><b>3</b></p> <p>30 8:16 30-day 5:1</p> <p><b>4</b></p> <p>45-day 5:6</p> <p><b>5</b></p> <p>5th 11:7 500 11:11 59762 1:23</p> <p><b>6</b></p> <p>6:30 1:7 6:40 2:3 6:52 11:21 600 11:8</p> <p><b>8</b></p> <p>8400 2:4</p> <p><b>9</b></p> <p>99 6:25</p>
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2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Attachment to  
Comments E

<p style="text-align: center;"> <b>ELK GROVE PLANNING COMMISSION</b>  <b>PUBLIC HEARING</b>  <b>AGENDA ITEM NO. 2</b>  <b>LAGUNA RIDGE TOWN CENTER</b>  <b>SPECIFIC PLAN AMENDMENT AND REZONE (EG-07-066)</b>  <b>Thursday, May 15, 2008</b>  <b>at 6:30 p.m.</b> </p> <p>Reported by:  <b>MANDY M. MEDINA</b>                  CSR No. 11649                  Job No. 59762</p>	<p style="text-align: right;">3</p> <p>1 intersection as shown on the figure.                  2 And the applicant is requesting the following                  3 entitlements: They're requesting a specific plan                  4 amendment to change the RD-10 and RD-15 designations on                  5 the project site to RD-20 and SC; and then also to                  6 redistribute the land use designations on the project                  7 sites; and then there will also be a rezone from RD-10,                  8 RD-15 to RD-20 and SC as well so that the zoning in                  9 Laguna can be consistent with one another. This exhibit                  10 shows how the land uses will be reconfigured.                  11 And just a quick overview on what CEQA is.                  12 CEQA is the California Environmental Quality Act. What                  13 it is intended to do is to consider the environmental                  14 effects for proposed projects that identifies what the                  15 environmental impacts will be, the significance of those                  16 impacts, mitigation that's available to reduce or avoid                  17 significant or potentially significant impacts, and then                  18 alternatives to the proposed project that may also                  19 reduce or avoid potentially significant impacts. It                  20 provides the public and agencies an opportunity to                  21 comment and participate in the environmental review of                  22 the proposed project.                  23 CEQA is not intended to advocate. It's not                  24 intended to either recommend approval or denial of a                  25 proposed project, but rather just to identify what the</p>
<p style="text-align: right;">2</p> <p>1 <b>BE IT REMEMBERED</b>, that on                  2 Thursday, the 15th day of May, 2008, commencing at the                  3 hour of 6:40 p.m. thereof, at the Elk Grove City Hall,                  4 8400 Laguna Palms Way, Elk Grove, California, before me,                  5 MANDY M. MEDINA, a Certified Shorthand Reporter in the                  6 State of California, duly authorized to administer oaths                  7 and affirmations, there personally appeared                  8 MS. GRAY: The first item tonight is for the                  9 Laguna Ridge Town Center. This is an opportunity for                  10 public to provide comments on the draft environmental                  11 impact report. It's being presented tonight by --                  12 MS. THOMPSON: Beth Thompson.                  13 Good evening Chair and members of the                  14 Commission. I'm Beth Thompson, and I'm with the City's                  15 planning group. And I would like to present to you the                  16 public comments on the Laguna Ridge Town Center draft                  17 subsequent environmental impact report. And the                  18 document is being presented -- presented -- muttering in                  19 the background. Excuse me.                  20 The document is being presented to provide the                  21 public and yourselves an opportunity to comment on the                  22 adequacy of the EIR. The Laguna Ridge Town Center                  23 project is located in the Laguna Ridge specific plan                  24 area. It is south of Elk Grove Boulevard and east of                  25 Bruceville Road at the Elk Grove Bruceville Road</p>	<p style="text-align: right;">4</p> <p>1 environmental effects of the project are. It does not                  2 require project denial because of adverse environmental                  3 effects, nor does it address economic or social                  4 concerns, unless those are associated with the physical                  5 effect on the environment.                  6 The CEQA process for this project goes back a                  7 ways. The EIR for the Laguna Ridge specific plan was                  8 adopted in 2004 and certified. This Laguna Ridge Town                  9 Center project tears from that EIR. And this planning                  10 staff determined that it was subject to additional                  11 review, so an initial study was prepared to determine                  12 what topics should be addressed in the EIR and what the                  13 appropriate type of document would be for the proposed                  14 project. And the initial study resulted in a decision                  15 to prepare a subsequent environmental impact report.                  16 The initial study identified that the project                  17 could cause significant or potentially significant                  18 environmental impacts in the areas of land use, noise,                  19 air quality, and traffic and circulation. And those                  20 issues are all addressed, of course, in the draft                  21 environmental impact report. And here is a quick                  22 overview of the process.                  23 The notice of preparation which let agencies                  24 and the public know that an EIR was being prepared was                  25 circulated along with the initial study in August of</p>

1 (Pages 1 to 4)

Attachment to  
Comments E

<p>1 last year. That had a 30-day public comment period, and 2 the comments received on that were considered when 3 preparing the draft subsequent EIR. The draft 4 subsequent EIR is the document now before you, and we're 5 at the end of the public review period for this 6 document. It's been on a 45-day review period. 7 Following the close of the public review period, we'll 8 take the comments and we'll respond to the comments that 9 relate to the environmental review and prepare a final 10 subsequent EIR. 11 The Planning Commission and City Council can 12 then consider the environmental report and, basically, 13 will adopt findings that identify the significant -- 14 potentially significant impacts, mitigation measures 15 that are available to reduce those impacts, as well as 16 the alternatives, and identify whether there are 17 overriding considerations that would offset the adverse 18 environmental effects of the project. 19 The certification of the subsequent EIR can 20 then be considered, and then a mitigation, monitoring 21 and reporting plan would be adopted to ensure that all 22 the mitigation measures were implemented, if you decided 23 to go ahead with the project, and a notice of 24 determination would be filed. 25 The draft document was released for public and</p>	<p>1 Boulevard and local intersections would operate with 2 significant unavoidable conditions, and there are not 3 feasible mitigation measures identified for that impact. 4 The Elk Grove Boulevard, Bruceville Road intersection 5 would be less than significant following mitigation. 6 And we did discuss three alternatives to the 7 proposed project in the document. The first alternative 8 is the no project alternative. Under this alternative, 9 the existing Laguna Ridge specific plan designation will 10 remain in place as well as the current zoning 11 designation. And this alternative would reduce noise 12 and traffic impacts. 13 The reduced residential density alternative 14 reduced the RD-20 designation to RD-10, and also results 15 in reduced air quality and traffic impacts. 16 And then an open space alternative was 17 discussed, and that would replace 15 acres of the 18 commercial uses on this site with open space and park 19 uses. This would also reduce air quality, noise and 20 traffic impacts, and is considered the environmentally 21 superior alternative. 22 Tonight provides an opportunity for the public 23 to comment on the adequacy of the draft subsequent EIR. 24 This is not an opportunity necessarily to comment on the 25 merits of the project itself, but rather than</p>
<p>1 agency review on April 2nd of this year, and the public 2 review period ends on May 19th. I apologize. Not 3 tonight, but May 19th. 4 Potentially significant impacts that were 5 identified in the document include air quality issues. 6 Construction air pollutant emissions were identified as 7 being less than significant with implementation of 8 mitigation. The development and operation of the 9 project would result in long-term increases in criteria 10 air pollutant. This was also identified as being less 11 than significant with mitigation. 12 The project's cumulative contributions were 13 regional problems with ozone and particulate matter and 14 was determined to be a significant and unavoidable 15 impact even after mitigation. Noise impacts associated 16 with the project were also identified to be significant 17 and unavoidable after mitigation, and those would be the 18 operational noises associated with operating the land 19 use proposed on the project site or accommodated by the 20 project. There is actually not a specific development 21 application associated with this project. 22 Traffic under cumulative conditions will also 23 have significant and unavoidable impacts. Elk Grove 24 Boulevard between Laguna Springs Drive and State Route 25 99 as well as between Wymark Drive and Big Horn</p>	<p>1 opportunity for people to discuss the adequacy of the 2 environmental analysis of the document, and then 3 comments, as I mentioned before, regarding the document 4 will be discussed in the final subsequent EIR, and we'll 5 respond to each of the comments. 6 And if you have any questions, I would be 7 happy to answer them. 8 CHAIRMAN MAITA: Questions? Questions? 9 MR. MURPHEY: I have a question. 10 CHAIRMAN MAITA: Please. 11 MR. MURPHEY: Good evening. I was wondering, 12 on your three options you showed, in the staff report, 13 it says that the Catholic West -- Catholic West Health 14 Company -- CWH, I believe it is -- 15 MS. THOMPSON: CHW, yes. 16 MR. MURPHEY: -- CHW has an option on that 30 17 acres? 18 MS. THOMPSON: That is correct. 19 MR. MURPHEY: I'm just kind of curious as to 20 why the -- it wasn't addressed in the EIR that if that 21 option fell through, that we didn't show the impact if 22 it would be built out as a shopping center since they're 23 asking for an SC zoning. 24 MS. THOMPSON: The EIR discusses the impact -- 25 it doesn't actually anticipate that a specific project</p>

2 (Pages 5 to 8)

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

Attachment to  
Comments E

<p>9</p> <p>1 will be developed, but it looks at the more intense land 2 uses that can be developed. And since CHW, as we've 3 heard, is interested, we've heard, in the site, we 4 considered potential medical office uses which would 5 have a greater traffic trip generation than other uses 6 on the site, and I believe it's the more conservative 7 approach. So it would -- the EIR presents a worst-case 8 or credible worst-case scenario. So you're analyzing 9 the impacts of the worst case. If we had a different 10 type of development, we would analyze the specific 11 development application, look at potential impacts 12 associated with that, and make sure that they were 13 addressed in the EIR, an application was provided to the 14 City that would have -- that would have trip generation 15 or other impacts that aren't addressed in this. We 16 would then do another initial study and look at that at 17 that time.</p> <p>18 Do you want to chime in with the trip 19 generation issue?</p> <p>20 MR. BUCHMAN: Fritz Buchman, Public Works. 21 That's correct. We would not have studied as intent a 22 land use from a trip generation standpoint as we did 23 without a request by the applicant. We did study more 24 intense trip generation than we would have for a 25 straight SC zoning.</p>	<p>11</p> <p>1 Okay. We're going to open -- thank you very 2 much. We're going to open public comment. I have no 3 speaker slip at present. This is that opportunity. And 4 seeing no one come forward, we'll close public comment.</p> <p>5 MR. VILLANUEVA: Chairman, I have something I 6 need to announce about this project. This project will 7 be coming back on June 5th for an actual vote, if I 8 remember right. I actually live 600 feet from the 9 parcels that are being rezoned here. And while I have 10 been informed by the City Attorney that the legal limit 11 is 500 feet that would require me to recuse myself, I am 12 not going to push it for 100 feet. So I will not be 13 voting on this project when it comes back before us. 14 And I want everybody to know that now so that I won't 15 need to go through it on that night. It's going to be a 16 long night.</p> <p>17 CHAIRMAN MATTA: Okay. No action is required 18 from us at this point, and so, Laura, would you call the 19 next item?</p> <p>20 (The proceedings on Agenda Item No. 2 21 adjourned at 6:52 p.m.)</p>
<p>10</p> <p>1 MR. MURPHEY: I didn't pick that up in the EIR 2 as far as would a hospital be more intense.</p> <p>3 MR. BUCHMAN: It's even more so the MOB than 4 the hospital.</p> <p>5 MR. MURPHEY: Is it? Okay.</p> <p>6 MR. BUCHMAN: That's more intense than the 7 standard retail that we were studying in conjunction 8 with an SC.</p> <p>9 MR. MURPHEY: Thank you.</p> <p>10 CHAIRMAN MATTA: Anything else? 11 I have one. Can you clarify a little bit 12 about the noise and the medical office use? Is that 13 primarily traffic related, or are you anticipating 14 equipment noise? Just what was the nature of that?</p> <p>15 MS. THOMPSON: The potentially significant 16 issue that would not be mitigated necessarily to less 17 than significant was not associated with traffic, but 18 rather is associated with the potential of if a hospital 19 does come in, it could have a heliport, and there could 20 be significant noise from helicopter landings and 21 take-offs and flights. And so we don't know if that 22 will be necessarily part of the project, but we did 23 disclose that in the event that it occurs.</p> <p>24 CHAIRMAN MATTA: Thank you. Is that it for 25 questions then?</p>	<p>12</p> <p>1 2 3 4 5 6 7 8</p> <p>9 I, MANDY M. MEDINA, a Certified Shorthand 10 Reporter in and for the State of California, do hereby 11 certify that the above and foregoing contain a true and 12 correct transcription of all proceedings, all of which 13 occurred and were reported by me.</p> <p>14 15 Date: _____ 16 17 18 MANDY M. MEDINA 19 Certified Shorthand Reporter 20 For the State of California 21 22 23 24 25</p>

Attachment to  
Comments E

<p><b>A</b></p> <p>accommodated 6:19 acres 7:17 8:17 Act 3:12 action 11:17 actual 11:7 additional 4:10 address 4:3 addressed 4:12,20 8:20 9:13,15 adequacy 2:22 7:23 8:1 adjourned 11:21 administer 2:6 adopt 5:13 adopted 4:8 5:21 adverse 4:2 5:17 advocate 3:23 affirmations 2:7 agencies 3:20 4:23 agency 6:1 Agenda 1:3 11:20 ahead 5:23 air 4:19 6:5,6,10 7:15 7:19 alternative 7:7,8,8,11 7:13,16,21 alternatives 3:18 5:16 7:6 amendment 1:5 3:4 analysis 8:2 analyze 9:10 analyzing 9:8 announce 11:6 answer 8:7 anticipate 8:25 anticipating 10:13 apologize 6:2 appeared 2:7 applicant 3:2 9:23 application 6:21 9:11 9:13 approach 9:7 appropriate 4:13 approval 3:24 April 6:1 area 2:24 areas 4:18 asking 8:23 associated 4:4 6:15,18 6:21 9:12 10:17,18 Attorney 11:10 August 4:25 authorized 2:6 available 3:16 5:15 avoid 3:16,19</p> <p><b>B</b></p> <p>back 4:6 11:7,13 background 2:19 basically 5:12 believe 8:14 9:6 Beth 2:12,14 Big 6:25 bit 10:11 Boulevard 2:24 6:24</p>	<p>7:1,4 Bruceville 2:25,25 7:4 Buchman 9:20,20 10:3,6 built 8:22</p> <p><b>C</b></p> <p>California 2:4,6 3:12 12:10,20 call 11:18 case 9:9 Catholic 8:13,13 cause 4:17 center 1:4 2:9,16,22 4:9 8:22 CFQA 3:11,12,23 4:6 certification 5:19 certified 2:5 4:8 12:9 12:19 certify 12:11 Chair 2:13 Chairman 8:8,10 10:10,24 11:5,17 change 3:4 chime 9:18 CHW 8:15,16 9:2 circulated 4:25 circulation 4:19 City 2:3 5:11 9:14 11:10 City's 2:14 clarify 10:11 close 5:7 11:4 come 10:19 11:4 comes 11:13 coming 11:7 commencing 2:2 comment 2:21 3:21 5:1 7:23,24 11:2,4 comments 2:10,16 5:2 5:8,8 8:3,5 commercial 7:18 Commission 1:1 2:14 5:11 Company 8:14 concerns 4:4 conditions 6:22 7:2 conjunction 10:7 conservative 9:6 consider 3:13 5:12 considerations 5:17 considered 5:2,20 7:20 9:4 consistent 3:9 Construction 6:6 contain 12:11 contributions 6:12 correct 8:18 9:21 12:12 Council 5:11 course 4:20 credible 9:8 criteria 6:9 CSR 1:22 cumulative 6:12,22 curious 8:19 current 7:10</p>	<p>CWH 8:14</p> <p><b>D</b></p> <p>Date 12:15 day 2:2 decided 5:22 decision 4:14 denial 3:24 4:2 density 7:13 designation 7:9,11,14 designations 3:4,6 determination 5:24 determine 4:11 determined 4:10 6:14 developed 9:1,2 development 6:8,20 9:10,11 different 9:9 disclose 10:23 discuss 7:6 8:1 discussed 7:17 8:4 discusses 8:24 document 2:18,20 4:13 5:4,6,25 6:5 7:7 8:2,3 draft 2:10,16 4:20 5:3 5:3,25 7:23 Drive 6:24,25 duly 2:6</p> <p><b>E</b></p> <p>east 2:24 economic 4:3 effect 4:5 effects 3:14 4:1,3 5:18 EG-07-066 1:5 EIR 2:27 4:7,9,12,24 5:3,4,10,19 7:23 8:4 8:20,24 9:7,13 10:1 either 3:24 Elk 1:1 2:3,4,24,25 6:23 7:4 emissions 6:6 ends 6:2 ensure 5:21 entitlements 3:3 environment 4:5 environmental 2:10 2:17 3:12,13,15,21 4:1,2,15,18,21 5:9 5:12,18 8:2 environmentally 7:20 equipment 10:14 evening 2:13 8:11 event 10:23 everybody 11:14 Excuse 2:19 exhibit 3:9 existing 7:9</p> <p><b>F</b></p> <p>far 10:2 feasible 7:3 feet 11:8,11,12 fell 8:21 figure 3:1</p>	<p>filed 5:24 final 5:9 8:4 findings 5:13 first 2:8 7:7 flights 10:21 following 3:2 5:7 7:5 foregoing 12:11 forward 11:4 Fritz 9:20</p> <p><b>G</b></p> <p>generation 9:5,14,19 9:22,24 go 5:23 11:15 goes 4:6 going 11:1,2,12,15 Good 2:13 8:11 GRAY 2:8 greater 9:5 group 2:15 Grove 1:1 2:3,4,24,25 6:23 7:4</p> <p><b>H</b></p> <p>Hall 2:3 happy 8:7 Health 8:13 heard 9:3,3 HEARING 1:2 helicopter 10:20 heliport 10:19 Horn 6:25 hospital 10:2,4,18 hour 2:3</p> <p><b>I</b></p> <p>identified 4:16 6:5,6 6:10,16 7:3 identifies 3:14 identify 3:25 5:13,16 impact 2:11,17 4:15 4:21 6:15 7:3 8:21 8:24 impacts 3:15,16,17,19 4:18 5:14,15 6:4,15 6:23 7:12,15,20 9:9 9:11,15 implementation 6:7 implemented 5:22 include 6:5 increases 6:9 informed 11:10 initial 4:11,14,16,25 9:16 intended 3:13,23,24 intense 9:1,24 10:2,6 intent 9:21 interested 9:3 intersection 3:1 7:4 intersections 7:1 issue 9:19 10:16 issues 4:20 6:5 item 1:3 2:8 11:19,20</p> <p><b>J</b></p> <p>Job 1:23</p>	<p>June 11:7</p> <p><b>K</b></p> <p>kind 8:19 know 4:24 10:21 11:14</p> <p><b>L</b></p> <p>Laguna 1:4 2:4,9,16 2:22,23 3:9 4:7,8 6:24 7:9 land 3:6,10 4:18 6:18 9:1,22 landings 10:20 Laura 11:18 legal 11:10 limit 11:10 little 10:11 live 11:8 local 7:1 located 2:23 long 11:16 long-term 6:9 look 9:11,16 looks 9:1</p> <p><b>M</b></p> <p>M 1:21 2:5 12:9,18 MAITA 8:8,10 10:10 10:24 11:17 MANDY 1:21 2:5 12:9,18 matter 6:13 measures 5:14,22 7:3 medical 9:4 10:12 MEDINA 1:21 2:5 12:9,18 members 2:13 mentioned 8:3 merits 7:25 mitigated 10:16 mitigation 3:16 5:14 5:20,22 6:8,11,15 6:17 7:3,5 MOB 10:3 monitoring 5:20 MURPHEY 8:9,11,16 8:19 10:1,5,9 muttering 2:18</p> <p><b>N</b></p> <p>nature 10:14 necessarily 7:24 10:16 10:22 need 11:6,15 night 11:15,16 noise 4:18 6:15 7:11 7:19 10:12,14,20 noises 6:18 notice 4:23 5:23</p> <p><b>O</b></p> <p>oaths 2:6 occurred 12:13 occurs 10:23 office 9:4 10:12</p>
--	--	---	---	---

Attachment to  
Comments E

<p>offset 5:17 Okay 10:5 11:1,17 open 7:16,18 11:1,2 operate 7:1 operating 6:18 operation 6:8 operational 6:18 opportunity 2:9,21 3:20 7:22,24 8:1 11:3 option 8:16,21 options 8:12 overriding 5:17 overview 3:11 4:22 ozone 6:13</p> <p>P</p> <p>Palms 2:4 parcels 11:9 park 7:18 part 10:22 participate 3:21 particulate 6:13 people 8:1 period 5:1,5,6,7 6:2 personally 2:7 physical 4:4 pick 10:1 place 7:10 plan 1:5 2:23 3:3 4:7 5:21 7:9 planning 1:1 2:15 4:9 5:11 Please 8:10 point 11:18 pollutant 6:6,10 potential 9:4,11 10:18 potentially 3:17,19 4:17 5:14 6:4 10:15 preparation 4:23 prepare 4:15 5:9 prepared 4:11,24 preparing 5:3 present 2:15 11:3 presented 2:11,18,18 2:20 presents 9:7 primarily 10:13 problems 6:13 proceedings 11:20 12:12 process 4:6,22 project 2:23 3:5,6,18 3:22,25 4:1,2,6,9,14 4:16 5:18,23 6:9,16 6:19,20,21 7:7,8,25 8:25 10:22 11:6,6 11:13 projects 3:14 project's 6:12 proposed 3:14,18,22 3:25 4:13 6:19 7:7 provide 2:10,20 provided 9:13 provides 3:20 7:22 public 1:2 2:10,16,21 3:20 4:24 5:1,5,7,25</p>	<p>6:1 7:22 9:20 11:2,4 push 11:12 p.m 1:7 2:3 11:21</p> <p>Q</p> <p>quality 3:12 4:19 6:5 7:15,19 question 8:9 questions 8:6,8,8 10:25 quick 3:11 4:21</p> <p>R</p> <p>RD-10 3:4,7 7:14 RD-15 3:4,8 RD-20 3:5,8 7:14 received 5:2 recommend 3:24 reconfigured 3:10 recuse 11:11 redistribute 3:6 reduce 3:16,19 5:15 7:11,19 reduced 7:13,14,15 regarding 8:3 regional 6:13 relate 5:9 related 10:13 released 5:25 remain 7:10 remember 11:8 REMEMBERED 2:1 replace 7:17 report 2:11,17 4:15 4:21 5:12 8:12 reported 1:20 12:13 Reporter 2:5 12:10,19 reporting 5:21 request 9:23 requesting 3:2,3 require 4:2 11:11 required 11:17 residential 7:13 respond 5:8 8:5 result 6:9 resulted 4:14 results 7:14 retail 10:7 review 3:21 4:14 5:5,6 5:7,9 6:1,2 rezone 1:5 3:7 rezoned 11:9 Ridge 1:4 2:9,16,22 2:23 4:7,8 7:9 right 11:8 Road 2:25,25 7:4 Route 6:24</p> <p>S</p> <p>says 8:13 SC 3:5,8 8:23 9:25 10:8 scenario 9:8 seeing 11:4 shopping 8:22 Shorthand 2:5 12:9</p>	<p>12:19 show 8:21 showed 8:12 shown 3:1 shows 3:10 significance 3:15 significant 3:17,17,19 4:17,17 5:13,14 6:4 6:7,11,14,16,23 7:2 7:5 10:15,17,20 site 3:5 6:19 7:18 9:3 9:6 sites 3:7 slip 11:3 social 4:3 south 2:24 space 7:16,18 speaker 11:3 specific 1:5 2:23 3:3 4:7 6:20 7:9 8:25 9:10 Springs 6:24 staff 4:10 8:12 standard 10:7 standpoint 9:22 State 2:6 6:24 12:10 12:20 straight 9:25 studied 9:21 study 4:11,14,16,25 9:16,23 studying 10:7 subject 4:10 subsequent 2:17 4:15 5:3,4,10,19 7:23 8:4 superior 7:21 sure 9:12</p> <p>T</p> <p>take 5:8 take-offs 10:21 tears 4:9 thank 10:9,24 11:1 thereof 2:3 Thompson 2:12,12,14 8:15,18,24 10:15 three 7:6 8:12 Thursday 1:6 2:2 time 9:17 tonight 2:8,11 6:3 7:22 topics 4:12 Town 1:4 2:9,16,22 4:8 traffic 4:19 6:22 7:12 7:15,20 9:5 10:13 10:17 transcription 12:12 trip 9:5,14,18,22,24 true 12:11 type 4:13 9:10</p> <p>U</p> <p>unavoidable 6:14,17 6:23 7:2 use 3:6 4:18 6:19 9:22 10:12</p>	<p>uses 3:10 7:18,19 9:2 9:4,5</p> <p>V</p> <p>VILLANUEVA 11:5 vote 11:7 voting 11:13</p> <p>W</p> <p>want 9:18 11:14 wasn't 8:20 Way 2:4 ways 4:7 West 8:13,13 we'll 5:7,8 8:4 11:4 we're 5:4 11:1,2 we've 9:2,3 wondering 8:11 Works 9:20 worst 9:9 worst-case 9:7,8 Wymark 6:25</p> <p>Y</p> <p>year 5:1 6:1</p> <p>Z</p> <p>zoning 3:8 7:10 8:23 9:25</p> <p>I</p> <p>100 11:12 11649 1:22 15 1:6 7:17 15th 2:2 19th 6:2,3</p> <p>2</p> <p>2 1:3 11:20 2nd 6:1 2004 4:8 2008 1:6 2:2</p> <p>3</p> <p>30 8:16 30-day 5:1</p> <p>4</p> <p>45-day 5:6</p> <p>5</p> <p>5th 11:7 500 11:11 59762 1:23</p> <p>6</p> <p>6:30 1:7 6:40 2:3 6:52 11:21 600 11:8</p> <p>8</p> <p>8400 2:4</p> <p>9</p> <p>99 6:25</p>
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## 2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SEIR

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### COMMENTS E: PLANNING COMMISSION HEARING

- Response E-1:* City Planning staff provided the Planning Commission with an overview of the Project, the CEQA process, and the conclusions of the DSEIR.
- Response E-2:* Commissioner Murphey asked why the EIR did not address the potential for the Project site to be built out as a shopping center in the event the Catholic Healthcare West option fell through, as the Project would result in an increase in Shopping Commercial (SC) zoning.
- Response E-3:* City Planning and Public Works staff responded that the DSEIR addressed the potential effects of medical office uses as those uses provided a credible worst-case scenario. The potential traffic, noise, and air quality emissions that could result from the increase in SC uses, and specifically, medical office building uses would result in an increase in trip generation as well as potential noise impacts not evaluated in the Laguna Ridge Specific Plan EIR. When subsequent development applications are submitted for the Project site, staff will evaluate the development application in light of the project description and information provided in the Laguna Ridge Specific Plan EIR and the Laguna Ridge Town Center Subsequent EIR. If the proposed development application would result in potentially significant environmental effects not addressed in the Laguna Ridge Specific Plan EIR and the Laguna Ridge Town Center Subsequent EIR, additional analysis would be performed.
- Response E-4:* Chairman Maita asked for additional information regarding the nature of the noise associated with the medical use.
- Response E-5:* City Planning staff identified that the potentially significant noise issue that would not be mitigated to less than significant was not associated with traffic, but rather with the potential for a heliport to be located on the Project site associated with the future medical use. While it is unknown if a heliport would be part of the future project, the DSEIR discloses potential effects associated with a heliport in the event that one is proposed in the discussion under Impact 4.3.2 (pages 4.3-15 and 4.3-16 of the DSEIR).
- Response E-6:* Commissioner Villanueva identified that he would recuse himself from the vote and Chariman Maita made closing comments; neither of these comments addressed the environmental analysis.

### 3.1 INTRODUCTION

This section includes minor edits to the DSEIR. These modifications resulted from the response to comments received during the DSEIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strike-out~~ for deleted text), and are organized by section of the DSEIR.

### 3.2 CHANGES AND EDITS TO THE DSEIR

#### 4.2 AIR QUALITY

To clarify the requirement for payment of in-lieu fees for construction emissions, MM 4.2.1e has been added to page 4.2-21 of the Draft EIR at the top of the page.

**"MM 4.2.1e**      The project applicant shall be required to pay SMAQMD fees to mitigate NOx emissions. Fees shall be paid in accordance with SMAQMD calculations.

*Timing/Implementation:*    *Prior to issuance of grading permit*

*Enforcement/Monitoring:*    *City of Elk Grove Development Services; SMAQMD"*

CITY OF ELK GROVE  
LAGUNA RIDGE TOWN CENTER  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

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SCH No. 2007082169



*Prepared by:*

CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

**APRIL 2008**





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**CITY OF ELK GROVE  
LAGUNA RIDGE TOWN CENTER  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

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SCH No. 2007082169

*Prepared by:*  
CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

**APRIL 2008**



**1.0 INTRODUCTION**

1.1 Background and Purpose .....1.0-1  
 1.2 Type of Document .....1.0-1  
 1.3 Intended Uses of the EIR .....1.0-2  
 1.4 Relationship to the City of Elk Grove General Plan .....1.0-3  
 1.5 Organization and Scope .....1.0-4  
 1.6 Environmental Review Process .....1.0-7  
 1.7 Comments Received on the Notice of Preparation .....1.0-8  
 1.8 Impact Terminology .....1.0-9  
 1.9 Commonly Used Terms .....1.0-9

**2.0 EXECUTIVE SUMMARY**

2.1 Purpose and Scope of the Environmental Impact Report .....2.0-1  
 2.2 Project Characteristics .....2.0-1  
 2.3 Project Alternatives Summary .....2.0-2  
 2.4 Areas of Controversy .....2.0-2  
 2.5 Summary of Environmental Impacts .....2.0-2

**3.0 PROJECT DESCRIPTION**

3.1 Project Location and Setting .....3.0-1  
 3.2 Project Objectives .....3.0-5  
 3.3 Project Characteristics .....3.0-5  
 3.4 Regulatory Requirements, Permits and Approvals .....3.0-9

**4.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

4.0 Introduction to the Environmental Analysis and Assumptions Used .....4.0-1  
 4.1 Land Use .....4.1-1  
 4.2 Air Quality .....4.2-1  
 4.3 Noise .....4.3-1  
 4.4 Traffic and Circulation .....4.4-1

**5.0 CUMULATIVE IMPACTS SUMMARY**

5.1 Introduction .....5.0-1  
 5.2 Cumulative Setting .....5.0-2  
 5.3 Cumulative Impacts Analysis .....5.0-2  
 5.4 Climate Change .....5.0-4

**6.0 ALTERNATIVES**

6.1 Introduction .....6.0-1  
 6.2 Alternative 1 - No Project .....6.0-1  
 6.3 Alternative 2 - Reduced Residential Density Alternative .....6.0-5  
 6.4 Alternative 3 - Open Space Alternative .....6.0-7  
 6.5 Environmentally Superior Alternative .....6.0-9

**TABLE OF CONTENTS**

---

**7.0 LONG-TERM IMPLICATIONS**

7.1 Growth-Inducing Impacts .....7.0-1  
7.2 Significant Irreversible Environmental Changes.....7.0-4  
7.3 Significant and Unavoidable Environmental Effects.....7.0-4

**8.0 REPORT PREPARERS**

**APPENDICES**

- Appendix A – IS/NOP and NOP Comment Letters
- Appendix B - URBEMIS 2007 (ver 9.2.2) Air Quality Analysis
- Appendix C - Traffic Noise Impact Analysis for Laguna Ridge Town Center
- Appendix D - Traffic Impact Analysis for the Laguna Ridge Town Center

**LIST OF TABLES**

Table 1.0-1 List of NOP Comment Letters .....1.0-8

Table 2.0-1 Project Impacts and Proposed Mitigation Measures .....2.0-4

Table 3.0-1 Project Land Use Summary .....3.0-2

Table 3.0-2 Existing and Proposed Acreage of the Elk Grove General Plan .....3.0-6

Table 3.0-3 Proposed Laguna Ridge Land Uses .....3.0-6

Table 4.0-1 Proposed and Approved Large-Scale Residential and Commercial Projects In Elk Grove 4.0-4

Table 4.1-1 Existing Acreage of the Elk Grove General Plan for the Project Area .....4.1-2

Table 4.1-2 Project Consistency with General Plan Land Use Policies .....4.1-2

Table 4.1-3 Current Laguna Ridge Specific Plan Land Use Summary .....4.1-5

Table 4.1-4 Project Consistency with Laguna Ridge Specific Plan Land Use Standards .....4.1-7

Table 4.1-5 Existing Acreage of the Laguna Ridge Town Center .....4.1-8

Table 4.1-6 Existing and Proposed Acreage of the Elk Grove General Plan for the Project Area.. 4.1-10

Table 4.1-7 Existing and Proposed Acreage of the Laguna Ridge Town Center ..... 4.1-10

Table 4.2-1 Summary of Ambient Air Quality Data .....4.2-3

Table 4.2-2 Attainment Status Designations .....4.2-4

Table 4.2-3 Criteria Air Pollutants Summary of Common Sources and Effects .....4.2-7

Table 4.2-4 Summary of Ambient Air Quality Standards .....4.2-8

Table 4.2-5 Project Consistency with General Plan Air Quality Objectives and Policies ..... 4.2-12

Table 4.2-6 Summary of Proposed Specific Plan CAQ-30 Measures ..... 4.2-14

Table 4.2-7 SMAQMD Particulate Matter Screening Levels for Construction Projects ..... 4.2-16

Table 4.2-8 Construction Emissions under Current Land Use Designations (Pounds Per Day) ..... 4.2-19

Table 4.2-9 Construction Emissions under Proposed Project (Pounds Per Day) ..... 4.2-19

Table 4.2-10 Area and Operational Air Pollutant Emissions – Current and Proposed Land Use ..... 4.2-23

Table 4.3-1 Acoustical Terminology .....4.3-3

Table 4.3-2 Ambient Daytime Noise Levels .....4.3-6

Table 4.3-3 Project Consistency with General Plan Noise Policies .....4.3-6

Table 4.3-4 Performance Standards for Stationary (Non-Transportation) Noise Sources .....4.3-8

Table 4.3-5 Noise Standards for New Uses Affected by Transportation Noise ..... 4.3-8

Table 4.3-6 Duration of Indoor Intrusive Noise Levels ..... 4.3-9

Table 4.3-7 Significance of Changes in Noise Exposure ..... 4.3-12

Table 4.3-8 Predicted Increases in Traffic Noise Levels – Existing Conditions ..... 4.3-14

Table 4.3-9 Predicted Increases in Traffic Noise Levels – Future Cumulative Conditions ..... 4.3-17

Table 4.4-1 Level of Service Definitions for Study Intersections .....4.4-1

Table 4.4-2 Level of Service Definitions for Study Roadways .....4.4-2

Table 4.4-3 Intersection Control Delay and Level of Service – Existing conditions .....4.4-3

Table 4.4-4 Roadway Level of Service – Existing Conditions .....4.4-4

Table 4.4-5 Project Consistency with General Plan Transportation and Circulation Policies...4.4-6

Table 4.4-6 Laguna Ridge Town Center Uses Analyzed .....4.4-9

Table 4.4-7 Project Trip Generation .....4.4-9

Table 4.4-8 Roadway Level of Service – Existing Plus Project Conditions ..... 4.4-10

Table 4.4-9 Intersection Control Delay and Level of Service – Existing Plus Project Conditions ..... 4.4-11

Table 4.4-10 Project Trip Generation – Cumulative Conditions ..... 4.4-15

Table 4.4-11 Roadway Level of Service – Cumulative Conditions ..... 4.4-16

Table 4.4-12 Intersection Control Delay and Level of Service – Cumulative Conditions ..... 4.4-17

Table 5.0-1 Residential Buildings CO2 Emissions ..... 5.0-13

Table 5.0-2 Non-Residential Buildings CO2 Emissions ..... 5.0-15

Table 5.0-3 Residential and Non-Residential Vehicle CO2 Emissions Under Existing Conditions ..... 5.0-16

Table 5.0-4 Residential and Non-Residential Vehicle CO2 Emissions Under Proposed Project ..... 5.0-16

Table 5.0-5 Project CO2 Emissions ..... 5.0-17

Table 6.0-1 Comparison of Alternatives to the Proposed Project ..... 6.0-10

## TABLE OF CONTENTS

---

### LIST OF FIGURES

3.0-1	Location Map .....	3.0-11
3.0-2	Land Use Map .....	3.0-13
3.0-3	Existing and Proposed Zoning .....	3.0-15
4.1-1	Surrounding Uses .....	4.1-17
4.1-2	Aerial Photo .....	4.1-19
4.3-1	Typical Noise Levels.....	4.3-2
4.4-1	Study Area .....	4.4-23
4.4-2	Existing Number of Lanes .....	4.4-25
4.4-3	Intersection Traffic Controls, Lane Configurations, and Peak Hour Traffic Volumes – Existing Conditions .....	4.4-27
4.4.4	Average Daily Traffic Volumes and LOS – Existing Conditions.....	4.4-29
4.4.5	Project Reconfiguration Plan .....	4.4-31
4.4.6	Existing Plus Project Trip Distribution.....	4.4-33
4.4.7	Average Daily Traffic Volumes and LOS – Existing Plus Project Conditions.....	4.4-35
4.4.8	Intersection Traffic Controls, Lane Configurations and Peak Hour Traffic Volumes – Existing Plus Project Conditions .....	4.4-37
4.4.9	Cumulative Number of Lanes .....	4.4-39
4.4.10	Average Daily Traffic Volumes and LOS – Cumulative No Project Conditions .....	4.4-41
4.4.11	Intersection Traffic Controls, Lane Configurations, and Peak Hour Traffic Volumes – Cumulative No Project Conditions.....	4.4-43
4.4.12	Cumulative Plus Project Trip Distribution.....	4.4-45
4.4.13	Average Daily Traffic Volumes and LOS Cumulative Plus Project Conditions.....	4.4-47
4.4.14	Intersection Traffic Controls, Lane Configurations, and Peak Hour Traffic Volumes – Cumulative Plus Project Conditions .....	4.4-49

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# **1.0 INTRODUCTION**

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This section summarizes the purpose of the Environmental Impact Report (EIR); describes the environmental procedures that are to be followed according to state law; discusses the intended uses of the EIR; discusses the project's relationship to the City of Elk Grove's General Plan; describes the EIR's scope and organization, contact person, impact terminology; and provides definitions of commonly used terms and acronyms used throughout this EIR.

### 1.1 BACKGROUND AND PURPOSE

The City of Elk Grove (City), as lead agency under the California Environmental Quality Act (CEQA), certified the Final EIR (SCH#2000082139) to evaluate the potential environmental impacts associated with the adoption and implementation of the Laguna Ridge Specific Plan on June 16, 2004. The approved Laguna Ridge Specific Plan encompasses approximately 1,900 acres and consists of the development residential, commercial, park, public school and mixed-use land uses.

The proposed project is within the Laguna Ridge Specific Plan (LRSP) and seeks, among other things, a General Plan Amendment, Specific Plan Amendment, and Rezone. The project proposes to increase the area designated for commercial land uses on the 95.3-acre site. The existing land uses would be reconfigured, and sites that are currently zoned for residential uses rezoned to commercial uses. The rezone would result in an increase of 23.3 acres of land zoned for commercial uses. Please refer to Section 3.0, Project Description, for a detailed description of the proposed project components.

This EIR has been prepared, in conformance with the provisions of the California Environmental Quality Act (CEQA), to evaluate the environmental effects of the proposed Laguna Ridge Town Center project (Project), which includes a General Plan Amendment, a Specific Plan Amendment, and Rezone to increase the area of the site designated for commercial use. The proposed project is located within the Laguna Ridge Specific Plan area in the City of Elk Grove.

CEQA requires the preparation of an EIR prior to approving any project which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the Laguna Ridge Town Center project, the City has determined that the proposed development is a "project" within the definition of CEQA.

The City, acting as the lead agency, has prepared this EIR to provide the public, responsible, and trustee agencies with information about the potential environmental effects of the proposed Laguna Ridge Town Center project. As described in the CEQA Guidelines Section 15121(a), an EIR is a public informational document that assesses potential environmental effects of the proposed project, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible, and obligated to balance a variety of public objectives including economic, environmental, and social factors.

### 1.2 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Subsequent EIR to the Laguna Ridge Specific Plan EIR, pursuant to CEQA Guidelines Section 15162. The City determined that because the proposed project was requesting substantial changes to land uses which were previously

## 1.0 INTRODUCTION

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analyzed for environmental effects in the LRSP EIR, a Subsequent EIR was necessary for this project. As described in the CEQA Guidelines Section 15162(a), "when an EIR has been certified....no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects."

The analysis associated with a Subsequent EIR focuses on substantial changes proposed in a project which will require major revisions of a previous EIR due to either the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The subsequent analysis addresses impacts resulting from the development of a residential subdivision and development and operation of a commercial center, and the provision of infrastructure and services for the project as they differ from the analysis in the certified Laguna Ridge Specific Plan EIR. The revisions to the Laguna Ridge Specific Plan as proposed by the project could result in new significant impacts or increase the severity of previously identified significant impacts. This Subsequent EIR focuses on analysis of potential new environmental impacts and increased severity of environmental impacts associated with implementation of the project that were not anticipated and analyzed by the Laguna Ridge Specific Plan EIR.

Ultimately, the EIR is used by the City as a tool in evaluating a proposed project's environmental impacts and can be further used to modify, approve, or deny approval of a proposed project based on the analysis provided in the EIR.

### 1.3 INTENDED USES OF THE EIR

This Subsequent EIR will be used by the City as a tool in evaluating the environmental impacts of the proposed General Plan Amendment, Specific Plan Amendment, and Rezone. As the Lead Agency under the provisions of CEQA, the City of Elk Grove has discretionary approval authority and the responsibility to consider the environmental effects of the project. This EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions may include, but are not limited to, the following:

- Approval of General Plan amendment;
- Approval of Laguna Ridge Specific Plan amendment;
- Approval of rezone;
- Approval of grading plans, improvement plans, and building permits;
- Approval of infrastructure details for water supply facilities by the Sacramento County Water Agency;
- Approval of infrastructure details for wastewater conveyance facilities by Sacramento Area Sewer District;

- Completion of any responsible agency approvals and/or permitting such as permitting from the Sacramento Metropolitan Air Quality Management District (air quality) and the U.S. Army Corps of Engineers (waters of the US).

#### **1.4 RELATIONSHIP TO THE CITY OF ELK GROVE GENERAL PLAN AND LAGUNA RIDGE SPECIFIC PLAN**

The City adopted the City of Elk Grove General Plan (General Plan) in November 2003. The General Plan is the City's overall guide for the use of the City's resources, expresses the development goals of the community, and is the foundation upon which all land use decisions are made.

The proposed project site has two different levels of land use designation: those land uses identified in the Elk Grove General Plan Land Use Policy Map and those identified in the Laguna Ridge Specific Plan Land Use Map. The City's General Plan currently designates the project site as a combination of Commercial, Medium Density Residential and High Density Residential. The project proposes to increase the Commercial land use designation on the project site by 14.5 acres. This will result in the removal of the Medium Density Residential designation from the site and reducing the High Density Residential Designation to 4.9 acres. With these changes, the project site would have a total of 79.7 acres designated Commercial and 15.6 acres designated High Density Residential.

The proposed project site also has LRSP land use designations:<sup>1</sup> Shopping Commercial as well as single-family residential and multi-family residential. The proposed project is requesting a change to the LRSP land use designations which will result in an increase in Shopping Commercial land uses and a decrease in residential land uses; the resultant acreage would be 79.7 acres designated Shopping Commercial and 15.6 acres designated Residential Density 20 units per acre (RD-20). See Section 3.0 and 4.1 of this Draft EIR for a thorough discussion of land use changes.

Therefore, the project would require a General Plan Amendment and Specific Plan Amendment to reconfigure the land use designations of both documents for the parcels which will include the zoning reconfiguration. Amendments are required so that the proposed zoning will be consistent with both the Elk Grove General Plan and Laguna Ridge Specific Plan.

The General Plan EIR analyzed the environmental impacts associated with buildout of the City under the land uses and densities allowed by the General Plan. Where feasible, the City has adopted mitigation measures to reduce impacts to an acceptable level of significance. In addition, significant and unavoidable impacts identified in the General Plan EIR were addressed by the City in the General Plan EIR and a statement of overriding considerations was adopted with the approval of the General Plan EIR.

Sections 4.1 through 4.4 in this EIR provide an integrated presentation of the setting, environmental impacts, and mitigation measures for each of the environmental issue areas addressed. Potential effects of implementing the proposed project are identified, including cumulative effects, along with mitigation measures recommended to lessen or reduce identified impacts. In cases where no mitigation is available, this fact is noted. This EIR provides an analysis

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<sup>1</sup> The land use designations identified on the Laguna Ridge Specific Plan Land Use Map also represent the zoning for that area.

## 1.0 INTRODUCTION

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of environmental effects specifically associated with the proposed project, as well as an evaluation of project impacts in light of the environmental analysis provided in the City General Plan EIR. Consistent with CEQA Guidelines Section 15183, this EIR addresses environmental effects that are peculiar to the project and utilizes mitigation measures that are based on adopted City development policies and standards to mitigate anticipated impacts.

Cumulative environmental effects of the proposed project are generally based on information provided in the General Plan and General Plan EIR with identification of the project's contribution to the cumulative condition and updated information on the cumulative setting based on currently approved and proposed development projects in the City.

### 1.5 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant unavoidable environmental changes, growth-inducing impacts, and cumulative impacts. The environmental issues addressed in the Subsequent EIR were established through review of prior environmental documentation developed for the site, environmental documentation for nearby projects, and public agency responses to the Notice of Preparation (NOP).

As stated above, the project site is within the Laguna Ridge Specific Plan area. The Laguna Ridge Specific Plan Program Environmental Impact Report was certified and the Laguna Ridge Specific Plan was approved by the City Council on June 16, 2004. The Laguna Ridge Specific Plan Program EIR (SCH #2000082139) assessed the expected environmental impacts resulting from the approval, construction, and operation of the Laguna Ridge Specific Plan and identified mitigation measures to minimize potential adverse environmental impacts.

The Laguna Ridge Specific Plan EIR was completed as a program EIR. A program EIR is an EIR which may be prepared for a series of actions that can be characterized as one large project and are related. A program EIR, such as the Laguna Ridge Specific Plan EIR, is appropriate for land use decision-making at a broad level that contemplates further, site-specific review of individual development proposals. According to CEQA Guidelines Section 15168(d), a program EIR can be used to simplify the task of preparing environmental documents on later parts of the program.

This Laguna Ridge Town Center project Subsequent EIR provides an analysis of environmental effects specifically associated with the proposed project, as well as an evaluation of project impacts in light of the environmental analysis provided in the Laguna Ridge Specific Plan program EIR. Consistent with CEQA Guidelines Section 15183, this EIR addresses environmental effects that are particular to the project and utilizes mitigation measures that are based on adopted Laguna Ridge Specific Plan development policies and standards to mitigate anticipated impacts.

Cumulative environmental effects of the proposed project are generally based on information provided in the General Plan and General Plan EIR and Laguna Ridge Specific Plan and Laguna Ridge Specific Plan EIR, with identification of the project's contribution to the cumulative conditions and updated information on the cumulative setting based on currently approved, proposed, and reasonably foreseeable development projects in the City.

Based upon the NOP/IS, comments in response to the NOP, agency consultation, and review of the project application, the City determined the scope for this EIR, which includes an analysis of potential land use, air quality, noise, and transportation impacts.

This Draft EIR is organized in the following manner:

### SECTION 1.0 - INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the Project EIR and the review and certification process.

### SECTION 2.0 - EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project and provides a concise summary matrix of the project's environmental impacts and associated mitigation measures.

### SECTION 3.0 - PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, including intended objectives, background information, and physical and technical characteristics.

### SECTION 4.0 - ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Section 4.0 contains an analysis of environmental topic areas as identified below. Each subsection contains a description of the existing setting of the project area, identifies standards of significance, identifies project-related impacts, and recommends mitigation measures.

The following major environmental topics are addressed in this section:

- **Land Use:** Addresses the land use impacts associated with implementation of the project including project compatibility with surrounding land uses, consistency with City land use goals and policies, analysis of land use patterns, potential land use conflicts, and impacts to adjacent uses.
- **Air Quality:** Discusses local and regional air quality impacts associated with project implementation.
- **Noise:** Examines noise impacts during construction and at project buildout, as related to potential noise generation from mobile and stationary sources. This section also addresses the impact of noise generation on neighboring residential uses and on proposed residential uses onsite.
- **Traffic and Circulation:** Addresses the impacts on the local and regional road system. In addition, the section assesses impacts on transit, bicycle, and pedestrian facilities.

### SECTION 5.0 - CUMULATIVE IMPACTS SUMMARY

This section discusses the cumulative impacts associated with the proposed project. As required by CEQA Section 15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.

## 1.0 INTRODUCTION

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### SECTION 6.0 - ALTERNATIVES TO THE PROJECT

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. This alternatives analysis provides a comparative analysis between the project and the selected alternatives, which include:

- **No Project Alternative:** CEQA Guidelines Section 15126.6(e) requires that a "no-project" alternative be evaluated in an EIR. Under this alternative, the project would not be approved and current land use designations on the project site would remain unchanged. Under this alternative, the proposed project site could be developed in accordance with the approved General Plan and Laguna Ridge Specific Plan land use designations.
- **Reduced Residential Density Alternative:** The Reduced Residential Density Alternative would reduce the density of residential development by changing the 15.6 acres of proposed RD-20 to RD-10 and retain the proposed 79.7 acres of SC. This would equate to a reduction of approximately 156 to 234 total units, which would reduce the residential population to between 466 to 699 people and 1,028 to 1,542 fewer vehicle trips (6.59 daily, .46 a.m. peak hour, and .58 p.m. peak hour trips). As analysis of alternative locations and analysis of reduced commercial potential (No Project Alternative and Alternative 3) have been considered, the remaining potentially feasible alternative is to reduce residential development potential. The Reduced Residential Density Alternative is provided to reduce environmental impacts associated with air quality and traffic while achieving the project objective of increasing the area designated for commercial use.
- **Open Space Alternative:** The Open Space Alternative proposes to reduce commercial uses on the project site and replace those uses with open space. The Shopping Commercial designation would be replaced on the 15.0-acre parcel proposed on the east side of the project site with 10 acres designated open space/parkway and 5 acres designated for a local park. The Open Space Alternative is provided to reduce environmental impacts associated with air quality and traffic while increasing the area of the site designated for commercial uses, in order to achieve the project objective of increasing the area designated for commercial uses to accommodate a future medical facility.

### SECTION 7.0 – OTHER CEQA REQUIREMENTS

This section contains discussions and analysis of various topical issues mandated by CEQA. These include significant environmental effects that cannot be avoided if the project is implemented and growth-inducing impacts.

### SECTION 8.0 - REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

### APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis.

## 1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR will involve the following procedural steps:

### NOTICE OF PREPARATION AND INITIAL STUDY

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project on August 31, 2007. The City was identified as the lead agency for the proposed project. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. The August 31, 2007, NOP is presented in **Appendix A**. Also, an Initial Study for the project was prepared and released for public review along with the NOP. Its conclusions supported preparation of an EIR for the project. The Initial Study is included in **Appendix A**.

### DRAFT EIR

This document constitutes the Draft EIR (Draft EIR). The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

### PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the City will provide public notice of the availability of the Draft EIR for public review and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period should be no less than 30 days or longer than 90 days. The review period in this case is expected to be 45 days. Public comment on the Draft EIR will be accepted both in written form and orally at public hearings. Although no public hearings to accept comments on the EIR are required by CEQA, the City expects to hold a public comment meeting during the 45-day review period prior to EIR certification. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the Draft EIR should be addressed to:

Taro Echiburu  
City of Elk Grove Development Services, Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

### RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and to oral comments made at public hearings regarding the project.

### CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The Elk Grove Planning Commission will review and consider the Final EIR. If the Planning Commission finds that the Final EIR is "adequate and complete," the Commission may certify the Final EIR at a public hearing. The rule of adequacy generally holds that the EIR can be



## 1.0 INTRODUCTION

certified if it shows a good faith effort at full disclosure of environmental information and provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the Planning Commission will make a recommendation to the City Council whether to approve, revise, or reject the project, and the City Council will make a final decision as to what action to take. The Planning Commission and City Council will each hold a hearing on the project as part of consideration of its requested entitlements. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and, if applicable, Section 15093. A Mitigation Monitoring and Reporting Program (MMRP), as described below, would also be adopted for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation.

Additionally, once the Final EIR is certified and if the project is approved, the Planning Commission would make a recommendation to the Elk Grove City Council to approve the project General Plan Amendment, Specific Plan Amendment, and rezone as proposed by the project.

### MITIGATION MONITORING

CEQA Section 21081.6(a) requires lead agencies to adopt a MMRP to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the EIR; however it will be presented to the City Council for adoption. Throughout the EIR, however, mitigation measures have been clearly identified and presented in language that will facilitate establishment of an MMRP. Any mitigation measures adopted by the City as conditions for approval of the project will be included in an MMRP to verify compliance.

## 1.7 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received comment letters on the Notice of Preparation for the Laguna Ridge Town Center EIR (see **Table 1.0-1**). A copy of each letter is provided in **Appendix 1.0** of this Draft EIR. The City received letters from the following agencies and interested parties.

**TABLE 1.0-1**  
**LIST OF NOP COMMENT LETTERS**

Agency	Date	Comment
Cal Trans	09-28-2007	Commenter notes that the EIR should address what types of commercial developments are proposed in order to determine more precise trip generation numbers for the traffic study.  The commenter lists the intersections that should be studied: Bruceville Road/Elk Grove Boulevard intersection, Elk Grove Boulevard, the State Route (SR) 99/Elk Grove Boulevard and Interstate 5 (I-5)/Elk Grove Boulevard Interchanges, and the SR 99 and I-5 mainline segments.
County Sanitation District 1 (CSD-1)	09-21-2007	It is noted that the project area is within the CSD-1, Sacramento Regional County Sanitation District (SRCSD), and the Urban Service Boundaries (USB) as defined by the Sacramento County General Plan. The sewer lines have already

Agency	Date	Comment
		<p>been installed in the project area; rezoning and reconfiguration of land use may require installation of additional collector lines. If the flows generated by this project change significantly from that which was approved in the Master Sewer Study, then additional sewer studies may be required.</p> <p>CSD-1 expects that the project, subject to policies, ordinances, fees, and conditions of approval, is anticipated to have a less than significant impact to sewer facilities.</p>

**1.8 IMPACT TERMINOLOGY**

This Draft EIR uses the following terminology to describe environmental effects of the proposed project:

- **Standards of Significance:** A set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include the CEQA Guidelines, factual or scientific information, regulatory performance standards of local, state, and federal agencies, and City goals, objectives, and policies.
- **Less Than Significant Impact:** A less than significant impact would cause no substantial change in the environment. No mitigation is required.
- **Significant Impact:** A significant impact would cause, or would potentially cause, a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects using specified standards of significance. Mitigation measures and/or project alternatives are identified to reduce project effects to the environment.
- **Significant and Unavoidable Impact:** A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.
- **Cumulative Significant Impact:** A cumulative significant impact would result in a new substantial change in the environment from effects of the project when evaluated in the context of reasonably foreseeable development in the surrounding area.

**1.9 COMMONLY USED TERMS**

Identified below are common terms used throughout this document. A complete list of acronyms is also provided.

TERMS

- **Applicant:** Any person or other legal entity who applies to the City to develop or improve any portion of the real property within the project boundaries. The term "applicant" shall include all successors in interest.
- **Developer:** Any person or other legal entity who performs actual construction activities that convert the project site to urban uses. Such activities include, but are not limited to, grading, building construction, and installation of infrastructure.

## 1.0 INTRODUCTION

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- **Draft EIR (DEIR):** Draft Environmental Impact Report.
- **Elk Grove Planning Area:** As described in Policy LU-9, this land area consists of land outside the current incorporation boundaries of Elk Grove for which the City has identified a long-term vision for land uses.
- **Final EIR (FEIR):** Final Environmental Impact Report.
- **Less Than Significant Impact:** A less than significant impact would cause no substantial change in the physical condition of the environmental (no mitigation would be required for project effects found to be less than significant).
- **General Plan:** The General Plan of the City of Elk Grove, as adopted in 2003, and amended in 2005.
- **Specific Plan:** The Laguna Ridge Specific Plan, as adopted in 2004.
- **Project:** The development or improvement of the project site, as defined by the project application.
- **Project Applicant:** Any person or other legal entity who is an "applicant" as defined herein.
- **Project Site:** The real property described by the project application.
- **Subsequent Projects:** Anticipated development projects (e.g., residential, commercial, park, recreational) that would occur under the General Plan. These projects would include public and utility extension projects including, but not limited to, roadway widenings and extensions, intersection improvements, water distribution improvements, and trail extensions.
- **Urban Study Areas:** Two general land areas identified outside of the city limits, but within the Elk Grove Planning Area, where some form of urban development may occur.

ACRONYMS

AB	Assembly Bill
ACM	asbestos-containing material
af/yr	acre-feet per year
ANSI	American National Standards Institute
APCD	Air Pollution Control District
BACT	Best Available Control Technology
BMP	Best Management Practices
BOD	Biological Oxygen Demand
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CC&R	covenants, codes and restrictions
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
COE	U.S. Army Corps of Engineers
CSD	Community Services District

## 1.0 INTRODUCTION

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CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DHHS	Department of Health and Human Services
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EPA	United States Environmental Protection Agency
ERP	Emergency Response Plan
FEMA	Federal Emergency Management Act
FESA	Federal Endangered Species Act
FMMP	Farmland Mapping and Monitoring Program
gpd	gallons per day
GPA	General Plan Amendment
LAFCo	Local Agency Formation Commission
$L_{eq}$	24-hour day weighted noise level
lbs/day	pounds per day
$L_{max}$	maximum noise level
LOS	level of service
LUST	Leaking Underground Storage Tank
MCE	maximum credible earthquake
MCLs	maximum containment levels
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NO <sub>2</sub>	nitrogen dioxide

NOP	Notice of Preparation
No <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRCS	National Resource Conservation Service
O <sub>3</sub>	ozone
OES	State Office of Emergency Services
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyl
PF	Public Facilities
PG&E	Pacific Gas and Electric
PM <sub>10</sub>	particulate matter ≤10 microns
ppm	parts per million
RCRA	Resource Conservation and Recovery Act of 1976
RMPP	Risk Management Prevention Program
ROG	reactive organic gases
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SAAQS	State Ambient Air Quality Standards
SACOG	Sacramento Area Council of Governments
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>2</sub>	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACS	toxic air contaminants

## 1.0 INTRODUCTION

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TDS	total dissolved solids
TSS	total suspended solids
UBC	Uniform Building Code
USDA	United States Department of Agriculture
USDA-SCS	USDA Soil Conservation Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
V/C	volume/capacity

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## **2.0 EXECUTIVE SUMMARY**

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This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Section 4.0, Environmental Setting, Impacts, and Mitigation Measures.

### 2.1 PURPOSE AND SCOPE OF THE EIR

This EIR provides an analysis of the potential environmental effects associated with the implementation of the Laguna Ridge Town Center project located in the City of Elk Grove. The project proposes a General Plan Amendment, Specific Plan Amendment, and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. These actions would allow for an additional 23.2 acres of commercial lands for a total 79.7-acre project site. This change will result in a rezone of 11.8 acres of Single-Family/10 dwelling units per acre and 12.5 acres of Medium Residential/15.1-20 dwelling units per acre. Additionally, Multi-Family Residential/20-25 dwelling units per acre zoning will be increased by 1.1 acres.

The EIR analysis focuses on potential impacts arising from development of the proposed project. The EIR adopts this approach in order to provide a credible worst case scenario of the impacts resulting from project implementation. Where appropriate, some impacts are analyzed under future conditions, which assume buildout of reasonably foreseeable projects in the area. Other issues that are site-specific in nature are evaluated against baseline conditions.

### 2.2 PROJECT CHARACTERISTICS

Based on information submitted to the City by the project applicant, the project proposes a General Plan Amendment, Specific Plan Amendment, and Rezone on a 95.3-acre site located in the central portion of the City on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road. The project site is bounded by Elk Grove Boulevard on the north and Bruceville Road on the west. To the south is the future Del Webb residential development and to the west is the location of the future Civic Center, all within the Laguna Ridge Specific Plan.

The existing land uses would be reconfigured, and sites that are currently zoned Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10) would be rezoned to a mix of RD-20 and Shopping Commercial (SC). This would result in an increase of 23.3 acres of commercial zoning and a decrease of approximately 285 to 341 potential residential units.<sup>1</sup>

The following objectives have been identified for the proposed project:

- Provides employee centers for job opportunities to create an improved jobs/housing balance.
- Supports retail and commercial growth by providing proximate housing.
- Provides locations for neighborhood serving commercial projects.

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<sup>1</sup> The potential number of residential units is shown as a range because residential land use designations allow a range of densities. The actual potential number of residential units is somewhere between 285 and 341.

## 2.0 EXECUTIVE SUMMARY

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### 2.3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Section 6.0, Alternatives to the Project, provides a qualitative analysis of three scenarios that include:

- Alternative 1 – No Project Alternative
- Alternative 2 – Reduced Residential Density Alternative
- Alternative 3 – Open Space Alternative
- Alternative 3 is considered the environmentally superior alternative.

### 2.4 AREAS OF CONTROVERSY

The City of Elk Grove was identified as the lead agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City prepared and distributed a Notice of Preparation (NOP) of an EIR on August 31, 2007. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. The NOP is presented in **Appendix A**. In addition, an Initial Study was prepared for the project and released for public review at the same time as the NOP. The Initial Study is also included in **Appendix A**.

The NOP and Initial Study identified the following potential environmental impacts of the proposed project, which are evaluated in this EIR:

- **Land Use:** The project may conflict with provisions of the City's General Plan and may result in land use compatibility issues.
- **Air Quality:** The project may conflict with the Sacramento Metropolitan Area Air Quality Attainment Plan. The project may also not be consistent with goals and policies within the General Plan. Buildout of the project as proposed is expected to generate air pollutant emissions that may exceed applicable air quality standards.
- **Noise:** The proposed land uses of the project would generate traffic that would result in increased noise levels along the roadways near the project site. In addition, construction activities would result in a substantial increase in noise. The increase in roadway-related noise could be substantial and could exceed the standards established by the City of Elk Grove.
- **Traffic and Circulation:** The proposed project is anticipated to cause an increase in traffic in the area. The vehicle trips to and from the site could add substantial volumes to area roads relative to their capacity, and could cause or increase congestion at area intersections. It is unknown whether the planned circulation for the site would include potentially dangerous design issues.

Concerns raised in response to the NOP were considered during the preparation of the Draft EIR. Comment letters are presented in **Appendix A**.

### 2.5 SUMMARY OF ENVIRONMENTAL IMPACTS

**Table 2.0-1** presents a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance of each

environmental impact is indicated both before and after the application of the recommended mitigation measure(s).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to the topical environmental analysis in Section 4.0.

2.0 EXECUTIVE SUMMARY

TABLE 2.0-1  
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>Land Use</b>			
<b>Impact 4.1.1</b> Implementation of the proposed Laguna Ridge Town Center project would potentially conflict with existing land use plans.	LS	None required.	LS
<b>Impact 4.1.2</b> Implementation of the proposed project could create conflicts with existing land uses and proposed land uses of the surrounding areas.	LS	None required.	LS
<b>Impact 4.1.3</b> Development of the proposed project sites in addition to other reasonably foreseeable projects in the region would change the land use patterns and reconfigure the project site from a combination of residential and commercial designated land uses to mostly commercial uses. These proposed changes would result in commercial land use development in excess of that considered under the General Plan as well as the Laguna Ridge Specific Plan.	LCC	None required.	LCC
<b>Air Quality</b>			
<b>Impact 4.2.1</b> Construction activities associated with the development of the proposed project may emit pollutants equal or greater than five percent of the CAAQS could contribute to PM <sub>10</sub> .	PS	<b>MM 4.2.1a</b> Wash dirt off construction vehicles and equipment within the staging area prior to leaving the construction site. This requirement shall be noted in project improvement plans.  <i>Timing/Implementation:</i> During all grading and construction phases of the project.  <i>Enforcement/Monitoring:</i> City of Elk Grove Development Services and SMAQMD	SU

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p><b>MM 4.2.1b</b> Pave, apply water three times daily, or apply (non-stick) soil stabilizers on all unpaved access roads, parking areas, and staging areas. This requirement shall be noted in project improvement plans.</p> <p><i>Timing/Implementation:</i> <i>During all grading and construction phases of the project.</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Elk Grove Development Services and SMAQMD</i></p> <p><b>MM 4.2.1c</b> The project shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction;</p> <p>And</p> <p>The project applicant shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity</p>	

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date and name and phone number of the project manager and on-site foreman.</p> <p><i>Timing/Implementation: Plan shall be submitted to SMAQMD for review and approval prior to approval of improvement plans and shall be implemented during all grading and construction phases of the project.</i></p> <p><i>Enforcement/Monitoring: City of Elk Grove Development Services and SMAQMD</i></p> <p><b>MM 4.2.1d</b></p> <p>The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The</p>	

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 4.2.2</b> Implementation of subsequent development associated with the proposed project would result in short-term exposure to toxic air contaminants.</p>	<p>LS</p>	<p>SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.</p> <p><i>Timing/Implementation:</i> During all grading and construction phases of the project.</p> <p><i>Enforcement/Monitoring:</i> City of Elk Grove Development Services and SMAQMD</p>	<p>LS</p>
<p><b>Impact 4.2.3</b> Implementation of conceptual development associated with the proposed General Plan Amendment, Specific Plan Amendment, and Rezone would result in long-term increases in criteria air pollutants.</p>	<p>PS</p>	<p><b>MM 4.2.3</b> The project developer and all successors shall implement the following mitigation measures as part of project design:</p> <ul style="list-style-type: none"> <li>• Use of energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces, and boiler units for all buildings and lighting.</li> <li>• Use of energy-efficient and automated controls for air conditioning in all buildings.</li> <li>• Only natural gas/LPG fireplaces, pellet stoves, or EPA-certified Phase II wood-burning fireplaces or stoves shall be allowed within the project. Conventional open-hearth fireplaces shall not be permitted.</li> </ul> <p><i>Timing/Implementation:</i> Prior to issuance of building permits.</p> <p><i>Enforcement/Monitoring:</i> City of Elk Grove Development</p>	<p>SU</p>



**2.0 EXECUTIVE SUMMARY**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 4.2.4</b> Implementation of the proposed project in combination with growth throughout the air basin would exacerbate existing regional problems with ozone and particulate matter.</p>	CC	<p>Services and SMAQMD Implementation of mitigation measures <b>MM 4.2.1a</b> through <b>MM 4.2.1d</b>, and <b>MM 4.2.3</b>, as well as <b>MM 4.3.1a</b> through <b>4.3.1g</b> and <b>MM 4.3.2</b> of the Laguna Ridge Specific Plan EIR.</p>	SU
<b>Noise</b>			
<p><b>Impact 4.3.1</b> Implementation of the proposed project would not result in a significant increase in ambient transportation noise levels.</p>	LS	None required.	LS
<p><b>Impact 4.3.2</b> Proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses.</p>	PS	<p><b>MM 4.3.2</b> The City shall require an acoustical assessment to be performed to evaluate noise impacts associated with the development of proposed onsite medical land uses. Where acoustical analysis determines that noise levels would exceed applicable noise standards, the City shall require the implementation of noise-reduction measures to reduce noise impacts to nearby noise-sensitive receptors. Such measure may include, but are not limited to, the incorporation of setbacks, sound barriers, berms, or equipment enclosures.  <i>Timing/Implementation:</i> Prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard, Big Horn Road, and Poppy Ridge Road.  <i>Enforcement/Monitoring:</i> City of Elk Grove Development Services</p>	SU

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 4.3.2</b> Implementation of the proposed project, along with approved and planned urban development in the region, would increase traffic volumes within and adjacent to the project area which would increase transportation-related noise levels in excess of the City of Elk Grove noise standards.</p>	LCC	Implementation of mitigation measure MM 4.4.5 of the Laguna Ridge Specific Plan EIR is required in order to maintain transportation-related noise levels.	LCC
<p><b>Traffic and Circulation</b></p>			
<p><b>Impact 4.4.1</b> The addition of project traffic to existing traffic would increase the average delay at the Elk Grove Boulevard/SR 99 southbound ramps intersection by more than five seconds. This intersection operates unacceptably (LOS E) under existing conditions.</p>	LS	Implementation of mitigation measure MM 4.2.2e of the Laguna Ridge Specific Plan EIR is required in order to reduce the impact on operations at this intersection.	LS
<p><b>Impact 4.4.2</b> With the additional traffic of the proposed project at Elk Grove Boulevard, intersections with Bruceville Road, Big Horn Boulevard, Laguna Springs Drive, Auto Center Drive, SR 99 northbound ramps, and East Stockton Boulevard would continue to operate at an acceptable LOS D during the PM peak hour. The project traffic would add an average of approximately 4.5 seconds of delay during the PM peak hour.</p>	LS	None required.	LS
<p><b>Impact 4.4.3</b> The addition of project traffic to existing traffic would increase the average delay along roadway segments within the project area. These roadways operate at an acceptable (LOS D) under existing conditions.</p>	LS	None required.	LS

**2.0 EXECUTIVE SUMMARY**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 4.4.4</b> Implementation of the proposed project would have the potential to create conflicts between project traffic and pedestrians/bicycles.</p>	LS	None required.	LS
<p><b>Impact 4.4.5</b> Implementation of the proposed project would have the potential to create conflicts between project traffic and the City transit system.</p>	LS	None required.	LS
<p><b>Impact 4.4.6</b> The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 by at least 0.05. This roadway segment operates unacceptably (LOS F) under cumulative no project conditions.</p>	CC	There are no feasible mitigation measures to fully mitigate this impact under cumulative conditions. See Impact 4.4.6 for a full discussion of this determination.	CC and SU
<p><b>Impact 4.4.7</b> The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Bruceville Road between Elk Grove Boulevard and Whitelock Parkway, Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard, and Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive by at least 0.05. This roadway segment operates acceptably (LOS D) under cumulative no project conditions.</p>	LCC	None required.	LCC
<p><b>Impact 4.4.8</b> The addition of project traffic to cumulative no project volumes would increase the average delay at the Elk Grove Boulevard/Bruceville Road intersection by more than five seconds. This intersection operates unacceptably (LOS F) under cumulative no project conditions.</p>	CC	<p><b>MM 4.4.8</b> The westbound right turn shall be converted into an overlapping phase.</p> <p><i>Timing/Implementation: Prior to approval of design review for future development on the project site.</i></p> <p><i>Enforcement/Monitoring: City of Elk Grove, Development Services, Planning</i></p>	LCC

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 4.4.9</b>                      The addition of project traffic to cumulative no project volumes would increase the average delay at multiple project vicinity intersections by more than five seconds. These intersections operate unacceptably (LOS F or LOS E) under cumulative no project conditions.</p>	<p>CC</p>	<p><b>MM 4.4.9</b>                      The project is to pay its fair share cost toward the coordination of the Elk Grove Boulevard/ East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 NB On-Ramp, Elk Grove Boulevard/SR 99 SB Ramps, and Elk Grove Boulevard/ Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project.   <i>Timing/Implementation:</i> The fair share of fees paid to be paid at the time of building permit issuance.   <i>Enforcement/Monitoring:</i> City of Elk Grove, Development Services, Planning</p>	<p>CC and SU</p>

N – No Impact  
 SU – Significant and Unavoidable  
 LS – Less Than Significant  
 LCC – Less Than Cumulatively Considerable  
 PS – Potentially Significant  
 S – Significant  
 CC – Cumulatively Considerable



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## **3.0 PROJECT DESCRIPTION**

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## 3.0 PROJECT DESCRIPTION

This section describes the proposed Laguna Ridge Town Center project (Project), depicts the location of the project both regionally and locally, and describes the existing conditions of the project site and vicinity. The objectives sought by the project applicant and the City of Elk Grove (City) are listed, and a general description of the project's technical and environmental characteristics is provided. A detailed list of the approvals required to implement the project is also included. As the City would make a number of decisions on this project, all decisions subject to CEQA are listed and the implementation process is described in the order that it would occur, including both actions the City would take now and actions that may be taken in the future.

For a description of the background, purpose, intended use, and type of EIR, as well as a list of agencies that are expected to use this EIR in their decision-making or permitting process, please refer to Section 1.0, Introduction, of this document. This project description has been prepared in compliance with CEQA Guidelines Section 15124.

### 3.1 PROJECT LOCATION AND SETTING

The proposed Laguna Ridge Town Center project is located in the central portion of the City of Elk Grove, in southern Sacramento County. The project site is on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road (**Figure 3.0-1**). The project site is within the Laguna Ridge Specific Plan (LRSP) area.

The project site consists of two parcels (Assessors Parcel Numbers 132-0270-019 and 132-0270-078) that encompass approximately 95.3± acres. The site is semi-rectangular in shape, extending approximately 3,500 feet along Elk Grove Boulevard and 1,500 feet along Bruceville Road (**Figure 3.0-2**). The site is predominantly flat, with an elevation of 33± feet above mean sea level, and slopes slightly toward the west.

#### LAGUNA RIDGE SPECIFIC PLAN

The Laguna Ridge Specific Plan Environmental Impact Report (LRSP EIR) was certified and the Laguna Ridge Specific Plan was approved by the City Council on June 16, 2004. The LRSP EIR (SCH #2000082139) assessed the expected environmental impacts resulting from the approval, construction, and operation of the Laguna Ridge Specific Plan (LRSP) and identified mitigation measures to minimize potential adverse environmental impacts. The EIR identified significant and unavoidable impacts to agricultural resources, transportation and circulation, air quality, noise, and visual resources. A Statement of Overriding Considerations (SCH #2000082139) was adopted for these significant and unavoidable impacts. A Mitigation Monitoring and Reporting Program (MMRP) was prepared and adopted with the LRSP. The MMRP is a binding document that runs with the land. Additionally, the project site is located within the Grove at Laguna Ridge project (EG-04-764), for which the tentative subdivision map was approved by the Planning Commission on May 19, 2005. The LRSP MMRP was recorded on the Grove property, which includes the current project site. The proposed Laguna Ridge Town Center project is subject to the LRSP MMRP.

The LRSP provides specific land use development standards and patterns and master planning of infrastructure facilities, and established a financing program for infrastructure needs within the LRSP area. The following describes the land uses and infrastructure identified in the LRSP to serve the plan area.



### 3.0 PROJECT DESCRIPTION

#### Laguna Ridge Specific Plan Land Use Diagram

The Laguna Ridge Specific Plan involves the development of residential, commercial, park, public school, and mixed-use land uses within the approximately 1,900-acre site. **Figure 3.0-2** illustrates the layout of the Laguna Ridge Specific Plan land use diagram; the land use designations for the LRSP also serve as zoning designations. **Table 3.0-1** specifies the acreage for each of the land uses in the LRSP.

**TABLE 3.0-1  
CURRENT LAGUNA RIDGE SPECIFIC PLAN LAND USE SUMMARY**

Symbol SP/Zone Designation	Land Use	Density Calculation	Approximate Acres	Estimated Units
RD-4	Single-Family (moveup)	4.0 du/ac	151.2	605
RD-5	Single-Family (conventional)	5.0 du/ac	694.7	3,473
RD-6	Single-Family (age restricted)	6.0 du/acre	106.8	641
RD-7	Single-Family (conventional/non-conventional)	7.0 du/acre	79.0	553
RD-8	Single-Family (conventional/non-conventional)	8.0 du/acre	14.7	117
RD-10	Single-Family (auto-court, cluster)	10.0 du/acre	49.8	498
RD-15	Medium Residential (auto-court, attached)	15.1 du/acre	51.0	770
RD-20	Multi-Family Residential	20.0 du/acre	55.5	1,110
AC	Auto Commercial	—	69.8	—
BP	Office Park	—	52.9	—
SC	Shopping Commercial	—	125.7	—
CIVIC CTR	Proposed Civic Center	—	18.6	—
FS	Fire Station	—	1.2	—
ES, HS,MS	Schools (elementary, high/middle)	—	106.0	—
LP,NP,CP	Parks (local, neighborhood, community)	—	164.9	—
PKY, OS	Parkways or Open Space	—	69.3	—

### 3.0 PROJECT DESCRIPTION

Symbol SP/Zone Designation	Land Use	Density Calculation	Approximate Acres	Estimated Units
WTF	Water Treatment Facility	—	16.2	—
—	Major Roads	—	74.9	—
<b>Total</b>			<b>1,900.2</b>	<b>7,767</b>

Note: (1) Approximate acres for each land use does not include right-of-way for thoroughfare or arterial roadways (bc-bc) but does include adjacent landscape corridors, internal local streets as well as open spaces, and park land provided in addition to that designated on the Land Use Plan. Multi-family sites, schools, and parks are net acres. Acres and yields are subject to slight changes based on more accurate base mapping, final alignments of roadways, etc.

Source: Laguna Ridge Specific Plan, June 16, 2004

The general definitions for each of the land use categories for the Laguna Ridge Specific Plan Area are provided below:

- Single-Family Residential:** The single-family residential land use designations (RD-4 through RD-10) allow densities from three to 12 dwelling units per acre and provide a mix of housing types and intensities ranging from large lot single-family residential to smaller lot single-family residential. The density range allows substantial flexibility in selecting dwelling unit types and parcel configurations to suit particular site conditions and housing needs. The type of dwelling units anticipated in this density range includes small lots and clustered lots as well as conventional large lot detached residences. The single-family land use designations (RD-4 through RD-15) land use designations apply to approximately 1,095.2 acres and would accommodate 5,887 dwelling units.
- Medium Residential:** The medium residential use (RD-15) is intended to provide areas for innovative detached and attached singlefamily housing or multi-family housing, including cluster units, auto-court units, townhomes, halfplexes, etc. Densities allowed within this designation range from 12 to 18 dwelling units per acre. Medium residential use sites total 51.0 acres and would allow 770 dwelling units.
- Multi-Family Residential:** The multi-family residential use (RD-20) includes multi-family apartment-style housing. Densities allowed within this designation range from 15 to 25 dwelling units per acre. These sites total approximately 55.5 acres and account for 1,110 dwelling units.
- Shopping Commercial:** The Shopping Commercial (SC) designation is dispersed along the major arterial roadways on the perimeter of the plan area and on the minor arterial that extends east/west along New Poppy Ridge Road. The purpose of the SC designation is to accommodate major neighborhood shopping centers, service commercial, and office uses dependent upon vehicular access and visibility from arterial streets. The combined floor area of all uses in a single parcel would not exceed a floor area ratio (FAR) of 0.25.
- Neighborhood Commercial Mixed Use:** The Neighborhood Commercial Mixed Use designation provides for small neighborhood commercial centers to provide local convenience shopping and services in close proximity to the residences. The uses would focus on sales, services, and activities that residents may need on a daily basis. The neighborhood center could also provide space for satellite work centers that utilize telecommunications technology, enabling residents in the neighborhood to work near their homes. The neighborhood center may include space for social activities within the

### 3.0 PROJECT DESCRIPTION

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center or at an adjacent park. The maximum FAR for Neighborhood Commercial Mixed Uses would be 0.30.

- **Community Commercial Mixed Use:** The Community Commercial Mixed Use designation allows a variety of employment-based and retail types of uses as well as community-oriented and highway-oriented commercial uses. This could include supportive commercial activities and to some extent new uses near major internal intersections. This designation may include a combination of office, commercial, and limited commercial types of uses. The Community Commercial Mixed Use allows for a maximum FAR of 0.48.
- **Business Park:** The Business Park designation (BP) provides 52.9 acres of employment-oriented uses, including professional offices, medical facilities, research and development operations, and other businesses located within a landscaped, campus-like setting. A FAR of 0.35 would be allowed within the Industrial/Office Park designated areas.
- **Civic Center:** The civic center would include city administrative offices, meeting halls, gathering areas, and other civic facilities within a park-like setting.
- **Fire Station:** A Fire Station has been identified east of Big Horn Boulevard on the north side of Old Poppy Ridge Road.
- **Water Treatment Facilities:** The plan identifies three water treatment and storage facilities within the plan area: a 6-acre site at Bruceville Road and Poppy Ridge Road, a 6-acre site located north of Poppy Ridge Road between Big Horn Boulevard and SR-99, and a third site shown south of Elk Grove Boulevard between the extension of Big Horn Boulevard and Laguna Springs Drive.
- **Stormwater Quality Pond:** A 10-acre (net) stormwater quality pond is designated on the north side of Bilby Road between Bruceville Road and Big Horn Boulevard. This facility is intended for the removal and/or filtration of pollutants accumulated from stormwater runoff in and around the plan area.
- **Open Space:** The Open Space designation encompasses habitat and open water areas and sets these areas aside as permanent open space.
- **Schools:** The project includes plans for three elementary schools and a combined junior high and high school.
- **Parks:** A total of 234.2 acres have been designated for Parks, Parkways and Open Space, and conceptual locations for Local Parks (LP), Neighborhood Parks (NP), Community Parks (CP), Parkways (PKY) and Open Space (OS) have been shown on the Land Use Plan. Parks comprise 164.9 acres of this total, while Parkways and Open Space total 69.3 acres. Parks have been located adjacent to school sites to allow shared use of facilities. Parkways are located to provide off-street pedestrian connections between land uses. The acreage calculation of school and park sites are net figures and do not include adjacent local streets or open spaces and net acres are shown in the Land Use Summary.

### Surrounding Land Uses

Land uses surrounding the project site include Bruceville Road, which runs in an approximate north-south direction along the western border of the project site with residential development beyond. The Elk Grove Commons commercial development is also located on the west side of Bruceville Road. These lands directly to the west of the project are designated Commercial/Office/Multi-Family by the General Plan. Elk Grove Boulevard and residential development, designated as Low Density Residential by the General Plan, are located to the north of the project site.

To the south is the approved Del Webb residential development and to the east is the location of the future Civic Center, all within the Laguna Ridge Specific Plan. The site of the future Del Webb development has a General Plan designation of Low Density Residential. The LRSP designation for this area is Single-Family Residential, Res Avg 5 (RD-5), Res Avg 6 (RD-6), and Res Avg 7 (RD-7), allowing five, six, and seven dwelling units, respectively, per acre. The location of the future Civic Center to the east of the project is designated Commercial by the General Plan and Civic Center by the LRSP. Other proposed projects in the vicinity include the Elk Grove Landing project and the 8151 Sheldon Road project.

### 3.2 PROJECT OBJECTIVES

The following objectives have been identified for the proposed project:

- Provide employee centers for job opportunities to create an improved jobs/housing balance.
- Support retail and commercial growth by providing proximate housing.
- Provide locations for neighborhood-serving commercial projects.
- Designate adequate acreage (approximately 30 acres) to support a regional medical facility.

### 3.3 PROJECT CHARACTERISTICS

The Laguna Ridge Town Center project (project) includes a General Plan Amendment, Specific Plan Amendment, and Rezone to increase the area designated for commercial uses. **Table 3.0-2** provides a summary of the existing and proposed acreage by General Plan land use designations. **Table 3.0-3** provides a summary of the proposed Laguna Ridge Specific Plan and rezone acreage. The existing land uses would be reconfigured, and sites that are currently zoned Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10) would be rezoned to a mix of RD-20 and Shopping Commercial (SC) (see **Table 3.0-3** and **Figure 3.0-3**). This would result in an increase of 23.3 acres of commercial zoning and a decrease of approximately 285 to 341 potential residential units. Land uses associated with the project are described below.

### 3.0 PROJECT DESCRIPTION

**TABLE 3.0-2  
EXISTING AND PROPOSED ACREAGE OF THE ELK GROVE GENERAL PLAN**

General Plan Designation	Existing Acreage	Existing Unit Allocation	Proposed Acreage	Proposed Estimated Units	Acreage Change
High Density Residential (15.1-30 dwelling units/acre)	38.8	586 to 1,164	15.6	236 to 468	-23.2
Commercial	56.5		79.7		23.2
<b>Total</b>	<b>95.3</b>	<b>586 to 1,164</b>	<b>95.3</b>	<b>236 to 468</b>	<b>0</b>

**TABLE 3.0-3  
PROPOSED LAGUNA RIDGE LAND USES**

Specific Plan Designation/ Zoning	Existing Acreage	Existing Unit Allocation	Proposed Acreage	Proposed Estimated Units	Acreage Change	Unit Change
RD-10	11.8	118	0	0	-11.8	-118
RD-15	12.5	189 - 250	0	0	-12.5	-189 to -250
RD-20	14.5	290 - 363	15.6	312 - 390	1.1	22 - 27
SC	56.5		79.7		23.2	
<b>Total</b>	<b>95.3</b>	<b>597 - 731</b>	<b>95.3</b>	<b>312 - 390</b>	<b>0</b>	<b>-285 to -341</b>

#### COMMERCIAL

The project proposes to amend the General Plan to designate an additional 23.2 acres as Commercial. The project also proposes to amend the LRSP to designate the 23.2 acres (11.8 acres currently designated as RD-10 and 12.5 acres currently designated as RD-15) to Shopping Commercial (SC). These actions would result in a total of 79.7 acres designated for commercial uses on the project site.

While the Laguna Ridge Town Center does not request entitlements for a specific development project, a medical user has expressed interest in the purchase of approximately 30 acres of SC-designated land in the Specific Plan area with the intent of developing up to 364,000 square feet of medical offices. Medical offices are an allowed use under the SC designation. The project site is proposed to accommodate approximately 312 to 390 dwelling units, a decrease of between 285 and 341 dwelling units compared to the existing designations.

#### RESIDENTIAL

As shown in **Tables 3.0-2** and **3.0-3**, the project would designate an additional 1.1 acres for multifamily use. This portion of the project site would be designated High Density Residential (General Plan land use designation) and Multi-Family (Laguna Ridge Specific Plan land use designation) and would be zoned RD-20. The proposed project will result in an overall reduction of residential units that could occur on the site with the elimination of the areas zoned RD-10 and RD-15.

**ROADWAYS/CIRCULATION**

The project circulation patterns would remain as approved for the LRSP. LRSP improvements include the widening of Bruceville Road up to 4 to 6 lanes; the extension of Big Horn Road south of Elk Grove Boulevard with a roadway width of up to 4 to 6 lanes; extension and realignment of Poppy Ridge Road with a roadway width of up to 4 lanes; and the extension of Laguna Springs Road south of Elk Grove Boulevard. The LRSP also includes the designation of a potential highway interchange facility at Poppy Ridge Road and SR-99; however, it should be noted that the City currently has no formal plans for developing an interchange at this location.

The only proposed project change to the existing and future circulation system would be an access roadway to provide access to the portion of the RD-20 project site south of Elk Grove Boulevard. This new roadway would connect Elk Grove Boulevard to Civic Center Drive and intersect with Nassa Circle to the south.

**PUBLIC SERVICE AND UTILITIES**

Public services and utilities to serve the project would remain as identified for the LRSP. The following is a description of these services:

**Fire Protection Services**

The Fire Department of the Cosumnes Community Services District operates Station 74 at 6501 Laguna Park Drive approximately 1.3 miles northwest of the project site as well as Station 71 on 8760 Elk Grove Boulevard approximately 1.5 miles east of the site. The LRSP land use diagram includes the potential establishment of a fire station at the intersection of Old Poppy Ridge Road and Big Horn Road approximately 1.2 miles south of the project site. Ultimate acceptance and design of this facility would be subject to review by and approval of the Fire Department of the Cosumnes Community Services District. In addition to the proposed fire station, the project is required to provide adequate water distribution facilities in order to accommodate adequate fire flows. The LRSP area water study prepared by Wood-Rodgers (January, 2003) concluded that the Zone 40 water system facilities would be capable of providing both domestic and fire flows which meet or exceed flows specified by the ISO and Elk Grove Community Services District Fire Department.

The project has been proposed in an area which is anticipated for development by the City, and a Specific Plan and consequential EIR were completed for the area. The LRSP EIR analyzed the impacts to the fire protection services, and mitigation measures were established to reduce all fire protection services impacts to a less than significant level. Fire protection demand is generally based on a location/response time ratio. The project does not propose development beyond the boundaries of the LRSP and therefore the project would not increase the need for additional fire protection services.

**Law Enforcement**

Until July 2006, the police forces within the City of Elk Grove were operated under contract with the Sacramento County Sheriff's Department. Effective July 1, 2006, the City of Elk Grove completed the establishment of its own independent police force, which has patrolled the city since then. The Police Department is located at 8400 Laguna Palms Way, which is located approximately 1.5 miles northeast of the site.

### **3.0 PROJECT DESCRIPTION**

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Implementation of the proposed project will increase the amount of commercially zoned land and decrease the amount of residentially zoned land. This change will result in 285 to 341 less housing units than anticipated in the LRSP, which would result in less population needing police protection services. Police services are generally based on a population/officer ratio. Because the anticipated population would decrease, the project is not expected to increase the demand for police services over and above those identified in the LRSP EIR.

#### **Schools**

The project site would be served by the Elk Grove Unified School District (EGUSD) for elementary, middle, and senior high school students. The EGUSD service area includes unincorporated areas of Sacramento County, the southernmost areas of the City of Sacramento, and the incorporated City of Elk Grove. Currently, schools do not exist within the proposed project area. The nearest schools are Franklin Elementary School, located at 4011 Hood-Franklin Road, Foulks Ranch Elementary, located at 6211 Laguna Park Road, Elitha Donner Elementary, located at 9461 Soaring Oaks Drive, Toby Johnson Middle School, located at 10099 Franklin High Road, and Franklin High School, located at 6400 Poppy Ridge Road. EGUSD has adopted new residential development fees in accordance with Senate Bill 50 (SB 50). These development fees are subject to yearly increases based upon the update to the School Facilities Needs Analysis. All projects within the EGUSD are also subject to a Mello-Roos special tax. Many potential school-related impacts can be mitigated through the payment of school fees. However, because the proposed Laguna Ridge Town Center project would provide 285 to 341 less housing units and therefore result in less population than those uses identified under the LRSP, impacts to school facilities would not be increased beyond those identified in the LRSP EIR.

#### **Telephone, Electrical and Natural Gas**

Telephone service would be provided by Citizen's Utilities. Electricity would be provided to the project site by the Sacramento Municipal Utility District (SMUD) and natural gas by Pacific Gas and Electric (PG&E). Project development would connect to extensions of the existing service lines, with the ultimate configuration to be approved by the services providers (i.e., SMUD and PG&E). The on-site service lines would be sized to meet the demands of the project, and the applicant would dedicate all public utility easements for underground facilities.

#### **Water Service**

The LRSP area and proposed project will obtain water service from the Sacramento County Water Agency (SCWA). The SCWA would serve as water wholesaler and retailer, providing adequate supplies of treated water for municipal and industrial (M&I) use. The project would be subject to General Plan Policy CO-20 and is expected to be served by a combination of groundwater and surface water sources as well as by reclaimed water for landscape irrigation.

#### **Wastewater Service**

The proposed project would obtain wastewater conveyance and treatment service from the Sacramento County Sanitation District No. 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD). CSD-1 and SRCSD own and operate the Sacramento Regional Wastewater Treatment Plant (SRWTP) and trunk and interceptor sewer systems throughout the City of Elk Grove.

**Storm Drainage**

The City of Elk Grove Water Resources division provides storm water services and protection of waterways within the City limits. Drainage facilities consist of varying sized storm drainage pipelines, drainage channels, a detention basin along Bilby Road, and a 40-foot-wide off-site drainage channel extending from Bilby Road to an existing agricultural drainage channel north of Kammerer Road. Drainage facilities would also utilize planned drainage facilities in the East Franklin Specific Plan area.

**3.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS**

CITY OF ELK GROVE

The project site is under the jurisdiction of the City of Elk Grove. The project is requesting a General Plan Amendment, Laguna Ridge Specific Plan Amendment, and Rezone, as described below:

**General Plan Amendment:** Amend the General Plan Land Use Map to change the designation of 23.2 acres of the project site from High Density Residential to Commercial.

**Laguna Ridge Specific Plan Amendment:** Amend the Laguna Ridge Specific Plan Land Use Diagram to change the designation of 23.2 acres of the project site to Shopping Commercial and 1.1 acres of the project site to Multi-Family (see **Figure 3.0-3**), removing 11.8 acres of Single Family/10 dwelling units per acre (RD-10) land use designation and 12.5 acres of Medium Residential/15.1 -20 dwelling units per acre (RD-15) land use designation.

**Rezone:** Rezone 23.2 acres of the project site as Shopping Commercial and 1.1 acres as RD-20 as shown in **Figure 3.0-3**; this will remove 11.8 acres currently zoned Single Family/10 dwelling units per acre (RD-10) and 12.5 acres currently zoned Medium Residential/15.1-20 dwelling units per acre (RD-15).

**Other Actions:** Other actions that would be required from the City Council, Planning Commission, and/or City staff include, but are not limited to, the following:

- Development plan review
- Design review
- Issuance of grading permits
- Issuance of building permits

OTHER AGENCIES

Other discretionary approvals that may be required by other governmental agencies may include, but are not limited to, the following:

- Water quality permitting (NPDES and water quality certifications) under the Clean Water Act by the Central Valley Regional Water Quality Control Board.
- Approval of infrastructure details for water supply facilities by the Sacramento County Water Agency.
- Approval of infrastructure details for wastewater conveyance facilities by Sacramento County Sanitation District No. 1 (CSD-1).



### **3.0 PROJECT DESCRIPTION**

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#### **REFERENCES**

City of Elk Grove, 2005. *City of Elk Grove General Plan*. Elk Grove, CA. Adopted November 2003; amended January 2005.

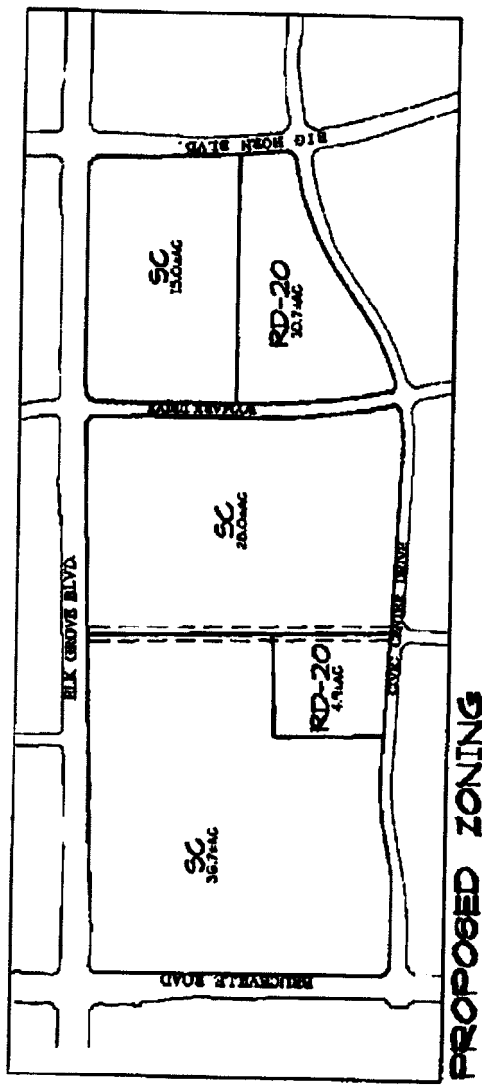
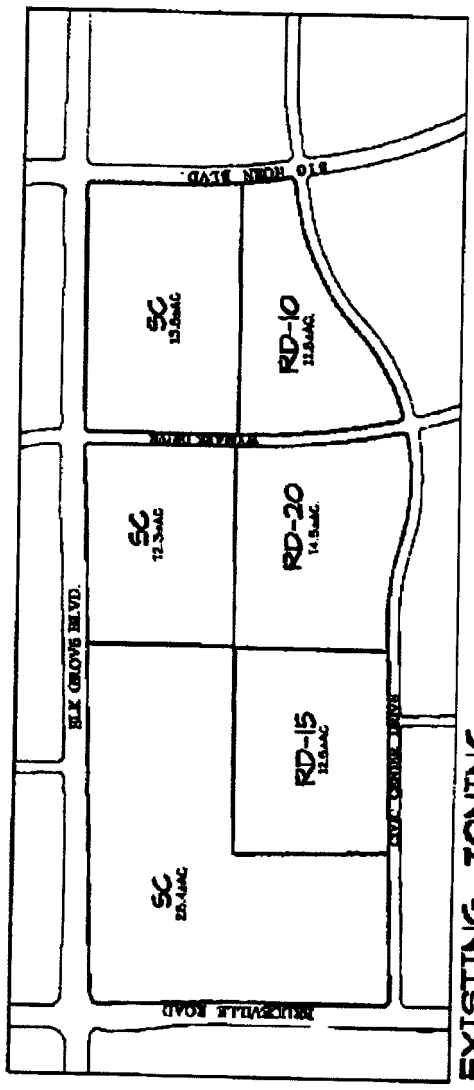
City of Elk Grove, 2003. *City of Elk Grove Zoning Code*. Elk Grove, CA. July 2003.











City of Elk Grove  
Development Services

**FIGURE 3.0-3**  
Existing and Proposed Zoning



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## **4.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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## **4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**



## **4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

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The following is an introduction to the project-specific and cumulative impacts environmental analysis and general assumptions used in the analysis. The reader is referred to the individual technical sections of the Draft EIR regarding specific assumptions and methodology and significance criteria used in the analysis.

### **ANALYSIS ASSUMPTIONS GENERALLY USED TO EVALUATE THE IMPACTS OF THE PROJECT**

#### **BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR**

Section 15125(a) of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation (NOP) is published. The CEQA Guidelines also specify that this description of the physical environmental conditions is to serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting conditions of the project site and the surrounding area are described in detail in the technical sections of Draft EIR (see Sections 4.1 through 4.4). In general, these setting discussions describe the setting conditions of the project site and the surrounding area as they existed when the NOP for the project was released in August 2007. In addition, the Draft EIR also includes updated setting information since release of the NOP, such as the status of large-scale development projects in the region (see **Table 4.0-1**).

#### **GENERAL PLAN CONSISTENCY ANALYSIS**

As required by CEQA Guidelines 15125(d), each technical section of the EIR (Sections 4.1 through 4.4) has been evaluated for consistency with policies contained in the existing Elk Grove General Plan (updated 2005).

#### **APPROACH TO THE PROJECT SPECIFIC ANALYSIS**

##### **Project Construction Effects**

Future growth on the project site would be guided by the land use reconfiguration proposed by the General Plan Amendment, Specific Plan Amendment, and Rezone. The Draft EIR impact analysis of construction-related effects is based on these proposed land use patterns. However, buildout of the project site is only theoretical as the project does not include development plans. **Table 3.0-3** identifies maximum and worst case scenario buildout conditions of the project site under the proposed General Plan Amendment, Specific Plan Amendment, and Rezone, which consists of 312 to 390 residential units and 79.7 acres of commercial designated uses.<sup>1</sup> These maximum buildout assumptions were used in an effort to reflect realistic conditions while providing a worst case scenario.

##### **Project Buildout Assumptions**

For the purposes of the environmental analysis, buildout of the project site has been compared to land uses identified in the adopted Laguna Ridge Specific Plan. No phasing is proposed. Operational impacts of the project are based on project buildout. Maximum and worst case

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<sup>1</sup> Number of housing units for the proposed project is estimated between 312 and 390 units based on residential densities allowed under proposed residential land uses. The specific number of units is not known at this time.

## **4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

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scenario buildout conditions of the project site under the proposed General Plan Amendment, Specific Plan Amendment, and Rezone consist of 312 to 390 residential units and 79.7 acres of commercial designated uses. Project operational impacts, such as traffic, air quality, and noise, are evaluated in the technical sections of the EIR (Sections 4.1 through 4.4).

Sections 4.1 through 4.4 of this Draft EIR contain a detailed description of current setting conditions (including applicable regulatory setting), an evaluation of the direct and indirect environmental effects resulting from the implementation of the proposed project, identification of measures that mitigate the identified significant environmental effects, additional feasible mitigation measures, and identification of whether significant environmental effects of the proposed project would remain after application of proposed mitigation measures. The individual technical sections of the Draft EIR follow the following format.

### **Existing Setting**

This subsection includes a description of the physical setting conditions associated with the technical area of discussion, consistent with State CEQA Guidelines Section 15125. As previously identified above, the existing setting is based on conditions as they existed when the NOP for the project was released.

### **Regulatory Framework**

This subsection consists of the identification of applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

### **Impacts and Mitigation Measures**

The Impacts and Mitigation Measures subsection identifies direct and indirect environmental effects associated with implementation of the proposed project and identifies proposed measures that mitigate the environmental effect (unless that impact results in an unavoidable impact). Concluding statements are included in the impact discussion to verify the level of significance the impact will have after mitigation. Standards of significance are identified and utilized to determine whether identified environmental effects are considered "significant" and require the application of mitigation measures. Each environmental impact analysis is identified numerically (e.g., Impact 4.1.1 – Consistency with Relevant Land Use Planning Documents) and is supported by substantial evidence included in the discussion.

CEQA requires that mitigation to lessen the environmental impact must be feasible. CEQA Guidelines Section 15126.4(a)(1) states "An EIR shall describe feasible measures which could minimize significant adverse impacts..." Feasible is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (CEQA Section 21061.1)

Mitigation measures for the proposed project were developed through a thorough review of the environmental effects of the project by consultants with technical expertise as well as by environmental professionals. Any feasible mitigation measures that could minimize significant adverse impacts are discussed, after which the impact discussion notes whether the impact has been mitigated to a less than significant level or remains significant and unavoidable.

### APPROACH TO THE CUMULATIVE IMPACT ANALYSIS

#### **Definition of Cumulative Setting**

CEQA Guidelines Section 15130(a) requires that EIRs include an analysis of a project's contribution to environmental effects in conjunction with all known and reasonably foreseeable projects. For this project, the cumulative setting conditions considered in this Draft EIR are based on the existing land use plans of the City of Elk Grove (General Plan, Laguna Ridge Specific Plan, Zoning Ordinance), Sacramento County (via the Sacramento County General Plan and Zoning Ordinance), City of Sacramento, and the proposed and approved development projects listed in **Table 4.0-1**. This list of projects is intended to describe development activities in the general vicinity of the project and is not intended to be an all-inclusive list of projects in the region. While this list does not include smaller-scale projects, such as residential development of less than 20 units, it does represent the development in the region which will have the largest cumulative effect on the environment.

The cumulative setting for the Laguna Ridge Town Center project generally encompasses the City of Elk Grove, as identified in the City of Elk Grove General Plan. The cumulative setting varies for each environmental issue area, depending on the resources affected and any relevant boundaries, such as the Sacramento Valley Air Basin for air quality resources. Each technical section of the Draft EIR includes a description of the geographic extent of the cumulative setting for that resource based on the characteristics of the environmental issues under consideration as set forth in Section 15130(b) of the CEQA Guidelines.

In addition to these projects and local land use plans, the cumulative setting conditions consider the proposed City of Elk Grove General Plan (adopted November 2003; amended January 2005).

#### **Consideration of Cumulative Impacts**

Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). The determination of whether the project's impact on cumulative conditions is considerable is based on applicable public agency standards, consultation with public agencies, and/or expert opinion. In addition, as described above, the environmental effects of potential development of the Laguna Ridge Town Center development is considered in the cumulative impact analysis. Section 5.0 (Cumulative Impacts Summary) provides a summary of the cumulative impacts associated with the development of Laguna Ridge Town Center project.

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

**TABLE 4.0-1  
PROPOSED AND APPROVED LARGE-SCALE RESIDENTIAL AND COMMERCIAL PROJECTS IN ELK GROVE**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
<b>Elk Grove Projects</b>						
Montego Falls Affordable Housing Project	Residential	132 units	N/A		west side of Bruceville Road at Terrazzo Drive, North of Whitelock Parkway (APN 132-0720-032)	Approved
Seasons at Laguna Ridge	Residential	222	N/A		northeast corner of Bruceville Road and Bilby Road (APNs 132-0050-028, 029, 034, 035) in LRSP	Approved
Elk Grove Promenade	Commercial	N/A	1.1 million square feet	107	northwest corner of State Route 99 and Grant Line Road in the Lent Ranch Special Planning Area (APN 134-0220-078)	Approved
Emerald Vista Apartments	Residential	112 units	N/A		east side of E. Stockton just north of Elk Grove Boulevard (APN 125-0010-003)	In Process
Vineyard at Madeira	Commercial	N/A	140,000 square feet		7623 Poppy Ridge Road in LRSP	In Process
Reynolds and Brown Plaza III	Commercial/ Retail	N/A	2,400 sf of retail uses; 3,000 sf full service gas station with car wash and mini-mart; 4-story hotel with 93 rooms; 4,500 sf restaurant; 1,200 sf coffee drive-thru	4.014	9603-9641 East Stockton Blvd. between E. Stockton Blvd. and SR 99 on the south side of Elk Grove Boulevard at the former Caltrans maintenance station site (APN: 125-0030-029)	Environmental Review in Process
Sterling Meadows	Mixed Use	799 single-family residential lots on 127.5 + net acres, 174 live/work and/or flex units on 22.2 + net acres, 206 multi-family	N/A	200	southernmost portion of the City of Elk Grove, in southern Sacramento County; the project site is southwest of State Route (SR) 99 and north of Kammerer Road	In Process

#### 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
		residential units 10.3 + net acres				
Southeast Area Specific Plan	Mixed Use	4,752 units	3.1 million sf of commercial/office	1,194	encompasses the City of Elk Grove's Southeast Policy Area; located to the west of Highway 99, east of Big Horn Boulevard and Bruceville Road, south of Bilby Road and Poppy Ridge Road, north of Kammerer Road	On Hold as of Feb 2008
Laguna Ridge Specific Plan	Mixed Use	7,767	265.0 acres of commercial, office, and civic uses	1,900	in the southwestern portion of City; west of Highway 99, south of Elk Grove Boulevard, east of Bruceville Road and the East Franklin Specific Plan area, and north of Bilby Road	SP Adopted in 2004; Some Projects Under Construction
<b>Rancho Cordova Projects</b>						
Westborough	Mixed Use	6,000 units on 1,000 acres	274 acres	1,274	bounded by Nimbus Rd. (east), White Rock Rd. (south)	Preliminary Planning Stages
Capital Village	Mixed Use	821 units on 71.1 acres	32 acres	103.1	Data Drive/International Drive	Under Construction
Villages of Zinfandel	Mixed Use	1,833 units on 527 acres	18 acres	545.0	Zinfandel/International Drive	1,011 units complete/ 822 to be constructed
Rio Del Oro (Elliott Homes)	Mixed Use	11,601 units on 1,931 acres	137 acres	2,068	bounded by Douglas Road., White Rock Road., Sunrise Blvd.	Administrative Review
North Douglas and North Douglas II	Residential	819 units	N/A	162.4	Douglas Road	North Douglas II Pending Approval and North Douglas Not Yet Under Construction
Mather East	Mixed Use	129 units on 11.9 acres	29.1 acres	41	southwest corner of Sunrise Blvd and Douglas Road	Project Approved, Not Yet Under Construction



**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Anatolia I	Mixed Use	916 units on 163.5 acres	14.5 acres	178	bounded by Sunrise Blvd. (west), Douglas Road (north)	Under Construction
Anatolia II	Mixed Use	980 units on 150.7 acres	11.1 acres	161.8	bounded by Sunrise Blvd. (west), Chrysanthy Blvd. (south)	Under Construction
Anatolia III	Residential	798 units	N/A	208	Kiefer Blvd./Jaeger Rd.	Site Prep and Grading
Anatolia IV	Residential	203 units	N/A	25	Chrysanthy Blvd., Jaeger Rd.	Pending Approval
Montelena	Residential	892 units	N/A	158.3	bounded by Douglas Road (north), Jaeger Road (east)	Project Approved, Not Yet Under Construction
Sunridge Lot J	Residential	369	N/A	64.8	bounded by Douglas Road (north), Jaeger Road (west)	Pending Approval
Sunridge Park	Mixed Use	953 units on 203.4 acres	32.3 acres	235.7	Douglas Road, Americanos Blvd.	Awaiting Final Maps
Douglas 103, Douglas 98, Grantline 208 and Arista Del Sol	Mixed Use	2,504 units on 363.7 acres	24 acres	387.7	bounded by Douglas Road (north), Grant Line Road (east), Americanos Road (west)	Project Approved, Not Yet Under Construction
The Preserve	Residential	2,681	N/A	303.5	east of Jaeger Road, south of Douglas Road	EIR Review
Grantline 220, Kamilos Property and Shaliko Investors	Mixed Use SPA	5,459 units on 2,901 acres	306 acres	3,207	bounded by Kiefer Blvd. (south), Chrysanthy Blvd. (north), Grant Line Road (west)	Early Stages of EIR Preparation
Chrysanthy Boulevard Retail	Commercial	N/A	188,757	16.8	SEC Sunrise Blvd and Chrysanthy Blvd.	On Hold – Waiting on Revisions from Applicant

#### 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Creekside Commerce Center	Commercial	N/A	308,709	28	Zinfandel Dr. and N. Mather Blvd.	Approved May 2007, Not Yet Under Construction
The Arboretum-Waegell	Mixed Use	5,000 units	465,000	1349.29	E. of Sunrise, N. Jackson, W. Grant Line, S.	Preliminary Review
<b>City of Sacramento Projects</b>						
701 L Street	Mixed Use Tower	85 rental units	10,500 sf retail uses, 230,000 sf office uses, 570 parking spaces	583,332 sf tower	701 L Street	Application in Progress
Cathedral Square Condominiums	Mixed Use Tower	233 units	7,290 retail sf	25 story tower	1010 11th Street, southwest corner of 11th and J	Pending Design Commission Approval
Sacramento Railyards	Mixed Use	10,000 to 12,101 units	1.4 million sf of retail, 2.3 million sf of professional office, 485,390 sf of historic cultural specialty retail	240	north of Sacramento's central business district and east of the Sacramento River	Approved by City Council 12/11/08
831 L Street Tower	Use Undecided	173 condo units – OR –	6,500 retail sf, 190,200 office sf	either 13 or 15 story tower	831 L Street	EIR in Progress, Public Hearing 1/24/2008 For Comments
712 K Street	Mixed Use Tower	310 rental units	27,450 sf retail uses, 319 parking spaces	554,250 sf tower	712 K Street	Application In Progress
The Metropolitan	Mixed Use	320 condo units or 190 condo units/190 hotel rooms	potential for 190 hotel rooms	0.96	921 10th Street (Northeast corner of 10th & J Streets)	City Council Heard Project on 1/8/08; Sent Back to Planning Commission and Design Commission to

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Bank of the West Tower	Commercial	N/A	467,942 sf office uses, 27,124 sf retail uses	25 story tower	500 Capitol Mall	Under Construction
U.S. Bank Tower	Commercial	N/A	366,000 sf commercial uses, 24,000 sf ground floor retail	25 story tower	621 Capitol Mall	Under Construction
Aura	Mixed Use	282 residential units	ground floor retail	39 story condo tower	601 Capitol Mall	Approved, Construction Not Yet Started
Capitol Grand Tower	Mixed Use	278 residential units	54,634 sf commercial/office, 200 hospitality rooms	1.17 million sf tower	12th and J Street	Traffic Study in Progress
1901 Broadway	2 Mixed Use Buildings	108 units	17,628 sf office uses, 6,000 sf retail uses	-	1901 Broadway	Approved by Planning Commission, Scheduled to be Heard by City Council
1801 3rd Street	Mixed Use	305 condo units	ground floor retail	-	1801 3rd Street	Applicant Making Revisions to Plans, Anticipate Being Heard by Planning Commission in March of 2008
Freeport Marketplace	Mixed Use	N/A	52,200	6.3	southeast corner of Freeport and Maeadowview	Approved 11/20/2007
Curtis Park Village	Mixed Use	211 single-family units, 329 multi-family units	189,000	71.7	northwest corner Sutterville Road near 24th Street	Not Approved, EIR in Progress

## 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Franklin Point	Commercial	N/A	38,000	5.5	southwest corner of Franklin Blvd. and Mack Road	Project Plans Recently Revised – Project in Process
Bruceville American Dream	Residential	64 single-family units	N/A	6.9	west side of Bruceville Road at Damascus	Negative Declaration Still To Be Completed
Oak Park Townhomes and Apartments	Residential	-	N/A	2.075	Broadway/MLK Jr.	On Hold – Project Under Revision
Riza Avenue Project	Residential	46 single-family units, 12 duplexes (24 units) and 42 condo units	N/A	8.16	6001 Riza Avenue	Application In Progress
Delta Shores	Mixed Use	4,600 to 5,900 units	2 mixed use retail centers	800	South of Meadowview	Environmental Review in Progress NOP Released 4/12/2007
Cottages at Laguna	Residential	72 condo units	N/A	3.2	Center Parkway at HermitageWay	Approved By Planning Commission, Scheduled To Be Heard by City Council 2/5/08
College Square Retail Center	Mixed Use	355 multi-family units	4 retail and commercial buildings	2.8	southeast corner of Bruceville and Cosumnes	Phase I Commercial Completed, Multi-Family Units In Process
Parkway at Cosumnes	Residential	123 single-family units	N/A	10.6	8395 Bruceville	On Hold – Awaiting Revisions from Applicant

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Cooperstone Village I	Residential	101 unit affordable housing apartment community	N/A	-	8000 West Stockton Boulevard	Scheduled for Planning Commission 2/14/2008
Cooperstone Village II and III	Residential	252 unit apartment community	N/A	-	7600,7720, and 7640 W. Stockton Boulevard	Scheduled for Planning Commission 2/14/2008
Natomas Landing	Mixed Use	includes condo complex	450,000	69.5	NE corner of Del Paso and El Centro Road	In Progress
Natomas Crossing Retail	Retail	N/A	483,000	82.4	southwest and northwest corners of East Commerce Way and Arena Boulevard	EIR Scoping December of 2007, In Process of Community Outreach
Greenbriar	Mixed Use	2,952 units	288,000	577	southwest corner of Highway 99 and Elkhorn Boulevard	Planning Commission Recommended Denial, City Council Hearing on 1/22/08
Panhandle PUD	Mixed Use	3,075 units	200,000	594.7	northwest corner of Del Paso Road and Sorento Road	Final EIR Released May of 2007
Commerce Station	Mixed Use	Mixed Use Residential/Commercial	3,267,068 square feet of office, mixed-use office, retail, support retail, hospitality, and residential uses	180.5	northeast corner of Del Paso Rd and Interstate 5	EIR In Progress – Making Revisions Based on Comments Received

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Heritage Point	Residential	230 age restricted condo units	N/A	9.62	corner of Rose Arbor & Natomas Blvd.	Approved by Planning Commission 10/11/07
Leisure Vistas	Residential	835 senior units	N/A	35	north end of Sully Drive	Master Parcel Map Scheduled for Hearing January of 2008
<b>Sacramento County Projects</b>						
Florin-Vineyard "Cap" Plan	Mixed Use	current development proposals for 6,794 units	current development proposals for 20.6 acres commercial	total of 3,450 acres in plan, current development proposals for 1,192 acres	between the existing urban area to the west of Elk Grove-Florin Road and comprehensively planned urban area to the east (i.e., North Vineyard Station and Vineyard Springs)	All Florin-Vineyard Gap Community Plan projects are bundled with planning process itself, and a single EIR and infrastructure financing plan in process. Once the EIR/financing plan has been completed (Summer 2008), hearings will be held on planning effort first, then on individual projects.
Glenborough at Easton and Easton Place (part of the larger Easton Project)	Mixed Use	2,800 single-family units (detached and attached units) and approximately 2,000 multi-family units	3.5 million square feet of business uses	1,400	south side of Highway 50 between Hazel Avenue and Prairie City Road in unincorporated County	Traffic Impact Study In Progress

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
The Residences West and East and the Retreat	Residential	282 units	N/A	175	Rancho Murieta in eastern Sacramento County, north of State Highway 16 and the Cosumnes River	Approved by Board of Supervisors 12/12/2007
Carmencita Ranch	Residential	667 units	N/A	105	Vineyard Springs Comprehensive Plan	Subdivision Review Committee Hearing 12/21/2007 – Action Summary Not Yet Available <a href="http://www.planning.saccounty.net/meetings/src/ind ex.html">http://www.planning.saccounty.net/meetings/src/ind ex.html</a>
Golf Club Court Condominiums	High-Density Residential	22	N/A	1.48	7500-7536 Golf Club Court	Pending
8330 Elk Grove-Florin Road	RD-10	97 single-family units	N/A	10	west side of Elk Grove-Florin Road, 600 ± feet north of Calvine Road, in the Vineyard community	On Hold (Applicant Making Changes to Project as of 9/5/07)
Vineyard Creek	Residential, Open Space	390 total lots: 377 residential lots, 1 park site lot, 3 open space lots, 1 detention facility lot, 2 future residential lots, 1 multi-family lot, and 6 landscape corridor lots	N/A	104.8	south side of Florin Road, 1,300 ± feet east of Hedge Avenue, in the Vineyard community	
Silveira Property	RD-5	72 single-family lots	N/A	14.3	7775 Carmencita Avenue	

#### 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Central Watt Avenue Wal-Mart Supercenter	Commercial	N/A	146,732	11.16	4675 Watt Avenue, North Highlands	Environmental Review in Progress – NOP for EIR Released on 6/6/2007
Corsair Park	Residential	112-unit senior apartment community	N/A	4.26	east side of Watt Avenue, approximately 700 feet north of Elkhorn Boulevard, in the North Highlands community	Hearing Scheduled PPC 1/14/08
Norden Terrace Apartments	High-Density Residential	228 multi-family units	N/A	9.87	east side of Watt Avenue, north of Elkhorn Boulevard, in the North Highlands community	Hearing Scheduled PPC 1/14/08
Nimbus Village (Nimbus Winery)	Retail/Office	N/A	2 one-story retail buildings totaling 14,753 ± square feet at the existing Nimbus Winery site and the potential of 1 additional retail building totaling 7,540 ± square feet	10.0	northeast corner of Hazel Avenue and Folsom Boulevard, in the Cordova community	Rezone Approved; Other Entitlements Anticipated to Go To Planning Commission Early 2008
Westborough Station	Mixed Use Office/Condo	980 multi-family units	75,288	12.42	2300 Mine Shaft Lane, on the south side of Folsom Boulevard and Southern Pacific Railroad, approximately 6,700± feet east of Mercantile Drive, in the Cordova community	On Hold Since Mid-2007 Pending Studies Needed for Environmental Review
Aspen IV	Mixed Use	94.1 acres low density residential	15.2 acres commercial	109.3	4780 Bradshaw Road	Environmental Review in Progress



**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
The Landing (fka Sacramento Promenade and Bradshaw Landing)	Commercial	N/A	439,706 (20-screen 3,800 ± seat multiplex theatre, restaurant, retail and office complex)	37.5	northwest quadrant of the Bradshaw Road and Highway 50 interchange, in the Rancho Cordova community	Planning Commission Recommended Approval; Dropped from the Board of Supervisor's Agenda 10/10/2007
Aston-Woodside	Residential	237	N/A	44.8	7315 Bradshaw Road, on the east side of Bradshaw Road, approximately 600 feet south of Florin Road, in the North Vineyard Station Specific Plan	Approved by Board of Supervisors 7/18/2007
Morvai South	Residential	109	N/A	21.3	North Vineyard Station SP	Approved by Board of Supervisors 1/31/2007
Parkside	Residential	183	N/A	61	North Vineyard Station SP	Environmental Review in Progress
<b>City of Galt</b>						
Marengo Ranch Shopping Center	Commercial	N/A	131,310 sf w/retail, movie theater, and restaurants	15.5	northwest corner of Walnut Avenue and Carillion	Application Submitted, Project Under Review
Chancellor Estates	Residential	297 single-family units	N/A	98.82	Carillion Boulevard	64 Units Under Construction, Remaining Units Construction Completed
Fairway Oaks	Residential	123 single-family units	N/A	42.9	southeast of SR99 in the southeast portion of the City	Application Submitted, Project Under Review

## 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Galt Village Shopping Center	Commercial	N/A	125,000	17.2	in northern Galt, south side of Twin Cities Rd, east of Hwy 99	Project Under Construction
Schmidt Family Farm	Residential	124 single-family units	N/A	40	Elm Road	Construction Completed
Carillion Corners Retail Center	Commercial	N/A	77,594 sf retail center	9.6	in northern Galt, southwest corner of Twin Cities Rd and Carillion, east of Hwy 99	Application Submitted and Under Review
Boessow South	Residential	128 single-family units	N/A	48	Boessow Road and Marengo Road	Project Under Construction
Wal-Mart SE Corner of Fermoy and Twin Cities	Commercial	N/A	132,295 sf of retail and 24,999 sf of grocery	11.26	in northern Galt, south side of Twin Cities Rd, east of Hwy 99	Project Submitted and Under Review
Simmerhorn Commercial Development	Commercial	N/A	421,516 sf of retail and 27,200 sf of restaurant	47	east of Hwy 99 in southern Galt	Project Submitted and Under Review
Parlin Oaks PUD	Residential	223 townhomes	N/A	16	northwest corner of Walnut Avenue and Carillion	Project Has Approved Tentative Map
River Oaks Unit 3	Residential	274 units	N/A	77.1	Marengo Road	Project Under Construction
<b>City of Lodi</b>						
Reynolds Ranch	Mixed Use	1,084 units	550,000 sf of office and commercial	220	southeast section of the City's Planning Area, south of the City's southern boundary (along Harney Lane) and west of State Route 99	Construction of Phase I in Progress
Lodi Shopping Center (Wal-Mart)	Commercial/Retail	N/A	339,996	40	southwest corner of West Kettleman Lane and Lower Sacramento Road	Scheduled to Be Heard at Planning Commission on 1/23/2008

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
Westside Project	Residential with one school site	740 units	N/A	151.74	west of Lower Sacramento Road	Approved/Annexed; Construction Not Yet Started
Southwest Gateway	Residential with one school site	1,350 units	N/A	257.76	bounded by West Kettleman Lane (north), Lower Sacramento Road (east), and Harney Lane (south) <sup>1</sup>	Approved/Annexed; Construction Not Yet Started
<b>City of West Sacramento</b>						
Riverpoint Marketplace	Commercial	N/A	IKEA 265,000 sf (completed 2006) Walmart Super Center 230,000 sf Home Depot 107,000 sf	94	southeast of the Interstate 80 (I-80)/Reed Avenue interchange	Grading Begun in January 2008 for Pad Buildings West of IKEA Court; Design Commenced for Pad Buildings in Phase II, (Final Phase)
Westbridge Plaza (includes Lowe's)	Commercial	N/A	200,400	16.8	2250 Lake Washington Blvd	Under Construction (Lowe's Opening January 2008)
Southport Town Center/ Nugget Market	Commercial	N/A	290,000	30	corner of Jefferson Boulevard and Lake Washington Street	Complete
Bridgeway Lakes and Bridgeway Lakes 2	Residential	1,097 single family units	N/A	342		Bridgeway Lakes 1 (610 units) Completed in 2007; Bridgeway Lakes 2 Under Construction
Southport Framework Plan (includes proposed Yarbrough, River Park, and University Park/Vina Del Lago projects	Mixed Use	16,000 units (with another 7,500 uses proposed by applications listed on left)	1,720,000 sf of commercial, 2,144,000 sf of office/business park uses, 7,660,000 sf of industrial uses,	7,120	bounded by the Deep Water Ship Channel on the north and west and the Sacramento River on the east and the city limits on the south	Plan Approved in May of 1995 and Under Construction; Additional Projects

## 4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
			and 915 acres of parks and open space			Proposed and In Process, Anticipating Hearing In Early 2008
Newport Estates	Mixed Use	866 single family units	17 acres mixed use	270	In Southport area	Under Construction, 373 Permits Issued as of January 2008
Riveredge	Mixed Use	791 residential units	retail space totaling 84,480 sf, and office space of 30,000 sf		approximately 300 feet south of the Tower Bridge, runs south approximately 1,200 linear feet along the Sacramento River	Proposed
Fulcrum Project	Mixed Use	2,300 units	2 million sf of office, and 217,000 sf of ancillary retail	50	bordered on the north by the US 50 off-ramp and South Pier Road, on the east by the Sacramento River, on the southwest by US 50 and on the southeast by the existing Cemex (formerly RMC) cement terminal	EIR in Process
The Rivers	Residential with school site	1,139 single and multi-family units	N/A	250	just across the Sacramento River from downtown	Under Construction
Riverview Condominiums	Mixed Use	1,197 condominiums	12,500 sf of ground floor commercial	24-story buildings on top of a five-level parking garage	the Robinson Trucking and City property on Delta Lane	Proposed
Raley's Landing	Mixed Use	700-950 units	845,000 gross sf of office space; 86,000 sf of commercial/retail uses; and possibly 100 to 300 hotel		bordered by G Street to the north, 3rd Street to the east, West Capitol Avenue to the south, and 5th Street to the west	Under Construction

**4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

Name of Project	Use	Total Number of Dwelling Units	Total Commercial Square Footage	Total Acreage	Location	Status
			rooms with a 7,000 to 15,000 sf conference center; with 4,268 to 4,852 on-site parking spaces			

## **4.1 LAND USE**



This section of the EIR describes the existing land uses on the project site, characterizes surrounding uses, summarizes current planning activities in the project area, and discusses the project in the context of the City of Elk Grove General Plan, Laguna Ridge Specific Plan (LRSP), Elk Grove Zoning Code, and other relevant planning documents. The analysis focuses on land use compatibility, General Plan and LRSP consistency, and impacts associated with the operation of the project.

### 4.1.1 EXISTING CONDITIONS

#### PROJECT AREA

The proposed Laguna Ridge Town Center Project is located in the central portion of the City of Elk Grove, in southern Sacramento County. The City of Elk Grove is approximately 14 miles southeast of downtown Sacramento and approximately 12 miles north of the Sacramento-San Joaquin County boundary. The project site is on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road (**Figure 3.0-1, Project Description**).

The project site consists of two parcels (Assessors Parcel Number 132-0270-019 and 132-0270-078) that encompass approximately 95.3± acres. The site is semi-rectangular in shape, approximately 3,500 feet along Elk Grove Boulevard and 1,500 feet along Bruceville Road. The site is predominantly flat, with an elevation of 33± feet above mean sea level, and slopes slightly toward the west.

#### SURROUNDING LAND USES

The land uses surrounding the project area consist primarily of urbanized development. Bruceville Road runs in an approximate north-south direction along the western border to the project site with residential development beyond. The Elk Grove Commons commercial development is also located on the west side of Bruceville Road. To the north of the site lies Elk Grove Boulevard with residential development beyond. To the south is the Del Webb residential development which is currently under construction. The land to the east is currently vacant and is the location of the future Civic Center. Lands to the south and east of the project are located within the Laguna Ridge Specific Plan. **Figure 4.1-1** and **Figure 4.1-2** identify surrounding uses and show an aerial depiction of the project site, respectively.

### 4.1.2 REGULATORY FRAMEWORK

#### CITY OF ELK GROVE GENERAL PLAN

##### General Plan Land Use Designations

The project site is currently designated with a combination of High Density Residential (15.1-30 dwelling units per acre) and Commercial. **Table 4.1-1** provides a summary of the existing acreage by General Plan land use designations.



## 4.1 LAND USE

**TABLE 4.1-1  
EXISTING ACREAGE OF THE ELK GROVE GENERAL PLAN FOR THE PROJECT AREA**

General Plan Designation	Existing Acreage	Existing Unit Allocation
High Density Residential (15.1- 30 dwelling units/acre)	38.8	586 to 1,164
Commercial	56.5	
<b>Total</b>	<b>95.3</b>	<b>586 to 1,164</b>

Land to the west of the project is designated Commercial/ Office/Multi-Family by the Elk Grove General Plan; the Elk Grove Commons commercial development is located directly to the west of the project site across Bruceville Road within this land use designation. The Commercial/Office/Multi-Family designation is characterized by office, professional, and retail uses in any mix and also allows for high density residential development. Lands to the north and south of the project site have been designated as Low Density Residential by the General Plan. The Low Density Residential land use designation allows for 4.1 through 7.0 dwelling units per acre. Lot sizes under this designation generally vary from 6,000 square feet to 10,000 square feet. To the east of the site are lands designated Commercial as well as Medium Density Residential. Commercial designated lands are characterized by office, professional, and retail uses in any mix. Residential uses are not permitted on lands designated Commercial. The Medium Density Residential designation allows for small lot single-family development or condo/ townhome- type development.

### General Plan Policies

The City of Elk Grove General Plan serves as the overall guiding policy document for the City. The General Plan contains goals, policies, and objectives to which the project must adhere, as must all projects. The function of the General Plan is to provide guidance to the development and management of land within the Plan Area.

The City of Elk Grove General Plan land use policies related to the proposed project are identified below. Other General Plan policies related to the project but not associated with land use issues are discussed in the relevant EIR environmental analysis sections. While the proposed project is requesting a General Plan Amendment to change land use designations, changes to land use designation does not remove the responsibility of the project to be consistent with General Plan policies. **Table 4.1-2** summarizes the project's consistency with the applicable General Plan land use policies. While this EIR analyzes the project's consistency with the General Plan pursuant to CEQA Section 15125(d), it is the Elk Grove City Council that will determine the project's consistency with the General Plan.

**TABLE 4.1-2  
PROJECT CONSISTENCY WITH GENERAL PLAN LAND USE POLICIES**

General Plan Policies	Consistency with General Plan	Analysis
Policy LU-4: All land use approvals, including but not limited to:	Yes	The proposed project includes a General Plan Amendment, Specific Plan Amendment and Rezone to enlarge the area designated for commercial uses

General Plan Policies	Consistency with General Plan	Analysis
<ul style="list-style-type: none"> <li>• Zoning,</li> <li>• Planning Documents (such as Specific Plan and Special Planning Areas),</li> <li>• Tentative Maps,</li> <li>• Conditional Use Permits,</li> <li>• Etc.</li> </ul> <p>Shall be required to conform with the General Plan.</p>		<p>on the project site. The land uses would be reconfigured, and sites that are currently zoned High Density Residential/20 dwelling units per acre (RD-20), Medium Density Residential/15.1 dwelling units per acre (RD-15), and Medium Density Residential/10 dwelling units per acre (RD-10) would be rezoned to a mix of RD-20 and shopping center (SC). While the proposed project would reconfigure land uses on the project site, the land uses are similar to the existing range of commercial and residential uses currently designated on the site. The project's compliance with relevant General Plan policies is discussed in this table, as well as in the other environmental analysis sections of this document. The proposed project is generally consistent with the policies and goals of the General Plan.</p>
<p>Policy LU-6: Multi-family housing development in excess of 15 dwelling units per gross acre should be located according to the following general criteria. Flexibility may be applied on a case-by-case basis for sites that vary from these guidelines.</p> <ul style="list-style-type: none"> <li>• Multi-family housing sites should generally be no smaller than eight (8) acres and no larger than fifteen (15) acres. The minimum size is intended to ensure on-site management; the maximum size is intended to reduce the potential for public safety problems.</li> <li>• Individual sites should be located at least one-third (1/3) mile apart. This is intended to reduce the potential for over-concentration of multi-family uses in any part of Elk Grove.</li> <li>• Multi-family housing sites should be located close to commercial areas, major roadways, and public transit to encourage pedestrian rather than vehicle traffic.</li> <li>• Senior/assisted living housing projects may be appropriate at sizes and spacing below typical thresholds, due to the reduced traffic and other impacts generally associated with these uses.</li> </ul>	<p>Yes</p>	<p>The proposed project would designate 15.6 acres for High Density Residential development under the General Plan and Laguna Ridge Specific Plan. The remaining 79.7 acres of the project site would be designated for commercial use and would place commercial uses proximate to the high density residential uses.</p> <p>There are vacant lands 0.34 mile east of the project site with the General Plan designation of High Density Residential, which allows multi-family housing. These lands are just beyond 1/3 of a mile from proposed multi-family uses of the project.</p> <p>The proposed project is bound by Elk Grove Boulevard, Bruceville Road, and Big Horn Boulevard, all major roadways. Transit stops are located on the corner of Elk Grove Boulevard Bighorn Boulevard, the corner of Elk Grove Boulevard and Bruceville Road, and Bruceville Road across from the southwest corner of the project.</p> <p>Consistent with the intent of the General Plan, the high density residential uses are proximate to roadways, transit services, and commercial uses and would encourage pedestrian use.</p> <p>It is noted that Policy LU-6 provides guidelines rather than requirements for siting multi-family housing. City staff will review future development proposals for the areas designated High Density Residential on a case-by-case basis and make recommendations to the appropriate decision-making authority accordingly.</p>
<p>Policy LU-10: The City should seek to designate sufficient land in all employment-generating categories</p>	<p>Yes</p>	<p>The proposed project would reconfigure existing land uses and sites that are currently zoned High Density Residential and Medium Density</p>

## 4.1 LAND USE

General Plan Policies	Consistency with General Plan	Analysis
to provide a minimum 1:1 correspondence between Elk Grove's working population and jobs in categories matching their employment level.		Residential to a mix of High Density Residential and Shopping Center. As a result, the proposed General Plan Amendment, Specific Plan Amendment, and Rezone would provide an additional 23.3 acres for commercial uses and an additional 1.1 acres for high density residential uses. The additional 23.3 acres of commercial uses would be considered an employment-generating land use. This increase in commercial lands is anticipated to increase potential jobs in Elk Grove and improve the jobs-housing balance.
Policy LU 11: The City shall support the development of neighborhood-serving commercial uses adjacent to residential areas which provide quality, convenient and community-serving retail choices in a manner that does not impact neighborhood character.	Yes	The project proposes 23.2+ net acres of commercial uses on the project site for a total of 79.7 acres of SC, which would nearly surround the multi-family portions of the site providing a close proximity and easy access between the two uses. A medical facility is anticipated on approximately 30 acres, so development of the project site would provide a range of job types associated with commercial uses.
Policy LU-35: The City of Elk Grove shall require that new development—including commercial, office, industrial, and residential development is of high quality and reflects the City's desire to create a high quality, attractive, functional, and efficient built environment.	Yes	All subsequent development projects (i.e., subdivision maps, improvement plans, etc.) associated with the proposed project would be required to be consistent with the City's Design Guidelines for single- or multi-family residential development, as applicable. The Design Guidelines would ensure physical, visual, and functional compatibility between uses and would encourage high-quality development in keeping with the desired character of the City.  Development standards contained within the City of Elk Grove Zoning Code are intended to enforce minimum requirements and expectations for high quality commercial development. The Designated Approving Authority will review future development applications against these standards to determine compliance City regulations.
Policy LU-28: Land uses in the Laguna Ridge Policy Area shall conform with the general layout of land uses shown in Figure LU-5.	Yes	The project site includes a mix of commercial and residential uses that is similar to the general layout of land uses as shown on the Laguna Ridge Policy Area land use diagram.
Policy LU-29: At least four percent (4%) of the total land area within the Laguna Ridge Policy Area shall be designated for high-density residential development.	Yes	The proposed project would result in an increase in the amount of land within the LRSP designated for high density residential development/

## LAGUNA RIDGE SPECIFIC PLAN

**Laguna Ridge Specific Plan Land Use Designations**

The Laguna Ridge Specific Plan, approved June 2004, provided specific land use development standards and patterns, master planning of infrastructure facilities, and established a financing plan or program for plan area infrastructure needs.

The Laguna Ridge Specific Plan involves the development of residential, commercial, park, public school, and mixed-use land uses within an approximately 1,900-acre site. **Figure 3.0-2** illustrates the current layout of the Laguna Ridge Specific Plan land use diagram. **Table 4.1-3** specifies the acreage for each of the land uses within the LRSP.

**TABLE 4.1-3**  
**CURRENT LAGUNA RIDGE SPECIFIC PLAN LAND USE SUMMARY**

Symbol SP/Zone Designation	Land Use	Density Calculation	Approximate Acres	Estimated Units
RD-4	Single-Family (moveup)	4.0 du/ac	151.2	605
RD-5	Single-Family (conventional)	5.0 du/ac	694.7	3,473
RD-6	Single-Family (age restricted)	6.0 du/acre	106.8	641
RD-7	Single-Family (conventional/non-conventional)	7.0 du/acre	79.0	553
RD-8	Single-Family (conventional/non-conventional)	8.0 du/acre	14.7	117
RD-10	Single-Family (auto-court, cluster)	10.0 du/acre	49.8	498
RD-15	Medium Residential (auto-court, attached)	15.1 du/acre	51.0	770
RD-20	Multi-Family Residential	20.0 du/acre	55.5	1,110
AC	Auto Commercial	—	69.8	—
BP	Office Park	—	52.9	—
SC	Shopping Commercial	—	125.7	—
CIVIC CTR	Proposed Civic Center	—	18.6	—
FS	Fire Station	—	1.2	—
ES, HS/MS	Schools (elementary, high/middle)	—	106.0	—

## 4.1 LAND USE

Symbol SP/Zone Designation	Land Use	Density Calculation	Approximate Acres	Estimated Units
LP,NP,CP	Parks (local, neighborhood, community)	—	164.9	—
PKY, OS	Parkways or Open Space	—	69.3	—
WTF	Water Treatment Facility	—	16.2	—
—	Major Roads	—	74.9	—
<b>Total</b>			<b>1,900.2</b>	<b>7,767</b>

Note: (1) Approximate acres for each land use does not include right-of-way for thoroughfare or arterial roadways (bc-bc) but does include adjacent landscape corridors, internal local streets as well as open spaces, and park land provided in addition to that designated on the Land Use Plan. Multi-family sites, schools, and parks are net acres. Acres and yields are subject to slight changes based on more accurate base mapping, final alignments of roadways, etc.

Source: Laguna Ridge Specific Plan, June 16, 2004

The general descriptions of each of the land use categories for Laguna Ridge Specific Plan Area are provided in Section 3.0, Project Description, of this Draft EIR. The project site is currently designated a mix of Shopping Commercial, Single-Family (RD-10), Medium Residential (RD-15), and Multi-Family (RD-20). Lands to the south of the project site have a Laguna Ridge Specific Plan designation of Single-Family (RD-5), and lands to east of the project site are designated Civic Center. The areas north and west of the project site are not within the LRSP.

### Laguna Ridge Specific Plan Policies

The Laguna Ridge Specific Plan serves to implement the City's General Plan policies and establishes clear direction for the development of the entire Specific Plan Area. The Specific Plan is both a policy and a regulatory document. It provides definition of policy direction, establishes zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Specific Plan Area.

The purpose of the Laguna Ridge Specific Plan is to create a comprehensively planned community that provides an appropriate balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support development. The Specific Plan process provides a planning mechanism by which all of the issues are explored and policies and standards can be created to guide the build-out of the Specific Plan Area.

**Table 4.1-4** summarizes the project's consistency with the applicable Specific Plan land use standards. While this EIR analyzes the project's consistency with the Specific Plan pursuant to CEQA Section 15125(d), it is the Elk Grove City Council that will determine the project's consistency with the Specific Plan.

**TABLE 4.1-4  
PROJECT CONSISTENCY WITH LAGUNA RIDGE SPECIFIC PLAN LAND USE STANDARDS**

Specific Plan Standards	Consistency with Specific Plan	Analysis
<p>Standards – Residential (Subdivision Design):</p> <p>6. The re-arrangement of land uses as shown on the Land Use Plan for a particular property is permitted to provide a more varied mix of densities and/or lot sizes, provided the overall density is maintained, subject to approval by the Design Review process.</p>	<p align="center">Yes</p>	<p>The proposed project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. It is noted that Policy 6 applies to residential subdivisions; the proposed project does not include a subdivision map. However, the project proposed to revise the residential land use designations on the project site to remove the RD-10 and RD-15 designations and increase the area designated RD-20. This proposed revision would not substantially change the allowed densities within the LRSP. As approved, the LRSP averaged approximately 6.46 dwelling units per acre within the residential land use designations. The proposed project would result in an average of 6.34 dwelling units per acre.</p>

### Zoning Ordinance

The Zoning Ordinance of the City of Elk Grove has been established to promote and protect the public health, safety, and general welfare. Among the various objectives of the Zoning Ordinance is the promotion of development at appropriate densities in order to conserve and enhance the City's physical scale and character as defined in the General Plan. The City of Elk Grove Zoning Ordinance includes land use, development densities and development standards.

The Laguna Ridge Specific Plan complies with the Elk Grove General Plan Land Use Element. The Laguna Ridge Specific Plan also provides land use regulations, development standards, and design guidelines, supplementing the provisions of the City's Zoning Ordinance.

### Project Site Zoning Designation

The project site is currently zoned with a combination of Multi-Family/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), Single-Family/10 dwelling units per acre (RD-10), and Shopping Commercial (SC). **Table 4.1-5** provides a summary of the existing acreage by land use and zoning designations.

## 4.1 LAND USE

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**TABLE 4.1-5  
EXISTING ACREAGE OF THE LAGUNA RIDGE TOWN CENTER**

<b>Specific Plan Designation/ Zoning</b>	<b>Existing Acreage</b>	<b>Existing Unit Allocation</b>
RD-10	11.8	118
RD-15	12.5	189 - 250
RD-20	14.5	290 - 363
SC	56.5	
Total	95.3	597 - 731

### Residential Zones

- RD-10 - Residential Land Use Zone – 10 units per acre maximum.
- RD-15 - Residential Land Use Zone – 15.1-20 units per acre maximum.
- RD-20 - Residential Land Use Zone – 20-25 units per acre maximum.

### Commercial Zone

- SC – Shopping Commercial – medium to high intensity shopping centers adjacent to other commercial uses or higher-density residential development.

The City's Design Guidelines for multi-family development regulates the building mass and scale of all proposed multi-family buildings and includes other site layout requirements that would apply to future development of the site. Zoning Code development standards for multi-family residential projects address building setbacks, height, parking, landscape, and lighting. The Zoning Code lists special setbacks along property boundaries shared with single-family residential property and includes additional restrictions for building massing and height along such boundaries. Proposed multi-family development shall be compatible with surrounding neighborhoods and property in terms of building setbacks, massing, height, unit orientation for privacy, and connectivity or screening as appropriate.

All commercial projects within the Laguna Ridge Specific Plan are subject to the City's Design Review process and the City-wide Design Guidelines. Design standards ensure the development of cohesive, well-coordinated architecture and encourage pedestrian-oriented design.

### **4.1.3 IMPACTS AND MITIGATION MEASURES**

#### STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance:

- Physically divide an established community;
- 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;

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

### Methodology

Evaluation of potential land use impacts of the proposed project was based on review of relevant planning documents, including the City of Elk Grove General Plan, the Laguna Ridge Specific Plan, and the City of Elk Grove Zoning Code, and field review of the project and surrounding area.

Potential land use conflicts or incompatibility (specifically during construction activities) are usually the result of other environmental effects, such as the generation of noise or air quality issues resulting from grading activities. Operational land use impacts of the project are evaluated in this section, and the reader is also referred to Sections 4.2 through 4.4 for detailed analysis of other environmental impacts, including noise, traffic, and air quality that would result from project construction and operation.

The Notice of Preparation (NOP) determined that the project would not physically divide an established community and would not conflict with any applicable habitat conservation plan or natural community conservation plan, so those issues are not further addressed in this EIR.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Consistency with Relevant Land Use Planning Documents

**Impact 4.1.1** Implementation of the proposed Laguna Ridge Town Center project would potentially conflict with existing land use plans. This is considered a **less than significant** impact.

The Laguna Ridge Town Center project site is located within the City of Elk Grove and the Laguna Ridge Specific Plan and is analyzed relative to the applicable policy maps and land use policies.

A discussion of the potential for the project to conflict with surrounding land uses and applicable General Plan policies is provided below. The project is examined for consistency with and compatibility with surrounding land uses. Land Use Policy LU-6 contains siting guidelines for multi-family residential projects. Policies associated with air quality, noise, and transportation and circulation that do not relate to land use are discussed in the respective sections of this DEIR. **Table 4.1-6** identifies the existing and proposed General Plan designations for the project site. **Table 4.1-7** identifies the existing and proposed Laguna Ridge Specific Plan land use and zoning designations.



## 4.1 LAND USE

**TABLE 4.1-6  
EXISTING AND PROPOSED ACREAGE OF THE ELK GROVE GENERAL PLAN FOR THE PROJECT AREA**

General Plan Designation	Existing Acreage	Existing Unit Allocation	Proposed Acreage	Proposed Estimated Units	Acreage Change
High Density Residential (15.1- 30 dwelling units/acre)	38.8	586 to 1,164	15.6	236 to 468	-23.2
Commercial	56.5		79.7		23.2
<b>Total</b>	<b>95.3</b>	<b>586 to 1,164</b>	<b>95.3</b>	<b>236 to 468</b>	<b>0</b>

**TABLE 4.1-7  
EXISTING AND PROPOSED ACREAGE OF THE LAGUNA RIDGE TOWN CENTER**

Specific Plan Designation/ Zoning	Existing Acreage	Existing Unit Allocation	Proposed Acreage	Proposed Estimated Units	Acreage Change	Unit Change
RD-10	11.8	118	0	0	-11.8	-118
RD-15	12.5	189 - 250	0	0	-12.5	-189 to -250
RD-20	14.5	290 - 363	15.6	312 - 390	1.1	22 - 27
SC	56.5		79.7		23.2	
Total	95.3	597 - 731	95.3	312 - 390	0	-285 to -341

The proposed project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. The land uses would be reconfigured. Project land designated by the Elk Grove General Plan and Laguna Ridge Specific Plan as Commercial would increase from 56.5 acres to 79.7 acres, and project site land designated as High Density Residential would decrease from 38.8 acres to 15.6 acres. Sites that are currently zoned RD-20, RD-15, and RD-10 would be rezoned to a mix of RD-20 and SC (**Figure 3.0-3**).

Current General Plan and Specific Plan designations allow for 56.5 acres of Commercial/Shopping Center uses, and the proposed amendments would allow for 79.7 acres. This is an increase of 23.2 acres of commercial lands. These amendments would result in a loss of 23.2 acres of residential lands and a loss of approximately 285 to 341 potential residential units. This action would decrease the designated density of the area by allowing for less residential development than established in the existing General Plan. Current General Plan designations allow between 586 and 1,164 residential dwelling units to be placed on the project area. Current Specific Plan and zoning designations allow for 597 to 731 dwelling units on the project site; this range is within that allowed by the General Plan. The proposed amendments and rezone would allow for 312 to 390 residential units on the project site and would maintain internal consistency between the General Plan, LRSP, and zoning designations.

This increase in commercial density and decrease in allowed residential units may change the character of the region not originally intended in the General Plan. However, the proposed project is considered to be consistent with the overall intent of the City of Elk Grove General Plan and Laguna Ridge Specific Plan, which is to provide a mix of land uses that serve the community

by creating job opportunities, improving the City housing balance and community connectivity, and contributing to enhanced commercial selection. The proposed General Plan Amendment, Specific Plan Amendment, and Rezone would allow uses on the project site similar to those originally envisioned, yet with a decrease of residential uses and increase of commercial uses. As the project is just a reconfiguration of existing land use designations, the project would not conflict with the intent of the General Plan or Laguna Ridge Specific Plan. Environmental effects of changing the proposed land use reconfiguration, such as increases in traffic and related air quality and noise effects, are discussed in the appropriate sections of this EIR. Therefore, implementation of the proposed project would result in a **less than significant** impact.

### Mitigation Measures

None required.

### **Land Use Conflicts**

**Impact 4.1.2** Implementation of the proposed project could create conflicts with existing land uses and proposed land uses of the surrounding areas. This is considered a **less than significant** impact.

Development in the Laguna Ridge Specific Plan Area is to be guided by the Laguna Ridge Specific Plan, which includes land use designations, development standards, design guidelines, infrastructure plans, and financing plans. The EIR prepared for the Laguna Ridge Specific Plan (SCH #2000082139) determined that the land uses proposed by the Specific Plan were consistent with the urban level of development and are compatible with low and medium density residential, commercial and office, and limited commercial uses surrounding the Specific Plan Area. It was also determined that the Specific Plan is consistent with the City General Plan policies and City standards and that the Specific Plan constituted a less than significant impact regarding land use conflicts.

Implementation of the proposed project would change the land use designations and zoning for the project site. Project land designated by the Elk Grove General Plan and Laguna Ridge Specific Plan as Commercial would increase from 56.5 acres to 79.7 acres, and project site land designated as High Density Residential would decrease from 38.8 acres to 15.6 acres. Sites that are currently zoned RD-20, RD-15, and RD-10 would be re-designated and rezoned to a mix of RD-20 and SC (**Figure 3.0-3**). If approved, the project would include commercial land uses adjacent to single-family and multi-family residential uses.

Land uses surrounding the project site include Bruceville Road, which runs in an approximate north-south direction along the western border to the project site with residential development beyond. The Elk Grove Commons commercial development is also located on the west side of Bruceville Road. These lands directly to the west of the project include a General Plan designation of Commercial/Office/Multi-Family. This designation is generally characterized by office and professional land uses yet may include ancillary retail sales. High density residential development may also be included. To the north of the site lies Elk Grove Boulevard with residential development beyond. This land has been designated as Low Density Residential by the Elk Grove General Plan.

To the south of the project area is the future Del Web residential development and to the east is the location of the future Civic Center, all within the Laguna Ridge Specific Plan. **Figure 4.1-1** and **Figure 4.1-2** identify surrounding uses and show an aerial depiction of the project site, respectively. The site of the future Del Webb development has a General Plan designation of

## 4.1 LAND USE

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Low Density Residential. The Specific Plan designated this land as Single-Family Residential divided between five dwelling units per acre minimums and seven dwelling units per acre minimums. The location of the future Civic Center to the east of the project has been designated as Commercial by the General Plan and Civic Center by the Specific Plan.

In summation, land uses within the project area, as well as adjacent uses, include residential, commercial, and the future Civic Center. The project's compatibility with internal parcel uses as well as surrounding uses is largely based on the interaction of the proposed use and the extent to which adjacent land uses would be affected by this interaction. The primary areas of concern associated with this project would be an increase in commercial/residential interface that would be created within the project area and along the project site's boundaries. Potential conflicts from the increased commercial uses to adjacent residential would be an increase in traffic (see section 4.4, Traffic), noise (see section 4.3, Noise), light and glare, and viewshed.

The City's Design Guidelines for commercial development regulate the building mass and scale of all proposed commercial buildings and include lighting and other site layout requirements that would apply to future development of the site. Zoning Code development standards for commercial projects address building setbacks, height, parking, landscape, and lighting. The Zoning Code lists special setbacks along property boundaries shared with single-family residential property and includes additional restrictions for building massing and height along such boundaries. Proposed commercial development shall be compatible with surrounding neighborhoods and property in terms of building setbacks, massing, height, unit orientation for privacy, and connectivity or screening as appropriate. The Design Guidelines and Zoning Code requirements for commercial developments would lessen the project's potential land use conflicts with high density residential uses within the project as well as adjacent single-family uses.

The proposed project avoids land use conflicts consistent with General Plan Land Use policies. Policy LU-6 states that multi-family housing sites should be located close to commercial areas to encourage pedestrian rather than vehicle traffic. Furthermore, Policy LU-11 mandates that the City shall support the development of neighborhood-serving commercial uses adjacent to residential areas. Therefore, the amendments proposed as part of the project would not result in any new land use conflicts relative to the City General Plan or Laguna Ridge Specific Plan. Therefore, the land use conflicts associated with the project would be **less than significant**.

### Mitigation Measures

None required.

## 4.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

### CUMULATIVE SETTING

As previously described, the City of Elk Grove is located in the southern portion of Sacramento County. The proposed project would change the current General Plan map, Laguna Ridge Specific Plan designation, and zoning for 95.3 acres in the City. These actions would reconfigure existing land uses and sites that are currently designated for 38.8 acres of High Density Residential and 56.5 acres of Commercial to 15.6 acres of High Density Residential and 79.7 acres of Commercial. As a result, the proposed General Plan Amendment, Specific Plan Amendment, and Rezone would provide an additional 23.3 acres for commercial uses.

The entire City of Elk Grove Planning Area must be considered for the purpose of evaluation of land use impacts on a cumulative level. Development in the Elk Grove area, including proposed and approved projects, would change the intensity of land uses in the Elk Grove region (refer to Section 4.0, Introduction to the Environmental Analysis and Assumptions Used, regarding cumulative setting conditions). Future growth under cumulative conditions may result in a variety of land use impacts such as consistency with land use plans and land use compatibility. The cumulative impact analysis herein focuses on the project's contribution to cumulative impacts and whether that contribution is considered significant and unavoidable.

### **Cumulative Impacts and Mitigation Measures**

#### Cumulative Land Use Impacts

**Impact 4.1.3** Development of the proposed project in addition to other reasonably foreseeable projects in the region would change the land use patterns. The proposed project would contribute to a cumulative increase in commercial and high density residential uses. These proposed changes would not result in commercial land use development in excess of that considered under the General Plan as well as the Laguna Ridge Specific Plan. The proposed project would have a **less than cumulatively considerable** contribution to cumulative land use impacts.

Development of proposed and approved projects in the Elk Grove area would increase the density of residential, commercial, office, recreational, and public facility uses in the Elk Grove region. This urbanization would change undeveloped and open space areas by modifying the undeveloped land use conditions on those sites to developed uses.

The Laguna Ridge Specific Plan EIR (SCH #2000082139) addressed cumulative impacts related to land use, and it was anticipated that the project site would be developed with a mix of residential and commercial uses. It was determined that overall the Laguna Ridge Specific Plan would implement an orderly pattern of development in an area that is planned for future urban development. As such, potential land use compatibility impacts were considered to be less than significant.

All of the proposed project parcels are located near or adjacent to existing development and would not result in a new isolated development inconsistent with current land use patterns. The existing onsite undeveloped setting of the project site would be changed as a result of the proposed project. However, the conversion to urban uses is planned for and supported by the General Plan. Implementation of the proposed General Plan Amendment, Specific Plan Amendment, and Rezone would introduce an additional 23.2 acres of commercial land uses to the site and replace multi-family residential land uses. The result would be a total of 79.7 acres of commercial lands uses and 15.6 acres of multi-family residential land uses on the site. Because all of the sites are currently designated for development rather than remaining vacant or preserved as open space, the project would be consistent with the vision and intent of the General Plan to place urban uses on these sites.

Land use conflicts are generally site-specific (see **Impact 4.1.2**). The project's compatibility with internal parcel uses as well as surrounding uses is largely based on the interaction of the proposed use and the extent to which adjacent land uses would be affected by this interaction. The primary areas of concern associated with this project would be an increase in commercial/residential interface that would be created within the project area and along the project site's boundaries. Potential conflicts from the increased commercial uses to adjacent

## 4.1 LAND USE

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residential would be an increase in traffic (see section 4.4, Traffic), noise (see section 4.3, Noise), light and glare, and viewshed.

The project would not contribute to cumulative impacts regarding implementation of the Elk Grove General Plan, Laguna Ridge Specific Plan, Zoning Code, or other planning documents, and any subsequent development plans for the project site would be required to be consistent with those documents. Therefore, the proposed project would result in a **less than cumulatively considerable contribution** to cumulative land use impacts.

### Mitigation Measures

None required.

**REFERENCES**

City of Elk Grove, 2000. City of Elk Grove. *Agricultural Element, City of Elk Grove General Plan*. July 2000. Elk Grove, CA.

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City of Elk Grove, 2000. City of Elk Grove. *Housing Element, City of Elk Grove General Plan*. July 2000. Elk Grove, CA.

City of Elk Grove, 2000. City of Elk Grove. *Land Use Element, City of Elk Grove General Plan*. July 2000. Elk Grove, CA.

Sacramento Area Council of Governments. *Projections – City of Elk Grove and Sacramento County*. March 2001. Taken from SACOG website at: [www.sacog.org](http://www.sacog.org).

Sacramento Area Council of Governments. *Projections – City of Elk Grove and Sacramento County*. March 2001. Taken from SACOG website at: [www.sacog.org](http://www.sacog.org).







City of Elk Grove  
Development Services

FIGURE 4.1-1  
Surrounding Uses

11. City of Elk Grove, City of Laguna Ridge Town Center 20 0022 0186 1001 2014grs, February 2009









## **4.2 AIR QUALITY**



The following section analyzes the potential impacts on air quality resulting from the proposed project. The air quality analysis was prepared using methodologies and assumptions recommended within the indirect source review guidelines of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Regional and local air quality conditions are presented, along with pertinent air quality standards and regulations.

### 4.2.1 EXISTING SETTING

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

#### CLIMATE AND METEOROLOGY

Ambient air quality is commonly characterized by climatological conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the project area.

#### Regional Climate

The project site is located in the SVAB, which is under the jurisdiction of the SMAQMD. The SVAB is relatively flat, bordered by mountains to the east, west, and north. Air flows into the SVAB through the Carquinez Strait, moving across the 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 storms. From May to October, the region's intense heat and sunlight lead to high ozone 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.

Most precipitation in the SVAB results from air masses moving in from the Pacific Ocean during the winter months. These storms usually move through the area from the west or northwest. During the winter rainy season (November through February) over half the total annual precipitation falls while the average winter temperature is a moderate 49 degrees. During the summer, daytime temperatures can exceed 100 degrees Fahrenheit. Dense fog occurs mostly in mid-winter and never in the summer. Daytime temperatures from April through October average between 70 and 90 degrees with extremely low humidity. The inland location and surrounding mountains shelter the valley from much of the ocean breezes that keep the coastal regions moderate in temperature. The only breach in the mountain barrier is the Carquinez Strait, which exposes the midsection of the valley to the coastal air mass.

Winds across the study area are an important meteorological parameter because they control the dilution of locally-generated air pollutant emissions and their regional trajectory. Based on data obtained from the Sacramento Executive Airport, the closest station that measures wind speed and direction, southwest winds are the most predominant (Background Report, 2003).

## 4.2 AIR QUALITY

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### Meteorological Influences on Air Quality

Regional flow patterns affect air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions, such as moderate winds, disperse pollutants and reduce pollutant concentrations. However, the mountains surrounding the Sacramento Valley can create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods as well as the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog, and pollutants near the ground (SMAQMD 2004).

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the Delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. Essentially this phenomenon causes the air pollutants to be blown south toward the Sacramento nonattainment area. This phenomenon's effect exacerbates the pollution levels in the area and increases the likelihood of violating federal or state standards (SMAQMD 2004).

### AMBIENT AIR QUALITY

#### Criteria Air Pollutants

Ambient air quality in the project area can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. The Elk Grove-Bruceville air quality monitoring station, located approximately six miles south of the project site at 12490 Bruceville Road, is the closest station to the project site. The Elk Grove-Bruceville air quality monitoring station monitors ambient concentrations of ozone and nitrogen dioxide. Concentrations of carbon monoxide and airborne particulate matter were obtained from nearby monitoring stations located in Sacramento (i.e., Sacramento-3801 Airport Road and Sacramento-T Street air monitoring stations). Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations within the project area.

**Table 4.2-1** summarizes the published data since 2005 from the nearest monitoring stations and identifies the relevant standards for each year that the monitoring data is provided. Please note that not all monitoring stations measure all types of pollutants; therefore multiple stations are identified in **Table 4.2-1**. As depicted in **Table 4.2-1**, state and federal ozone standards have been exceeded on several occasions during the last three years of available data.

**TABLE 4.2-1  
SUMMARY OF AMBIENT AIR QUALITY DATA**

<b>Pollutant Standards</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008*</b>
<b>Elk Grove–Bruceville Road Air Monitoring Station</b>				
Ozone (O <sub>3</sub> )				
Maximum concentration (1-hr/8-hr, ppm)	0.113/0.095	0.143/0.112	0.102/0.0877	0.055/0.0456
Number of days state standard (1-hr/8-hr) exceeded	7/22	10/32	1/13	0/0
Number of days federal standard (8-hr) exceeded	2	7	1	0
Nitrogen Dioxide (NO <sub>2</sub> )				
Maximum 1-hour concentration (ppm)	0.050	0.050	Data not available	Data not available
Number of days state standard exceeded	0	0	Data not available	Data not available
Annual Average	0.0083	0.0094		
Fine Particulate Matter (PM <sub>2.5</sub> )				
Maximum 24-hour concentration (µg/m <sup>3</sup> )	48.7	45.0	133.1	45.1
Number of days federal standard exceeded	**	**	23	1
<b>Sacramento-El Camino and Watt Air Monitoring Station</b>				
Carbon Monoxide (CO)				
Maximum concentration, 1-hr/8-hr period (ppm)	4.7/4.2	4.7/4.2	3.5/3.2	Data not available
Number of days state (1-hr/8-hr) standard exceeded	0/0	0/0	0/0	Data not available
Number of days federal (8-hr) standard exceeded	0	0	0	
<b>Sacramento-Health Dept. Stockton Blvd. Air Monitoring Station</b>				
Respirable Particulate Matter (PM <sub>10</sub> )				
Maximum daily concentration (µg/m <sup>3</sup> )	64.0	56.0	Data not available	Data not available
Number of days state standard exceeded	3	4	Data not available	Data not available
Number of days federal standard exceeded	0	0		

AAM - Annual Arithmetic Mean

(µg/m<sup>3</sup>) - Micrograms per Cubic Meter

Ppm - Parts per Million

-- - Not Calculated or Insufficient Data Available

Source: ARB 2008 AQMIS2 - Data Report

Note: \*Through March 3, 2008. \*\* There was insufficient (or no) data available to determine the value.

### Attainment Status for Criteria Air Pollutants

The attainment status of Sacramento County is summarized in **Table 4.2-2**. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation(s) was caused by an exceptional event, as defined in the criteria.

As depicted in **Table 4.2-2**, Sacramento County is currently designated nonattainment for the state and federal ozone and PM<sub>10</sub> standards, as well as the state PM<sub>2.5</sub> standard. Sacramento County is designated either attainment or unclassified for the remaining federal and state ambient air quality standards.



## 4.2 AIR QUALITY

**TABLE 4.2-2  
ATTAINMENT STATUS DESIGNATIONS**

<b>Pollutant</b>	<b>California Standard</b>	<b>Federal Standard</b>
Ozone	Non-Attainment Classification: Serious (1/8-hour Standards)	Non-Attainment Classification: Serious (8-hour Standards)
PM <sub>10</sub>	Non-Attainment (24-hour Standard and Annual Mean)	Non-Attainment Classification: Moderate (24-hour Standards)
PM <sub>2.5</sub>	Non-Attainment (Annual Standard)	Attainment/Unclassified (24-hour Standard and Annual Mean)
Carbon Monoxide	Attainment (1-hour and 8-hour Standards)	Attainment (1-hour and 8-hour Standards)
Nitrogen Dioxide	Attainment (1-hour Standard)	Attainment (Annual Standard)
Sulfur Dioxide	Attainment (1-hour and 24-hour Standards)	Attainment (3-hour ,24-hour & Annual Standards)
Lead	Attainment (30-day Standard)	Attainment (Calendar Quarter)
Visibility Reducing Particles	Unclassified (8-hour Standard)	No Federal Standard
Sulfates	Attainment (24-hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1-hour Standard)	No Federal Standard

Source: SMAQMD, 2007.

### Odors

Typically odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor and in fact an odor that is offensive to one person may be perfectly acceptable to another (e.g., a fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known

as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word strong to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Neither the state nor the federal governments have adopted any rules or regulations for the control of odor sources. SMAQMD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SMAQMD's Rule 204, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and SMAQMD. No major stationary sources of odors have been identified in the vicinity of the project site.

### **Toxic Air Contaminants**

Toxic air contaminants (TACs) are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State Ambient Air Quality Standards. Instead, the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) regulate hazardous air pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, they establish the regulatory framework for TACs. At the national levels, the EPA has established National Emission Standards for HAPs (NESHAPs), as required by the federal Clean Air Act Amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

At the state level, the ARB has authority for the regulation of emissions, including TACs, from motor vehicles, fuels, and consumer products. Within California, TACs are regulated primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC.

At the local level, air districts have the authority over stationary or industrial sources. All projects that require air quality permits from the SMAQMD are evaluated for TAC emissions. SMAQMD limits emissions and public exposure to TACs through a number of programs. SMAQMD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. SMAQMD requires a comprehensive health risk assessment for facilities that are classified in the significant risk category, pursuant to AB 2588.

Within the project area, the primary mobile-source TAC of concern is diesel-exhaust particulate matter (PM). No major stationary sources of TACs were identified within an approximate one-half-mile radius of the project site. Of all controlled TACs, emissions of diesel-exhaust PM are estimated to be responsible for approximately 70 percent of the total ambient TAC risk. As a

## 4.2 AIR QUALITY

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result, the ARB has made the reduction of the public's exposure to diesel-exhaust PM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (ARB 2005).

### Greenhouse Gas Emissions & Climate Change

The earth's climate has been warming for the past century. It is believed that this warming trend is related to the release of certain gases into the atmosphere. The greenhouse gases (GHG) include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydrofluorocarbons. Greenhouse gases absorb infrared energy that would otherwise escape from the earth. As the infrared energy is absorbed, the air surrounding the earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years. It appears that the decade of the 1990s was the warmest in human history. Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. There are uncertainties as to exactly what the climate changes will be in various local areas of the earth and what the effects of clouds will have in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy (ARB 2005b, 2006). Refer to Section 5.0, Cumulative Impacts Summary, for a discussion of the potential increase in long-term atmospheric greenhouse gas emissions as a result of the proposed project as well as a discussion on the cumulative effect of global climate change on the City of Elk Grove.

### POTENTIAL SENSITIVE RECEPTORS

Some land uses are considered more sensitive to air pollutants than others. The reasons for greater sensitivity than average include proximity to the emissions source, duration of exposure to air pollutants, or occupants with pre-existing health problems. A sensitive receptor is a location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. The term "sensitive receptors" refers to specific population groups, as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement homes, or convalescent homes, hospitals, and clinics. The closest sensitive receptors are residences located along the perimeter of the project.

Criteria air pollutants, common sources, and associated effects are summarized in **Table 4.2-3**.

**TABLE 4.2-3  
CRITERIA AIR POLLUTANTS  
SUMMARY OF COMMON SOURCES AND EFFECTS**

<b>Pollutant</b>	<b>Description</b>	<b>Sources</b>	<b>Health Effects</b>	<b>Welfare Effects</b>
Carbon Monoxide	Colorless, odorless gas	Motor vehicle exhaust, indoor sources include kerosene and wood-burning stoves	Headaches, reduced mental alertness, heart attack, cardio-vascular diseases, impaired fetal development, death	Contribute to the formation of smog
Sulfur Dioxide	Colorless gas that dissolves in water vapor to form acid and interacts with other gases and particulates in the air	Coal-fired power plants, petroleum refineries, manufacture of sulfuric acid, and smelting of ores containing sulfur	Eye irritation, wheezing, chest tightness, shortness of breath, lung damage	Contribute to the formation of acid rain, visibility impairment, plant and water damage, aesthetic damage
Nitrogen Dioxide	Reddish brown, highly reactive gas	Motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels	Susceptibility to respiratory infections, irritation of the lung and respiratory symptoms (e.g., cough, chest pain, difficulty breathing).	Contribute to the formation of smog, acid rain, water quality deterioration, global warming, and visibility impairment
Ozone	Gaseous pollutant when it is formed in the troposphere	Primarily vehicle exhaust; formed from the combination of reactive organic gases and oxides of nitrogen in the presences of sunlight	Eye and throat irritation, coughing, respiratory tract problems, asthma, lung damage	Plant and ecosystem damage
Lead	Metallic element	Metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ	Affects animals and plants, affects aquatic ecosystems
Particulate Matter	Very small particles of dust, soot, or other matter, including tiny droplets of liquids	Diesel engines, power plants, industries, windblown dust, wood stoves	Eye irritation, asthma, bronchitis, lung damage, cancer, heavy metal poisoning, cardiovascular effects	Visibility impairment, atmospheric deposition, aesthetic damage, impaired plant photosynthesis

Source: EPA 2006

#### 4.2.2 REGULATORY FRAMEWORK

Air quality within the SVAB is regulated by several jurisdictions including the United States Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the

## 4.2 AIR QUALITY

SMAQMD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

Pollutants subject to federal ambient standards are referred to as "criteria" pollutants because the EPA publishes criteria documents to justify the choice of standards. One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The federal and state standards for the criteria pollutants and other state-regulated air pollutants are shown in **Table 4.2-4**.

**TABLE 4.2-4**  
**SUMMARY OF AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards <sup>(a, c)</sup>	National Standards <sup>(b, c)</sup>	
			Primary <sup>(d)</sup>	Secondary <sup>(e)</sup>
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	—	Same as Primary
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.08 ppm (157 µg/m <sup>3</sup> )	
Particulate Matter (PM <sub>10</sub> )	AAM	20 µg/m <sup>3</sup>	—	
	24-hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Fine Particulate Matter (PM <sub>2.5</sub> )	AAM	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
	24-hour	No Standard	35 µg/m <sup>3 (f)</sup>	
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	None
	8-hour	9 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	
	8-hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	—	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>g</sup>	AAM	0.030 ppm (56 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	—	
Sulfur Dioxide (SO <sub>2</sub> )	AAM	—	0.03 ppm (80 µg/m <sup>3</sup> )	—
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (365 µg/m <sup>3</sup> )	—
	3-hour	—	—	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	—	—
Lead	30-day Average	1.5 µg/m <sup>3</sup>	—	—
	Calendar Quarter	—	1.5 µg/m <sup>3</sup>	Same as Primary

Pollutant	Averaging Time	California Standards <sup>(a, c)</sup>	National Standards <sup>(b, c)</sup>	
			Primary <sup>(d)</sup>	Secondary <sup>(e)</sup>
Sulfates	24-hour	25 µg/m <sup>3</sup>	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.		

<sup>a</sup> California standards for O<sub>3</sub>, CO (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, PM (PM<sub>10</sub> and PM<sub>2.5</sub>), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

<sup>b</sup> National standards (other than O<sub>3</sub>, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of daily concentrations, average over three years, are equal to or less than the standard.

<sup>c</sup> Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25° C and a reference pressure of 760 torr.

<sup>d</sup> The levels of air quality necessary to protect the public health.

<sup>e</sup> The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>f</sup> Based on revised particulate standards adopted by the US EPA on September 21, 2006. Due to lack of evidence linking health problems to long-term exposure to coarse particulate pollution, the US EPA has revoked the annual PM<sub>10</sub>.

<sup>g</sup> On February 22, 2007, the ARB approved a new hourly CAAQS for NO<sub>x</sub> of 0.18 ppm and a new annual CAAQS of 0.30 ppm, not to be exceeded. These newly approved standards will become effective March 20, 2008.

Source: ARB 2008; US EPA 2006.

## FEDERAL

### Environmental Protection Agency

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

The FCAA required the EPA to establish National Ambient Air Quality Standards (NAAQS) and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions (**Table 4.2-4**).

## 4.2 AIR QUALITY

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### STATE

#### **California Clean Air Act**

The California Clean Air Act (CCAA), 1988, requires that all air districts in the state endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for O<sub>3</sub>, CO, SO<sub>2</sub>, and nitrogen dioxide (NO<sub>2</sub>) by the earliest practical date. See **Table 4.2-4** for California air quality standards. Plans for attaining CAAQS were to be submitted to ARB by June 30, 1991. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5 percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

#### **California Air Resources Board**

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Any additional development within the region obviously would impede the reduction goals of the CCAA.

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

#### **California Building Energy Efficiency Standards**

The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. These standards are codified in Title 24, Part 6, of the California Code of Regulations and are generally referred to as "Title 24 Standards." The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The most recent update was adopted in 2003 and took effect as of October 1, 2005. California's building efficiency standards (along with those for energy efficient appliances) have saved more than \$56 billion in electricity and natural gas costs since 1978. It is estimated the standards will save an additional \$23 billion by 2013 (CEC, 2007). By reducing the heating and cooling demands of buildings, California's Energy Efficiency Standards result in decreased emissions associated with the use of natural-gas fired appliances and electricity production. Reduction in energy consumption reduces the amount of air pollutants emitted by energy purveyors.

#### **Assembly Bill 32 (AB 32)**

The State of California has been studying the impacts of climate change since 1988, when AB 4420 was approved. This legislation directed the California Energy Commission (CEC), in consultation with the ARB and other agencies, to study the implications of global warming on California's environment, economy, and water supply. The CEC was also directed to prepare and maintain the state's inventory of GHG emissions. That bill directed the ARB to adopt regulations to achieve the maximum feasible and cost-effective reduction of greenhouse gas

emissions from motor vehicles. ARB staff's proposal implementing these regulations was approved by the ARB in September 2004. With implementation, the average reduction of greenhouse gases from new California cars and light trucks will be approximately 22 percent in 2012 and approximately 30 percent in 2016, compared to today's vehicles (ARB 2005b, 2006).

Most recently, California adopted AB 32, the Global Warming Solutions Act of 2006. AB 32 codifies the state's goal by requiring that the state's global warming emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, AB 32 directs ARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels.

### **Sacramento Metropolitan Air Quality Management District**

The SMAQMD, in coordination with the air quality management districts and air pollution control districts of El Dorado, Placer, Solano, Sutter, and Yolo counties, prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the CCAA, which specifically addressed the nonattainment status for ozone and to a lesser extent, CO and PM<sub>10</sub>. The CCAA also requires a triennial assessment of the extent of air quality improvements and emission reductions achieved through the use of control measures. As part of the assessment, the attainment plan must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The requirement of the CCAA for a first triennial progress report and revision of the 1991 AQAP was fulfilled with the preparation and adoption of the 1994 Ozone Attainment Plan (OAP). The OAP stresses attainment of ozone standards and focuses on strategies for reducing ozone precursor emissions of ROG and NO<sub>x</sub>. It promotes active public involvement, enforcement of compliance with SMAQMD rules and regulations, public education in both the public and private sectors, development and promotion of transportation and land use programs designed to reduce vehicle miles traveled (VMT) within the region, and implementation of stationary and mobile-source control measures. The OAP became part of the State Implementation Plan in accordance with the requirements of the CAAA and amended the 1991 AQAP. However, at that time the region could not show that the national ozone (1-hour) standard would be met by 1999. In exchange for moving the deadline to 2005, the region accepted a designation of "severe nonattainment" coupled with additional emission requirements on stationary sources. Additional triennial reports were also prepared in 1997, 2000, and 2003 in compliance with the CCAA that act as incremental updates.

As a nonattainment area, the region is also required to submit rate-of-progress milestone evaluations in accordance with the CAAA. Milestone reports were prepared for 1996, 1999, and 2002. 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 regulation, 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.

In July of 1997, the EPA promulgated a new 8-hour ozone standard. This change lowered the standard for ambient ozone from 0.12 ppm (parts per million) averaged over one hour to 0.08 ppm averaged over eight hours. In general, the 8-hour standard is more protective of public health and more stringent than the 1-hour standard. The promulgation of this standard prompted new designations and nonattainment classifications in June 2004 and resulted in the



## 4.2 AIR QUALITY

revocation of the 1-hour standard in June 2005. The region has been designated as a nonattainment (serious) area for the national (8-hour) ozone standard with an attainment deadline of June 2013. The Sacramento Metropolitan Air Quality Management District is considering adoption of the Federal 8-Hour Ozone 2011 Reasonable Further Progress Plan (RFP) for the Sacramento Federal Ozone Nonattainment Area.

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

**Rule 402. Nuisance:** The purpose of this rule is to limit emissions which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

**Rule 403. Fugitive Dust:** The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust from non-combustion sources from being airborne beyond the property line from which the emission originates.

**Rule 442: Architectural Coatings:** The developer or contractor is required to use coatings that comply with the volatile organic compound (VOC) content limits specified in the rule.

LOCAL

### City of Elk Grove General Plan

**Table 4.2-5** identifies the City of Elk Grove General Plan policies regarding air quality that are applicable to the proposed Laguna Ridge Town Center project and presents an evaluation of the consistency of the project with these statements as required by CEQA Guidelines Section 15125(d). This assessment is based on City staff's interpretation of the General Plan policies and action items. The final authority for interpretation of these policy statements and determination of the project's consistency with the City's General Plan rests with the Elk Grove City Council.

**TABLE 4.2-5  
PROJECT CONSISTENCY WITH GENERAL PLAN AIR QUALITY OBJECTIVES AND POLICIES**

General Plan Policies	Consistency With General Plan	Analysis
<p>Policy CAQ-27: The City shall promote energy conservation measures in new development to reduce on-site emissions and power plant emissions. The City shall seek to reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.</p>	Yes	While the project does not include any development plans at this time, any subsequent improvement plans for the project would be required to incorporate energy conservation measures into all phases of design and development. Compliance with the City's energy conservation requirements would result in consistency with this policy.
<p>Policy CAQ-30: All new development projects, which have the potential to result in substantial air quality</p>	Yes	An Air Quality Management Plan will be required to be prepared when a development project is proposed for the project site. This Plan must identify design, construction and

General Plan Policies	Consistency With General Plan	Analysis
impacts, shall incorporate design, construction, and/or operational features to result in a reduction in emissions equal to 15 percent compared to an “unmitigated baseline” project. An “unmitigated baseline project” is a development project, which is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features, which may be required by the Zoning Code or other applicable codes.		operational features to reduce the project’s emissions by 15 percent over “Existing Base” conditions. The project would be required to implement “Emission Reduction Measures” as required by mitigation measures in this section to reduce air related impacts; thereby, making it consistent with this General Plan policy.
<p>Policy CAQ-32:</p> <p>As part of the environmental review of projects, the City shall identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures, potentially including—in case of projects, which may conflict with applicable air quality plans—emission reductions in addition to those required by Policy CAQ-30.</p>	Yes	This section of the EIR (Section 4.2, Air Quality) identifies the potential air quality impacts resulting from the project. Implementation of mitigation measures included in this section and requirements imposed by the City would ensure consistency with this policy.
<p>Policy CAQ-33</p> <p>The City shall require that public and private development projects use low emission vehicles and equipment as part of project construction and operation, unless determined to be infeasible.</p>	Yes	<p>The project applicant will be required to submit a list of construction equipment for the City’s approval prior to the start of any construction on the project site as required by mitigation measures identified in this section.</p> <p>Compliance with SMAQMD emission standards would result in consistency with this policy.</p>

**Laguna Ridge Specific Plan**

The Laguna Ridge Specific Plan serves to implement the City’s General Plan policies and establishes clear direction for the development of the entire Specific Plan Area. The Specific Plan is both a policy and a regulatory document. It provides definition of policy direction, establishes zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Specific Plan Area.

The Specific Plan does not provide any standards for the protection of air quality. However, the Specific Plan does provide a list of proposed CAQ-30 mitigation measures which are required to be implemented into project design.<sup>1</sup> The City’s General Plan Policy CAQ-30 calls for the preparation of an air quality management plan and implementation of specific measures from a prepared list that can serve to reduce air quality impacts. The Laguna Ridge Specific Plan provided measures to respond to CAQ-30 requirements that were deemed appropriate to the Laguna Ridge Plan Area. These measures were included in Table 7.1 of the Specific Plan. **Table 4.2-6** is a reiteration of Table 7.1 and provides a list of the measures to be applied to projects within the entire Plan Area.

<sup>1</sup> CAQ 30 is referred to AQ-15 in the Laguna Ridge Specific Plan. This is due to a revision the General Plan after the Specific Plan was adopted.

## 4.2 AIR QUALITY

**TABLE 4.2-6  
SUMMARY OF PROPOSED SPECIFIC PLAN CAQ-30 MEASURES**

#	Measure/Description	Land Use Type	Maximum Point Value	Allowed Point Value
<b>Bicycle/Pedestrian/Transit</b>				
1	Non-residential project provide bicycle lockers and/or racks.	C	0.5	0.25
2	Provide an additional 20 percent of required Class I or Class II bicycle parking facilities.	C	0.5	0.25
3	Bicycle storage (Class I or bike lockers) at apartment complexes or condos without garages.	R	0.5	0.25
4	Entire project is located within ½ mile of an existing Class I or Class II bike lane and provides a comparable bikeway connection to that existing facility.	R, C, M	1.0	1.0
5	The project provides for pedestrian facilities and improvements such as wider sidewalks, which are increased by one foot in width. These increases would be along arterial roads where there are separated sidewalks.	R, C, M	1.0	1.0
6	Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or customers. Provide opportunity in model home complexes to demonstrate electric vehicles.	C	0.5	0.5
<b>Subtotal</b>				<b>3.25</b>
<b>Parking</b>				
7	Provide lighter colored reflective surface where parking lot areas are unshaded, at driveways, or fire lanes that reduces standard blacktop paving in these areas by 10% or more. This could be accomplished by using a lighter colored asphalt, pigment or concrete as an accent paver, or turf block.			0.5
8	Provide electric charging facilities. Run conduit into residential garages per building code: provide one charger in commercial areas if over 100 parking spaces; two chargers if over 200 parking spaces.	R, C, M	1.0	1.0
9	Provide preferential parking for carpools/vanpools.	C	0.5	0.5
10	Provide loading and unloading facilities for transit and carpool/vanpool users.	C	0.5	0.5
20	Project is located within one mile of a park and ride lot operated by a transportation agency.	R	0.5	0.2
21	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	C	0.5	0.5
<b>Subtotal</b>				<b>3.20</b>
<b>Residential Development:</b>				
27	Multiple and direct street routing (grid style).	R, C, M	2.5	1.5

## 4.2 AIR QUALITY

#	Measure/Description	Land Use Type	Maximum Point Value	Allowed Point Value
28	Granny Flats – Have ability to do ancillary “granny units” (requires Special Development Permit but no Accessory Structure Use Permit).	R	0.5	0.5
<b>Subtotal</b>				<b>2.0</b>
<b>Mixed Use</b>				
30	Mixed use–Have at least 3 of the following on site and/or within a ¼ mile: Residential, Retail, Personal Services, Open Space, Office.	R, C, M	1.0	1.0
31	Neighborhood serving as focal point with parks, schools and civic uses within ¼ mile.	R, M	0.5	0.25
32	Separate, safe, and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses.	R, C, M	2.0	2.0
33	The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between multi-family and nonresidential uses that impede bicycle or pedestrian circulation.	R, C, M	1.0	1.0
<b>Subtotal</b>				<b>4.25</b>
<b>Building Component Measures:</b>				
41	Install lowest emitting commercially feasible fireplace.	R	1.0	1.0
44	Install Energy Star labeled roof materials or equivalent.	C	0.5	0.5
45	Install fiber optic wiring and connection (i.e., CAT-5).	R, C, M	0.5	0.5
46	Comply with SMUD Advantage (Tier II) energy standards..	R, C, M	0.5	0.5
<b>Subtotal</b>				<b>2.5</b>
<b>TOTAL POINTS</b>				<b>15.20</b>

Source: Laguna Ridge Specific Plan, page 7-6.

Notes: C – commercial, M – manufacturing, and R – residential uses

### 4.2.3 IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the application of the following State CEQA Guidelines Appendix G thresholds of significance:

- 1) Conflict with or obstruct implementation of any applicable air quality plan.
- 2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- 3) 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).

## 4.2 AIR QUALITY

- 4) Expose sensitive receptors to substantial pollutant concentrations.
- 5) Create objectionable odors affecting a substantial number of people.

In addition, the following thresholds of significance, as identified by the SMAQMD have been used to determine whether implementation of the proposed project would result in significant air quality impacts:

- **Short-term Emissions of Criteria Air Pollutants:** Construction-generated criteria air pollutant or precursor emissions exceed the SMAQMD-recommended threshold of 85 pounds per day (lbs/day) for NO<sub>x</sub>, or substantially contribute to emissions concentrations (e.g., PM<sub>10</sub>) that exceed the NAAQS or CAAQS. When emissions of NO<sub>x</sub> can be reduced to below 85 lbs/day with implementation of all feasible mitigation measures and offsets other construction-generated mobile-source pollutants can be considered to be less than significant (SMAQMD 2004).

The SMAQMD provides screening criteria that can also be used for the evaluation of construction-generated PM<sub>10</sub>, based on the overall maximum daily area of disturbance associated with proposed projects (refer to **Table 4.2-7**). In accordance with these criteria, areas of disturbance in excess of SMAQMD's screening criteria would also be considered potentially significant. These screening levels are based on the maximum actively disturbed area of the project site. For example, assuming a maximum daily disturbance of less than 15 acres, implementation of recommended "Level Three Mitigation" would typically be considered sufficient to reduce fugitive dust-related impacts to a less-than-significant level. If the maximum daily area of disturbance would exceed the screening criteria or if the project cannot undertake the mitigation measures that would be required, a more detailed analysis involving dispersion modeling may be required (SMAQMD 2004).

**TABLE 4.2-7**  
**SMAQMD PARTICULATE MATTER SCREENING LEVELS FOR CONSTRUCTION PROJECTS**

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

Source: SMAQMD 2004.

- **Long-term Emissions of Criteria Air Pollutants:** Long-term regional criteria air pollutant or precursor emissions exceed the SMAQMD-recommended threshold of 65 lbs/day

for ROG and NOX, or substantially contribute to emissions concentrations (e.g., PM<sub>10</sub>) that exceed the NAAQS or CAAQS.

- **Local Carbon Monoxide Concentrations:** Local mobile-source emissions exceed or substantially contribute to CO concentrations that violate the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm.
- **Local Toxic Air Contaminant Concentrations:** Exposure of sensitive receptors to TAC emissions exceeds 10 in one million for the maximally exposed individual (MEI) to contract cancer and/or a hazard index of one for the MEI.
- **Local Odor Concentrations:** Frequent exposure of a substantial number of individuals to odorous emissions would be considered significant.

#### METHODOLOGY

The analysis of air quality impacts was based on the assumption that the buildout of the project site would occur against current conditions. Operational air quality impacts of the project are based on project buildout. Maximum and worst case scenario buildout conditions of the project site under the proposed General Plan Amendment, Specific Plan Amendment, and Rezone consist of 312 to -390 residential units and 79.7 acres of commercial designated uses. Short-term impacts associated with project construction and long-term impacts associated with project operation were analyzed, as described below.

The Initial Study prepared for the project determined that the project proposed is not expected to result in additional significant impacts related to sensitive receptors and objectionable odors other than those previously disclosed and analyzed in the Laguna Ridge Specific Plan EIR. As a result, these issues will not be discussed further in this analysis.

#### Short-term Impacts

The SMAQMD recommends that construction-generated emissions of ROG and NO<sub>x</sub> be quantified and presented as part of the analysis of project-generated emissions. However, because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes for the proposed project (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, the District has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold of 85 lbs/day for NO<sub>x</sub>. In addition, if daily emissions of NO<sub>x</sub> from heavy-duty mobile equipment do not exceed the 85 lbs/day threshold, then SMAQMD considers exhaust emissions of other pollutants to also be less than significant (SMAQMD, 2004).

Short-term construction emissions of ROG and NO<sub>x</sub> were estimated using the ARB-approved URBEMIS 2007 (Version 9.2.2) computer program as recommended by the SMAQMD. The URBEMIS 2007 analysis is included as **Appendix B**. URBEMIS is designed to model construction emissions for land use development projects and allows for the input of project-specific information. Detailed construction information (e.g., equipment requirements, type, hours of operation, number of employees, etc.) was not available at the time this analysis was conducted. As a result, the estimation of construction-generated emissions was based primarily on the default assumptions contained in the model. Model parameters were adjusted to include equipment assumptions recommended by the SMAQMD, based on the size of the proposed project site (i.e., 95.3± acres).

## 4.2 AIR QUALITY

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### Long-term Impacts

Regional area- and mobile-source emissions associated with the proposed project were estimated using the ARB-approved URBEMIS 2007 (version 9.2.2) computer program, which includes options for the estimation of operational emissions for land use development projects. Emissions were calculated for both summer and winter conditions based on the default parameters contained in the model. Cumulative increases in regional criteria air pollutants were analyzed in comparison to the emission inventories used for development of regional air quality attainment plans.

The SMAQMD's *Guide to Air Quality Assessment (2004)* provides a project-level screening procedure to determine whether detailed intersection-level modeling is required for a proposed development project. The screening procedure conservatively estimates the background CO concentration in the project area and the project's contribution to predicted future concentrations, based on an estimation of peak-hour vehicle trips.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Construction Related Air Quality Impacts

**Impact 4.2.1** Construction activities associated with the development of the proposed project may emit pollutants equal or greater than five percent of the CAAQS could contribute to PM<sub>10</sub>. This would result in a **potentially significant** impact.

Development in the Laguna Ridge Specific Plan Area is guided by the Laguna Ridge Specific Plan, which includes land use designations, development standards, design guidelines, infrastructure plans, financing plans. The EIR prepared for the Laguna Ridge Specific Plan (SCH #2000082139) determined that construction activities associated with the development of the Specific Plan area would contribute to regional pollutants, such as ROG, NO<sub>x</sub>, and PM<sub>10</sub> to a level that is significant and unavoidable, despite implementation of several mitigation measures that reduce the project's construction impact. These mitigation measures include maximum vehicle speed requirements for on-site construction vehicles and construction worker ridesharing requirements.

Construction activities, such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils, would generate exhaust emissions and fugitive particulate matter emissions that would affect local air quality at various times during project construction. This is variable depending on the weather, soil conditions, the amount of activity taking place, and nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation.

Construction activities would be subject to the SMAQMD Rule 403 that requires taking reasonable precautions to prevent the emissions of fugitive dust, such as "using water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways, or the clearing of land" where possible and applying "asphalt, oil, water, or suitable chemicals on dirt roads, materials, stockpiles, and other surfaces which can give rise to airborne dust."

The project site is currently vacant. Daily emissions from the current land use designations, which were analyzed in the Laguna Ridge Specific Plan EIR, as well as the proposed project, which proposes the land use reconfiguration of sites that are currently zoned Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per

acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10) to be rezoned to a mix of RD-20 and Shopping Commercial (SC), resulting in an increase of 23.3 acres of commercial zoning and a decrease of approximately 285 to 341 potential residential units, have been estimated using SMAQMD methodology and are shown in **Table 4.2-8** and **Table 4.2-9**. These emissions are based on the worst case assumption that construction would occur simultaneously for the residential and commercial components of the project. Emissions would exceed the SMAQMD significance criterion of 85 pounds per day of NO<sub>x</sub>. Furthermore, construction activities are considered to have a potential to create a local nuisance and exceed the standard of PM<sub>10</sub>.

**TABLE 4.2-8**  
**CONSTRUCTION EMISSIONS UNDER CURRENT LAND USE DESIGNATIONS**  
**(POUNDS PER DAY)**

Source	Emissions (pounds per day)		
	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Maximum Construction Emissions (unmitigated)	1,745.39	126.06	483.42
Maximum Construction Emissions (mitigated)	1,571.89	126.06	115.04
<b>Sacramento Metropolitan AQMD Threshold</b>	N/A	85	CAAQ

Source: URBEMIS 2007 ver. 9.2.2.

**TABLE 4.2-9**  
**CONSTRUCTION EMISSIONS UNDER PROPOSED PROJECT**  
**(POUNDS PER DAY)**

Source	Emissions (pounds per day)		
	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Maximum Construction Emissions (unmitigated)	1,690.08	126.06	483.42
Maximum Construction Emissions (mitigated)	1,522.08	126.06	115.04
<b>Sacramento Metropolitan AQMD Threshold</b>	N/A	85	CAAQ

Source: URBEMIS 2007 ver. 9.2.2.

During construction various diesel-powered vehicles and equipment in use on the site would create odors. These sources are mobile and transient in nature, and the emission occurs at a substantial distance from nearby receptors (which provides for dilution of odor-producing constituents). These odors would be temporary and unlikely to be noticeable beyond the project boundaries.

The City Council adopted a Statement of Overriding Considerations for significant and unavoidable impacts anticipated with implementation of the Laguna Ridge Specific Plan which included creation of period exhaust emissions and fugitive dust from construction activities that would affect local air quality. While the proposed project does not include the actual construction of dwellings, the land use reconfiguration would result in a slight decrease (ROG) or similar (NO<sub>x</sub> and PM<sub>10</sub>) construction related air quality emissions as existing land use designations of the project site (see **Tables 4.2-8** and **4.2-9**).

As indicated in **Table 4.2-8**, the current land use configuration of the site is projected to emit approximately 126 pounds/day of NO<sub>x</sub> during construction activities; therefore, the current land



## 4.2 AIR QUALITY

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use would exceed SMAQMD's established threshold of 85 pounds/day for NO<sub>x</sub>. As indicated in **Table 4.2-9**, the proposed General Plan Amendment, Specific Plan Amendment, and Rezone is also projected to emit approximately 126 pounds/day of NO<sub>x</sub> during construction activities. Therefore, the proposed land use reconfiguration of the site would result in a no net increase or decrease compared with the current land use, yet would still exceed SMAQMD's established threshold of 85 pounds/day for NO<sub>x</sub>.

The proposed land use reconfiguration coupled with the mitigation measures described below as well as standard Laguna Ridge Specific Plan mitigation measures (MM 4.3.1a through MM 4.3.1g of the Laguna Ridge Specific Plan EIR) would also result in the same level of PM<sub>10</sub> emissions during construction activities when compared with the current land use configuration of the site (see **Tables 4.2-8** and **4.2-9**). Although the potential to locally exceed the PM<sub>10</sub> CAAQ Standard exists with the proposed project, SMAQMD has no established daily thresholds for PM<sub>10</sub> during construction activities due to the temporary generation of this emission which would cease once construction is completed.

The air quality impacts associated with the Laguna Ridge Specific Plan would remain significant and unavoidable as a result of the proposed General Plan Amendment, Specific Plan Amendment, and Rezone because this change does not reduce air pollutant emissions to less than significant levels for the Specific Plan area. However, the proposed project would not substantially increase the severity of construction-related air quality impacts and is therefore considered to be **less than significant**.

### Mitigation Measures

Implementation of mitigation measures MM 4.3.1a through MM 4.3.1g of the Laguna Ridge Specific Plan EIR, as well as MM 4.2.1a through 4.2.1d below, are required in order to reduce project construction-related emissions.

**MM 4.2.1a** Wash dirt off construction vehicles and equipment within the staging area prior to leaving the construction site. This requirement shall be noted in project improvement plans.

*Timing/Implementation:* During all grading and construction phases of the project.

*Enforcement/Monitoring:* City of Elk Grove Development Services and SMAQMD

**MM 4.2.1b** Pave, apply water three times daily, or apply (non-stick) soil stabilizers on all unpaved access roads, parking areas and staging areas. This requirement shall be noted in project improvement plans.

*Timing/Implementation:* During all grading and construction phases of the project.

*Enforcement/Monitoring:* City of Elk Grove Development Services and SMAQMD

**MM 4.2.1c** The project shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and

subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction;

And

The project applicant shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date and name and phone number of the project manager and on-site foreman.

*Timing/Implementation: Plan shall be submitted to SMAQMD for review and approval prior to approval of improvement plans and shall be implemented during all grading and construction phases of the project.*

*Enforcement/Monitoring: City of Elk Grove Development Services and SMAQMD*

**MM 4.2.1d**

The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

*Timing/Implementation: During all grading and construction phases of the project.*

*Enforcement/Monitoring: City of Elk Grove Development Services and SMAQM.*

## 4.2 AIR QUALITY

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### Short-term Exposure to Toxic Air Contaminants

**Impact 4.2.2** Implementation of subsequent development associated with the proposed project would result in short-term exposure to toxic air contaminants. This impact is considered **less than significant**.

The EIR prepared for the Laguna Ridge Specific Plan (SCH #2000082139) determined that only a few uses that could be developed within the Specific Plan area would require emitting toxic pollutants as a byproduct. It was further determined that any uses of toxic substances that could involve an air release would be subject to regulatory control under the permitting authority of SMAQMD and based on this requirement to obtain permits, impacts were considered to be less than significant.

Construction of the uses accommodated by the proposed project would result in construction-generated diesel-exhaust emissions. Particulate-exhaust emissions from diesel-fueled engines (diesel-exhaust PM) were identified as a TAC by the ARB in 1998. Implementation of the proposed project would result in the generation of diesel PM emissions during construction from the use of off-road diesel equipment for site grading and excavation, paving, demolition, and other construction activities.

Health-related risks associated with diesel-exhaust emissions are primarily connected to long-term exposure and the potential risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure to TACs are typically calculated based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. In addition, measures required by the SMAQMD for the control of particulate emissions from onsite construction equipment would substantially reduce emissions of diesel-exhaust PM. For these reasons, diesel-exhaust PM generated by project construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors. Long-term health risks associated with short-term construction activities would therefore be considered **less than significant**.

#### Mitigation Measures

None required.

### Long-term Increases of Criteria Air Pollutants

**Impact 4.2.3** Implementation of conceptual development associated with the proposed General Plan Amendment, Specific Plan Amendment, and Rezone would result in long-term increases in criteria air pollutants. This impact is considered **potentially significant**.

The EIR prepared for the Laguna Ridge Specific Plan (SCH #2000082139) determined that the long-term increase of criteria air pollutants resulting from implementation of the Laguna Ridge Specific Plan is a significant and unavoidable impact. This was concluded despite implementation an air quality plan (AQ-15 Management Plan) that helps to reduce operational air quality impacts in the Specific Plan area through the requirements of mixed-use development, enhanced bicycle and pedestrian access to popular uses, and the design of internal circulation systems to preclude major traffic from passing through the neighborhoods, to list a few examples.

An URBEMIS 2007 (version 9.2.2) analysis was completed to illustrate the effect the proposed land use changes would have compared to existing conditions. **Table 4.2-10** indicates the potential increase in air pollutant emissions of the proposed project compared to the current conditions at the project site.

**TABLE 4.2-10**  
**AREA AND OPERATIONAL AIR POLLUTANT EMISSIONS – CURRENT AND PROPOSED LAND USE**

Source	Estimated Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
<b>Existing Land Use Configuration</b>					
Summer Emissions	787.84	925.54	10,567.02	7.47	1,194.15
Winter Emissions	840.97	1,378.18	9,178.29	5.99	1,194.15
<b>Changes Associated with Proposed Land Use Configuration</b>					
Summer Emissions	690.27	647.42	7,178.03	4.74	748.62
Winter Emissions	781.51	950.17	6,899.69	4.88	801.10
SMAQMD Significance Threshold:	65	65	None	None	None

*Emissions were estimated using the URBEMIS 2007 (v9.2.2) computer program, based on default model settings recommended by the SMAQMD.*

As depicted in **Table 4.2-10**, during the summer months, long-term operation of the uses identified for the project site under the proposed land use reconfiguration would generate emissions of approximately 690.27 lbs/day of ROG, 647.42 lbs/day NO<sub>x</sub>, and 748.62 lbs/day of PM<sub>10</sub>. During the winter months, operational emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> would increase to approximately 781.51 lbs/day, 950.17 lbs/day, and 801.10 lbs/day respectively. Increased emissions during the winter months resulting from development of the project are primarily associated with changes in emissions rates from mobile sources under cooler operating temperatures. As noted previously, SMAQMD has not adopted a significance threshold for emissions of CO, SO<sub>x</sub>, or PM<sub>10</sub>.

Emissions of ROG and NO<sub>x</sub> are of particular concern during the summer ozone season, which extends from the beginning of May through the end of October. Emissions during these warmer months of the year resulting from conceptual development would be anticipated to exceed SMAQMD's recommended significance threshold of 65 lbs/day, as would winter emissions exceed SMAQMD's threshold.

The proposed land use reconfiguration, coupled with mitigation measure MM 4.2.3 described below and Laguna Ridge Specific Plan mitigation measure MM 4.3.2 of the Laguna Ridge Specific Plan EIR, would result in a reduction of long-term operational emissions when compared with the current land use configuration of the site (see **Table 4.2-10**).

The air quality impacts associated with the Laguna Ridge Specific Plan would remain significant and unavoidable as a result of the proposed General Plan Amendment, Specific Plan Amendment, and Rezone. However, the proposed project would not increase the severity of

## 4.2 AIR QUALITY

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long-term increases of criteria air pollutants with implementation of mitigation measure MM 4.3.2 of the Laguna Ridge Specific Plan EIR as well as MM 4.2.3 below, and is therefore considered to be **less than significant**.

### Mitigation Measures

Implementation of mitigation measure **MM 4.3.2** of the Laguna Ridge Specific Plan EIR, as well as **MM 4.2.3** below, is required in order to maintain project operational emissions.

**MM 4.2.3** The project developer and all successors shall implement the following mitigation measures as part of project design:

- Use of energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces, and boiler units for all buildings and lighting.
- Use of energy-efficient and automated controls for air conditioning in all buildings.
- Only natural gas/LPG fireplaces, pellet stoves, or EPA-certified Phase II wood-burning fireplaces or stoves shall be allowed within the project. Conventional open-hearth fireplaces shall not be permitted.

*Timing/Implementation:* Prior to issuance of building permits.

*Enforcement/Monitoring:* City of Elk Grove Development Services and SMAQMD

### 4.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

#### CUMULATIVE SETTING

The cumulative setting for air quality is the Sacramento Valley Air Basin (SVAB). This includes the five counties of Sacramento, Solano, Yolo, Placer, and Sutter. The projects identified in **Table 4.0-1** in Section 4.0 as well as existing and reasonably foreseeable projects in the greater SVAB are included in the cumulative setting for air quality. The climate and geography of the lower SVAB severely limits the dilution and transportation of any air pollutants that released to the atmosphere. At current levels of development (residential, commercial, industrial, etc.) and activity, the air basin exceeds the state/federal ambient standards for particulates and ozone. Cumulative growth in population, vehicle use and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

In addition to cumulative air pollutant issues, the cumulative setting and impact analysis considers the on-going research and concerns regarding greenhouse gas emissions and their associated effect on global climate change. The "Climate Change and California Water Resources: A Survey and Summary of the Literature" (prepared by the Pacific Institute for Studies in Development, Environment and Security) noted the following general effects from climate change:

- Snowpack higher in elevation in the Sierra Nevada Mountains;
- Alterations in current precipitation and runoff conditions;
- Greater number of extreme flood and drought events.

Other effects from climate change include:

- Diminishing certainty of water supply;
- Increased severity of forest fires;
- Sea-level rise and coastal flooding;
- Increased ranges of disease-spreading insects.

The proposed project's potential effects on global warming and climate change are discussed further in Section 5.0 of this SEIR.

#### CUMULATIVE IMPACTS, AND MITIGATION MEASURES

##### Regional Air Plan Impacts

**Impact 4.2.4** Implementation of the proposed project in combination with growth throughout the air basin would exacerbate existing regional problems with ozone and particulate matter. This is considered a significant impact. While implementation of mitigation measures **MM 4.2.1a** through **MM 4.2.1d** and **MM 4.2.3** would reduce the project's air pollution emissions, implementation of the proposed project would have a significant adverse incremental effect on the region's ability to attain state and federal air quality standards. The project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

The proposed project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to increase the amount of commercial land in the Laguna Ridge Specific Plan area. The land uses would be reconfigured, and sites that are currently designated RD-20, RD-15, and RD-10 would be redesignated to a mix of RD-20 and SC.

Sacramento County is classified a severe non-attainment area for the federal ozone standards. In order to improve air quality and attain the health-based standards, reductions in emissions are necessary within the non-attainment area. The growth in population, vehicle usage, and business activity within the non-attainment area, when considered with growth proposed under the Elk Grove General Plan, would contribute to cumulative regional air quality impacts. Implementation of the proposed project, along with other growth in the area, may either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset project-related emission increases.

The City Council adopted a Statement of Overriding Considerations for significant and unavoidable cumulative air quality impacts anticipated with implementation of the Laguna Ridge Specific Plan (where the proposed project site is located). While the proposed project does not include the actual construction of dwellings, the land use reconfiguration would result in a reduction of construction and operational related air quality impacts compared with emissions anticipated for the current land use designations of the project site (see **Tables 4.2-8, 4.2-9, and 4.2-10** above). Nevertheless, implementation of the proposed project along with development anticipated under cumulative conditions, would have a **cumulatively considerable** contribution to the significant adverse effect associated with the region's ability to attain state and federal air quality standards for ROG, NO<sub>x</sub> and PM<sub>10</sub>.

## 4.2 AIR QUALITY

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### Mitigation Measures

Implementation of mitigation measures **MM 4.2.1a** through **MM 4.2.1d**, **MM 4.2.3**, as well as MM 4.3.1a through 4.3.1g and MM 4.3.2 of the Laguna Ridge Specific Plan EIR would reduce the air pollution emissions associated with implementation of the proposed project. Nevertheless, implementation of the proposed project would have a significant adverse incremental effect on the region's ability to attain state and federal air quality standards. The project would have a **cumulatively considerable** contribution to **significant and unavoidable** cumulative air quality impacts.

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## **4.3 NOISE**



This section discusses the existing noise setting, identifies potential impacts and proposes mitigation measures related to noise for the Laguna Ridge Town Center project (project). This section is based on the Traffic Noise Impact Assessment prepared for the project which is included as **Appendix C** of this SEIR (AMBIENT, 2008), the Laguna Ridge Specific Plan EIR (June 2004), and the Elk Grove General Plan EIR (2003). Specifically, this report analyzes potential traffic noise impacts due to, and upon, development of the proposed project site as well as stationary-source noise impacts associated with the development allowed by the proposed project. Project impacts are evaluated relative to applicable noise level criteria and to the existing ambient noise environment.

### 4.3.1 EXISTING SETTING

#### NOISE BACKGROUND

Noise is often described as unwanted sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration and can be defined as any pressure variation in air that the human ear can detect. Sound levels are described in terms of both amplitude and frequency. Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers and the decibel scale was devised to avoid this. Amplitude is measured in decibels (dB) on a logarithmic scale. The decibel scale uses the hearing threshold as a point of reference, defined as 0 decibels. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person. Doubling the source strength increases the sound pressure by 3 dB. For example, 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB.

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as "A-weighted decibels" (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA (U.S. EPA 1971, Lipscomb and Taylor 1978). Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 4.3-1**.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 to 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. For mobile transportation sources, such as highways, hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (U.S. EPA 1971).

4.3 NOISE

FIGURE 4.3-1  
TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft) Commercial Area	70	Vacuum Cleaner at 3 m (10 ft)
Heavy Traffic at 90 m (300 ft)	60	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Traffic Noise Impact Analysis, page 3 (Ambient Air Quality and Noise Consulting)

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

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are used. The three most commonly used descriptors are  $L_{eq}$ ,  $L_{dn}$ , and CNEL. The energy-equivalent noise level,  $L_{eq}$ , is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level,  $L_{dn}$ , is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to  $L_{dn}$  but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.). Another descriptor that is commonly discussed is the single-event noise exposure level (SENEL), also referred to as the sound exposure level (SEL). The SENEL/SEL describes a receiver's cumulative noise exposure from a single noise event, which is defined as an acoustical event of short duration (0.5 second), such as a backup beeper, the sound of an airplane traveling overhead, or a train whistle, and involves a change in sound pressure above a defined reference value (usually approximately 40 dBA). Noise analyses may also depend on measurements of  $L_{max}$ , the maximum instantaneous noise level during a specific period of time, and  $L_{min}$ , the minimum instantaneous noise level during a specific period. Common noise level descriptors are summarized in **Table 4.3-1**.

**TABLE 4.3-1**  
**ACOUSTICAL TERMINOLOGY**

<b>Term</b>	<b>Definition</b>
<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound, defined as one-tenth of the logarithm of the ratio of the sound pressure squared over the reference pressure squared.
<b>Community Noise Equivalent Level (CNEL)</b>	The CNEL is similar to the $L_{dn}$ described below, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated $L_{dn}$ .
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>Day-Night Average Noise Level (<math>L_{dn}</math>)</b>	The 24-hour $L_{eq}$ with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increased sensitivity to noise during these hours.
<b>Energy Equivalent Noise Level (<math>L_{eq}</math>)</b>	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.

### 4.3 NOISE

Term	Definition
<b>Maximum Noise Level (Lmax)</b>	The maximum instantaneous noise level during a specific period of time.
<b>Minimum Noise Level (Lmin)</b>	The minimum instantaneous noise level during a specific period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the $\Delta$ Maximum level, which is the highest RMS level.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>Sabin</b>	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
<b>Single Event Level (SEL)</b>	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second.

#### Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3-dB change is considered a just-perceivable difference.

- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10-dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

### Existing Noise Environment

#### Noise-Sensitive Land Uses

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other noise-sensitive land uses include hospitals, convalescent facilities, parks, hotels, churches, libraries, and other uses where low interior noise levels are essential. Noise-sensitive land uses located near the project site consist of residential land uses, the nearest of which are located to the north of the project site, across Elk Grove Boulevard, and to the south of the project site, across Civic Center Drive.

#### Ambient Noise Levels

The Laguna Ridge Town Center project vicinity is subjectively evaluated as currently being fairly quiet, as it is located a substantial distance from State Route (SR) 99 (approximately one mile east of the eastern border of the site) and other major local roadways. Railroad and aircraft noise sources do not significantly affect the project site.

To document the existing noise environment, ambient noise surveys were conducted by AMBIENT Air Quality & Noise Consulting at various locations in the project area. Short-term (10-minute) noise level measurements were conducted using a Larson Davis model 820 sound-level meter placed at a height of approximately 4.5 feet above the ground surface. Based on the measurements conducted, average daytime noise levels (in dBA  $L_{eq}$ ) in the project area generally range from the mid 50s to the upper 60s, dependent primarily on distance from nearby roadways. The dominant noise source noted during the survey was vehicular traffic on area roadways, including Elk Grove Boulevard and Bruceville Road. Measurement locations and corresponding measured daytime noise levels are summarized in **Table 4.3-2**.

The project area is not affected by major railroad operations, as the Union Pacific Railroad (UPRR) mainline is located along Franklin Boulevard, a considerable distance to the west of the project area. At its closest, the UPRR mainline is approximately two miles west of the western border of the site.



## 4.3 NOISE

**TABLE 4.3-2  
AMBIENT DAYTIME NOISE LEVELS**

Monitoring Location	Measured Noise Level (dBA)		
	Leq	L <sub>MIN</sub>	L <sub>MAX</sub>
Project Site, Northwestern Boundary	68.3	53.2	75.8
Project Site, Southwestern Boundary	66.2	51.8	72.8
Project Site, Northeastern Boundary	67.5	52.4	74.9
Project Site, Sothern Boundary	55.4	43.1	69.6

Source: Ambient Air Quality and Noise Consulting

Note: Noise measurements were conducted using a Larson Davis Laboratories Model 820 Type I integrating sound meter positioned at a height of approximately 4.5 feet above ground level and at a distance of 50 feet from the centerline of the near travel lane of adjacent roadways.

### 4.3.2 REGULATORY FRAMEWORK

#### CITY OF ELK GROVE GENERAL PLAN

The Noise Element of the City of Elk Grove 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 are summarized in **Table 4.3-3**. The City's General Plan also includes maximum allowable noise standards for projects affected by transportation and non-transportation noise sources. Noise compatibility of proposed development is determined in comparison to these standards. The City's noise standards for projects affected by stationary (i.e., non-transportation) and transportation noise sources are summarized in **Tables 4.3-4** and **4.3-5**, respectively.

As depicted in **Table 4.3-4**, the City's maximum acceptable exterior noise standard for non-transportation noise sources is 55 dBA  $L_{eq}$  during the daytime hours (i.e., 7 a.m. to 10 p.m.) and 45 dBA during the nighttime hours (i.e., 10 p.m. to 7 a.m.) To account for increased annoyance potential, non-transportation sources with tonal, impulsive, or repetitive noise characteristics are reduce by 5 dBA. The City's maximum acceptable exterior noise standard for transportation noise sources is 60 dBA  $L_{dn}/CNEL$  (**Table 4.3-5**). Exterior noise levels of up to 65 dBA  $L_{dn}/CNEL$  may be allowed provided that available exterior noise level reduction measures have been incorporated into the project and interior noise levels do not exceed the City's interior noise standard of 45 dBA  $L_{dn}/CNEL$ . This interior noise standard is consistent with State of California Title 24 building insulation requirements, which establishes an interior noise standard of 45 dBA  $L_{dn}/CNEL$  for multi-family residential dwellings.

**TABLE 4.3-3  
PROJECT CONSISTENCY WITH GENERAL PLAN NOISE POLICIES**

General Plan Policies	Project Consistency with the General Plan	Analysis
Policy NO-3: Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise		No development is proposed as part of the proposed project. Any future development on the site will require discretionary approvals subject to environmental review. The project is required to comply with

General Plan Policies	Project Consistency with the General Plan	Analysis
<p>level standards of Table NO-A as measured immediately within the property line of lands designated for noise-sensitive uses.</p> <p><i>NO-3-Action 1:</i> Limit construction activity to the hours of 7 a.m. to 7 p.m. whenever such activity is adjacent to residential uses.</p> <p><i>NO-3-Action 2:</i> Consider limiting the hours of operation for loading docks, trash compactors, and other noise-producing uses in commercial areas which are adjacent to residential uses.</p> <p><i>NO-3-Action 3:</i> The City shall require that stationary construction equipment and construction staging areas be set back from existing noise-sensitive land uses.</p>	<p>Yes</p>	<p>Laguna Ridge Specific Plan (LRSP) EIR mitigation measures MM 4.4.3a, 4.4.3b, and 4.4.5 (as well as all other LRSP EIR mitigation measures) which requires analysis of noise levels associated with future development of medical uses and to identify noise-reduction measures necessary to ensure compliance with City of Elk Grove noise standards for non-transportation noise sources.</p>
<p>Policy NO-4:</p> <p>Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table NO-A at existing or planned noise-sensitive land uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are shown in Table NO-B.</p>	<p>Yes</p>	<p>A noise study has been prepared for the proposed Laguna Ridge Town Center project, as well as for the approved LRSP area. Mitigation measures are identified for potential noise impacts in the LRSP EIR and are also required for implementation of the proposed project. See analysis above.</p>
<p>Policy NO-8:</p> <p>Where noise mitigation measures are required to achieve the standards of Tables NO-A and NO-C, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures, including the use of distance from noise sources, have been integrated into the project.</p>	<p>Yes</p>	<p>See analysis above.</p>

Source: City of Elk Grove General Plan, Noise Element (Amended January 5, 2005).

Note: Transportation noise sources are defined as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by federal and state regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance. Non-transportation noise source may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, etc.

## 4.3 NOISE

**TABLE 4.3-4  
PERFORMANCE STANDARDS FOR STATIONARY (NON-TRANSPORTATION) NOISE SOURCES**

Source	Noise Level (Hourly Leq, dBA)	
	Part 1: Typical Sources <sup>1</sup>	55
Part 2: Sources which are Tonal, Impulsive, Repetitive, or Consist Primarily of Speech or Music <sup>2</sup>	50	40

Source: Elk Grove General Plan, Noise Element, Table NO-A (Amended January 5, 2005).

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

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

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

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

**TABLE 4.3-5  
NOISE STANDARDS FOR NEW USES AFFECTED BY TRANSPORTATION NOISE**

Land Use	Outdoor Activity Areas <sup>1</sup> Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB <sup>2</sup>
Residential	60 <sup>3</sup>	45	–
Residential subject to noise from railroad tracks, aircraft overflights, or similar noise sources which produce clearly identifiable, discrete noise events (the passing of a single train, as opposed to relatively steady noise sources such as roadways)	60 <sup>3</sup>	40 <sup>5</sup>	–
Transient Lodging	60 <sup>4</sup>	45	–
Hospitals, Nursing Homes	60 <sup>3</sup>	45	–
Theaters, Auditoriums, Music Halls	–	–	35
Churches, Meeting Halls	60 <sup>3</sup>	–	40
Office Buildings	–	–	45
Schools, Libraries, Museums	–	–	45
Playgrounds, Neighborhood Parks	70	–	–

Source: City of Elk Grove General Plan Noise Element, Table NO-C (Amended January 2005).

1. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

2. As determined for a typical worst-case hour during periods of use.

3. Where it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

4. In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply.

5. The intent of this noise standard is to provide increased protection against sleep disturbance for residences located near railroad tracks.

## LAGUNA RIDGE SPECIFIC PLAN

The Laguna Ridge Specific Plan (LRSP) serves to implement the City's General Plan policies and establish clear direction for the development of the entire Specific Plan Area. The Specific Plan is both a policy and a regulatory document. It provides definition of policy direction, establishes zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Specific Plan Area.

The Specific Plan provides mitigation measures for reduction in noise impacts, which are required to be implemented into project design. The City's General Plan Policy NO-3 requires that noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the City's noise level standards. General Plan Policy NO-4 states that where proposed non-residential land uses are likely to produce noise levels exceeding the City's performance standards at existing or planned noise-sensitive land uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The LRSP provided measures to respond to these General Plan Policies that were deemed appropriate to the Laguna Ridge Plan Area. These measures included mitigation to reduce construction noise and vibration, operational noise, agricultural operations noise, and traffic noise. These mitigation measures are to be applied to projects within the entire Plan Area.

## CITY OF ELK GROVE NOISE ORDINANCE

The City of Elk Grove Noise Ordinance provides an exterior noise level standard of 55 dB for daytime (7 a.m. to 10 p.m.) and an exterior noise level standard of 45 dB for nighttime (10 p.m. to 7 a.m.) for residential areas. The Noise Ordinance also provides a guideline for the allowable interior and exterior noise levels over a cumulative duration. These levels are shown in **Table 4.3-6**. If the ambient noise level exceeds the permitted in any of the noise level categories specified in the subdivision, the allowable noise limit shall be increased by 5 dB increments in each category to encompass the ambient noise level.

**TABLE 4.3-6**  
**DURATION OF INDOOR INTRUSIVE NOISE LEVELS**

Cumulative Duration of the Intrusive Noise	Exterior Noise Level, dB		Interior Noise Level, dB
	Daytime	Nighttime	Nighttime
30 minute per hour	55	50	N/A
15 minutes per hour	60	55	N/A
5 minutes per hour	65	60	45
1 minute per hour	70	65	50
Level not to exceed for any time per hour	75	70	55

Source: City of Elk Grove Noise Ordinance.

## 4.3 NOISE

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### 4.3.3 PROJECT IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

Criteria for determining the significance of noise impacts were developed based on information contained in the California Environmental Quality Act Guidelines (CEQA Guidelines, Appendix G). According to those guidelines, a project may have a significant effect on the environment if it will satisfy the following conditions:

- 1) 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.
- 2) Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels.
- 3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- 4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- 5) 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 of public use airport, the project exposes people residing or working in the project area to excessive noise levels.
- 6) For a project within the vicinity of a private airstrip, the project exposes people residing or working in the project area to excessive noise levels.

The Laguna Ridge Town Center Notice of Preparation/Initial Study determined that the nearest airport/airstrip is the Sunset Sky ranch Airport, which is located approximately five miles southeast of the project site. Implementation of the proposed project would not affect airport operations, nor would implementation of the proposed project result in the development or relocation of any noise-sensitive land uses in proximity to any airport or airstrip. As a result, implementation of the proposed project would not result in increased exposure of individuals to excessive aircraft noise levels. There are no private airstrips within the vicinity of the project area. Noise impacts from airports and airstrips were identified as being less than significant or having no impact and will not be further discussed in this document.

In comparison to impacts already addressed in the Elk Grove Laguna Ridge Specific Plan (LRSP) EIR, the proposed General Plan Amendment, Specific Plan Amendment, and Rezone project would not result in new noise or groundborne vibration impacts associated with construction-related activities. The LRSP identified groundborne vibration impacts and concluded that with mitigation measure **MM 4.4.2**, impacts would be reduced to less than significant. This mitigation measure requires that an assessment of vibrations induced by pile driving at the site shall be completed, and during construction, vibrations should be measured at regular intervals to determine the levels of vibration at various distances. Additionally, methods to reduce vibrations, if needed, could include cut-off trenches and the use of smaller hammers. This requirement shall be included as a note in all project construction plans. In addition, groundborne vibration levels associated with the proposed increase in commercial uses and reconfiguration of commercial and residential uses would not substantially change from those evaluated in the LRSP EIR; it is not anticipated that the reconfiguration of commercial and residential uses would affect the

significance of groundborne vibration levels as discussed in the LRSP EIR. The reconfiguration of onsite land uses would, however, result in a potential change in vehicle traffic generation rates. In addition, the increase in commercial designation and reconfiguration of onsite land uses could result in new non-transportation source noise impacts from the increase in commercial development potential to nearby noise-sensitive land uses not previously addressed in the LRSP EIR. This document includes analysis of potential increases in traffic noise levels as well as non-transportation source noise levels associated with the potential development allowed under the proposed land use reconfiguration.

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

- Result in a substantial permanent long-term increase in ambient noise levels. For purposes of this analysis, increases in ambient noise levels were evaluated based on the following criteria:
  - Where existing traffic noise levels are less than 60 dBA CNEL at the outdoor activity areas of noise-sensitive uses, a 5 dBA 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 CNEL at the outdoor activity areas of noise-sensitive uses, a 3 dBA increase in noise levels due to roadway improvement projects will be considered significant; and
  - Where existing traffic noise levels are greater than 65 dBA CNEL at the outdoor activity areas of noise-sensitive uses, a 1.5 dBA increase in noise levels due to roadway improvement projects will be considered significant.
- Result in the generation or exposure to noise levels that would exceed the City's applicable noise standards (**Table 4.3-4** of this document).

### Significance of Changes in Ambient Noise Levels

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or if it would substantially increase noise levels at noise-sensitive land uses.

The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project-noise conditions. **Table 4.3-7** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed

## 4.3 NOISE

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by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been asserted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the  $L_{dn}$ .

According to **Table 4.3-7**, an increase in the traffic noise level of 1.5 dB or more would be significant where the ambient noise level exceeds 65 dB  $L_{dn}$ . Extending this concept to higher noise levels, an increase in the traffic noise level of 1 dB or more may be significant where the ambient noise level exceeds 75 dB  $L_{dn}$ . The rationale for the **Table 4.3-7** criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant annoyance.

**TABLE 4.3-7**  
**SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE**

Ambient Noise Level Without Project, $L_{dn}$	Increase Required for Significant Impact
< 60 dB	+ 5.0 dB or more
60-65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

### METHODOLOGY

The analysis of noise impacts for this project focuses on the increase in traffic noise levels along existing roadways due to the additional traffic generated by the proposed land use reconfiguration.

#### Traffic Noise Impact Assessment Methodology

To assess traffic noise impacts, traffic noise levels are predicted at a representative distance for both existing and future, project and no-project conditions. Noise impacts are identified if the noise level increases as a result of the project and exceed the significance thresholds described previously. Noise impacts at future noise-sensitive land uses located within the project are identified if the predicted future plus project traffic noise levels exceed the project standards of significance.

#### Existing Roadway Traffic Noise

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used for the prediction of existing traffic noise levels in the project vicinity. The FHWA Model is the analytical method currently favored for traffic noise prediction by most state and local agencies. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly  $L_{eq}$  values for free-flowing traffic conditions. To predict  $L_{dn}$  values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Existing traffic data for area roadways were obtained from the Noise Impact Analysis prepared for the project. The FHWA model input data for all major project area roadways for existing conditions and future cumulative conditions are provided in **Table 4.3-8** and **Table 4.3-9** respectively.

## PROJECT IMPACTS AND MITIGATION MEASURES

### Long-Term Traffic Noise Levels

**Impact 4.3.1** Implementation of the proposed project would not result in a significant increase in ambient transportation noise levels. As a result, this impact would be considered **less than significant**.

Development in the Laguna Ridge Specific Plan (LRSP) area is guided by the LRSP, which includes land use designations, development standards, design guidelines, infrastructure plans, and financing plans. The EIR prepared for the LRSP (SCH #2000082139) determined that the LRSP, in combination with approved and planned urban development in the region, would increase traffic volumes within and adjacent to the plan area, which would increase transportation-related noise levels in excess of the City of Elk Grove noise standards unless mitigation was implemented. As identified in the LRSP EIR, the LRSP project would expose on-site residential and other noise-sensitive land uses to noise levels in excess of City noise standards along the future extension of Big Horn Road between Elk Grove Boulevard and Poppy Ridge Road, the plan area's frontage with Elk Grove Boulevard, and along Poppy Ridge Road. The LRSP EIR requires that all development within the LRSP identify specific noise mitigation measures, specifically **MM 4.4.5**, for areas that would be located within the 60 dB Ldn traffic noise contours as determined by the LRSP EIR. Potential mitigation measures are provided within the LRSP EIR and include implementing setbacks, constructing sound barriers, or creating 100 feet of dense foliage. Due to this requirement, the LRSP resulted in a less than significant impact regarding excessive traffic noise impacts. These mitigation measures would be applicable to the project area at the entire northern boundary, which is along Elk Grove Boulevard, as well as the entire western boundary, which is along Bruceville Road.

All future development plans on the project site will need to be prepared to incorporate the mitigation requirements of MM 4.4.5 of the LRSP EIR. Potential design features for noise attenuation include:

- 1) Setbacks (i.e., open space, frontage roads, recreational areas, and storage yards) typically reduce noise attenuation by 4 to 6 dB per doubling of distance from the source.
- 2) Barriers (i.e., walls, berms, or structures) to achieve a noise reduction ranging from 5 to 15 dB. Earth berms provide approximately 3 dB more attenuation than a wall.
- 3) Site design (i.e., building location) to reduce noise levels.
- 4) Building design (i.e., location of noise-sensitive uses within a building) to reduce the impact of noises on inhabitants.
- 5) Building façades (i.e., utilizing all features of the building façade including the closed windows) to reduce noise.



## 4.3 NOISE

- 6) Vegetation (i.e., trees and other vegetation) 100 feet of dense foliage can achieve a 5 dB attenuation of traffic noise.
- 7) Noise-reducing paving materials (i.e., rubberized asphalt) reduce traffic noise by approximately 4 dB.

These design features must be in place prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard and Big Horn Road by the City of Elk Grove Development Services.

The increase in traffic associated with implementation of the proposed Laguna Ridge Town Center project has the potential to increase transportation noise levels beyond those disclosed and addressed in the LRSP EIR. The FHWA roadway noise prediction model was used to predict traffic noise levels along affected roadways for existing traffic conditions, with and without implementation of the proposed project. Modeling was conducted for roadways anticipated to be primarily affected by the proposed project, based on predicted traffic volumes obtained from the traffic analysis prepared for this project (Fehr & Peers, 2008). Modeling was conducted for existing and future cumulative conditions. Predicted traffic noise levels for existing conditions, with and without implementation of the proposed project, are summarized in **Table 4.3-8**. The project's contribution to traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. The predicted noise levels do not take into account shielding or reflection of noise from existing terrain or existing/future structures.

In comparison to existing conditions, implementation of the proposed project would result in predicted increase in traffic noise levels of approximately 0.6 dBA or less along area roadways. As a result, this impact would be considered **less than significant**.

**TABLE 4.3-8  
PREDICTED INCREASES IN TRAFFIC NOISE LEVELS – EXISTING CONDITIONS**

Roadway Segment	Predicted Noise Level (dBA CNEL/Ldn) at 50 Feet From Near Travel Lane Centerline			
	No Project	Plus Project	Increase	Significant
Elk Grove Blvd., Bruceville Rd. to Wymark Dr.	73.06	73.26	0.20	No
Elk Grove Blvd., Wymark Dr. to Big Horn Blvd.	73.06	73.39	0.33	No
Elk Grove Blvd., Big Horn Blvd. to Laguna Springs Dr.	72.93	73.38	0.45	No
Bruceville Rd., North of Elk Grove Blvd.	69.17	69.68	0.51	No
Bruceville Rd., South of Elk Grove Blvd.	69.74	70.33	0.59	No
Big Horn Blvd., North of Elk Grove Blvd.	65.10	65.54	0.44	No

Source: *Ambient Air Quality and Noise Consulting, Noise Impact Analysis, 2008*

Note: Traffic noise levels were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) based on traffic data obtained from the traffic analysis prepared for this project. Modeling assumes no natural or human-made shielding (e.g., vegetation, berms, walls, buildings).

### Mitigation Measures

None required.

### Long-term Noise Levels – Proposed Medical Center

**Impact 4.3.2** Proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses. As a result, this impact would be considered **potentially significant**.

The proposed project does not include any specific development proposals. However, it is anticipated that future development of the project site may include a medical center. Noise associated with a hospital or emergency medical uses may vary from noise associated with more typical shopping commercial uses.

Stationary noise sources commonly associated with medical centers are typically associated with building mechanical equipment, including cooling towers and back-up power generators. Noise levels associated with such equipment can reach levels of up to approximately 90-100 dBA. Mechanical equipment is typically located within buildings or separated from direct public exposure, such as on rooftop areas. In addition, increases in ambient noise levels at nearby noise-sensitive land uses could also occur associated with arrivals and departures of helicopters, in the event that a helipad were to be proposed as part of a future medical center.

Depending on the specific equipment proposed, services provided, and site design, the proposed medical center could result in significant increases in ambient noise levels at nearby noise-sensitive land uses in excess of the City's noise standards. As a result, this impact would be considered **potentially significant**.

#### Mitigation Measure

**MM 4.3.2** The City shall require an acoustical assessment to be performed to evaluate noise impacts associated with the development of proposed onsite medical land uses. Where acoustical analysis determines that noise levels would exceed applicable noise standards, the City shall require the implementation of noise-reduction measures to reduce noise impacts to nearby noise-sensitive receptors. Such measures may include, but are not limited to, the incorporation of setbacks, sound barriers, berms, or equipment enclosures.

*Timing/Implementation:* Prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard, Big Horn Road and Poppy Ridge Road.

*Enforcement/Monitoring:* City of Elk Grove Development Services

#### Significance After Mitigation

Implementation of the above mitigation measure would require analysis of noise impacts associated with the proposed medical center and that noise reduction measures be incorporated to reduce associated impacts. The incorporation of noise reduction measures and site design considerations can result in substantial reductions in operational noise levels. However, predicted operational noise levels at some nearby noise-sensitive land uses could still exceed the City's applicable noise standards. In addition, in the event that the proposed medical center were to include a helipad, it is unlikely that resultant noise levels at all nearby

## 4.3 NOISE

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noise-sensitive land uses would be reduced to within acceptable levels. As a result, this impact would be considered **significant and unavoidable**.

### 4.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

#### CUMULATIVE SETTING

The cumulative setting for noise assumes development of land uses in the City and surrounding area. It is anticipated that development would be consistent with the General Plan as amended under cumulative conditions and would include the cumulative projects identified in **Table 4.0-1** in Section 4.0, Introduction to the Environmental Analysis and Assumptions Used. The projects listed in **Table 4.0-1**, along with the proposed project, comprise the major cumulative development occurring in the City and its vicinity. Potential cumulative noise impacts would be primarily associated with traffic noise sources; on-site noise sources associated with operation of the project under cumulative conditions are expected to result in the project-level impacts previously discussed and not significantly contribute to cumulative noise impacts.

The CEQA guidelines and the Elk Grove General Plan Noise Element have been used to establish cumulative noise impact standards for this section. Implementation of the project would result in **significant cumulative** noise impacts if the project would result in either of the following:

- 1) Exposure of persons to or generation of noise levels in excess of standards established in the Elk Grove General Plan, or applicable standards of other agencies.
- 2) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, as defined by **Table 4.3-4**, above.

#### CUMULATIVE IMPACTS

##### Permanent Cumulative Noise Increase: Traffic

**Impact 4.3.3** Implementation of the proposed project, along with approved and planned urban development in the region, would increase traffic volumes within and adjacent to the project area which would increase transportation related noise levels in excess of the City of Elk Grove noise standards. Development of the project site would result in increased cumulative traffic noise levels. However, the proposed project would result in an increase in ambient noise levels of approximately 0.4 dBA or less along area roadways. As a result, the project would have a **less than cumulatively considerable** contribution to cumulative traffic noise impacts.

**Table 4.3-9** shows predicted traffic noise levels for future cumulative conditions, with and without implementation of the proposed project.

**TABLE 4.3-9  
PREDICTED INCREASES IN TRAFFIC NOISE LEVELS – FUTURE CUMULATIVE CONDITIONS**

Roadway Segment	Cumulative Predicted Noise Level (dBA CNEL/Ldn) at 50 Feet From Near Travel Lane Centerline			
	No Project	Plus Project	Increase	Significant
Elk Grove Blvd., Bruceville Rd. to Wymark Dr.	74.85	74.97	0.12	No
Elk Grove Blvd., Wymark Dr. to Big Horn Blvd.	74.74	74.94	0.20	No
Elk Grove Blvd., Big Horn Blvd. to Laguna Springs Dr.	73.84	74.04	0.20	No
Bruceville Rd., North of Elk Grove Blvd.	72.39	72.59	0.20	No
Bruceville Rd., South of Elk Grove Blvd.	70.34	70.74	0.40	No
Big Horn Blvd., North of Elk Grove Blvd.	70.58	70.82	0.24	No

Source: Ambient Air Quality and Noise Consulting, Noise Impact Analysis, 2008

Note: Traffic noise levels were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) based on traffic data obtained from the traffic analysis prepared for this project. Modeling assumes no natural or human-made shielding (e.g., vegetation, berms, walls, buildings).

Development in the Laguna Ridge Specific Plan (LRSP) area is to be guided by the LRSP, which includes land use designations, development standards, design guidelines, infrastructure plans, financing plans for the its systematic implementation. The EIR prepared for the Laguna Ridge Specific Plan (SCH #2000082139) determined that the LRSP, in combination with approved and planned urban development in the region, would increase traffic volumes within and adjacent to the plan area, which would increase cumulative transportation related noise levels in excess of the City of Elk Grove noise standards unless mitigation was implemented. Although all of the major roadways in the vicinity of the Laguna Ridge Specific Plan area were determined be exposed to elevated traffic noise levels, some roadway segments have been anticipated to incur higher rates of elevated traffic noise than others. Impact 4.4.5 of the Laguna Ridge Specific Plan EIR listed the following roadway segments within and near the Specific Plan area that were determined to sustain substantial traffic noise level increases due to the development of the Specific Plan:

- Bilby Road – Franklin Boulevard to Bruceville Road
- Bruceville Road – Laguna Boulevard to Elk Grove Boulevard
- Bruceville Road – Elk Grove Boulevard to Poppy Ridge Road
- Poppy Ridge Road – Bruceville Road to Big Horn Boulevard
- Poppy Ridge Road – Big Horn Boulevard to State Route 99

The LRSP EIR requires that all development within the LRSP identify specific noise mitigation measures (MM 4.4.5 of the Laguna Ridge Specific Plan EIR) for areas that would be located within the 60 dB Ldn traffic noise contours identified in the LRSP EIR. Areas of the proposed project that meet this description include the entire northern boundary, which is along Elk Grove Boulevard, as well as the entire western boundary, which is along Bruceville Road. Potential mitigation measures are provided within the Specific Plan EIR and include implementing setbacks, constructing sound barriers, or creating 100 feet of dense foliage. Due to this requirement, the LRSP was determined to result in a less than significant impact regarding cumulative traffic noise impacts. All future development plans on the project site will need to be prepared to incorporate the mitigation requirements of MM 4.4.5 of the LRSP EIR.

### 4.3 NOISE

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According to the noise impact analysis prepared for the proposed project, development of the project site would result in increased cumulative traffic noise levels by approximately 0.4 dBA or less along area roadways. This fact, coupled with the requirements of MM 4.4.5 of the Laguna Ridge Specific Plan EIR along the northern and western boundaries of the project site, results in a **less than cumulatively significant** impact.

#### Mitigation Measures

Implementation of mitigation measure MM 4.4.5 of the Laguna Ridge Specific Plan EIR is required in order to maintain transportation-related noise levels.

**REFERENCES**

Ambient Air Quality and Noise Consulting, 2008. *Noise Impact Analysis, Laguna Ridge Town Center*. Carmichael, California. January 2008.

City of Elk Grove, 2003. *City of Elk Grove General Plan Draft Environmental Impact Report*. Elk Grove, CA. August, 2003.

City of Elk Grove, 2005. *City of Elk Grove General Plan, Noise Element*. Elk Grove, CA. Adopted November 2003; amended January 2005.

City of Elk Grove, 2004. *Laguna Ridge Specific Plan*. Elk Grove, CA. June, 2004.

City of Elk Grove, 2004. *Laguna Ridge Specific Plan EIR*. Elk Grove, CA. June 2004.



## **4.4 TRAFFIC AND CIRCULATION**





## 4.4 TRAFFIC AND CIRCULATION

This section describes the transportation and circulation conditions in the area surrounding the proposed project site and identifies transportation impacts associated with implementation of the proposed project. The analysis focuses on potential impacts to area intersections and roadway segments, and it also evaluates the project's consistency with the City of Elk Grove General Plan and Laguna Ridge Specific Plan. Significant transportation and circulation impacts are identified, as necessary, and mitigation measures are identified to address those impacts. The analysis in this section is based on the Traffic Impact Analysis completed by Fehr & Peers in January 2008, which is included as **Appendix D** in this EIR.

### 4.4.1 EXISTING SETTING

The project site is located south of Elk Grove Boulevard just east of Bruceville Road in the City of Elk Grove and consists of vacant land within the Laguna Ridge Specific Plan (LRSP) area which allows for residential and shopping center uses. The project site includes a proposal for the following land use changes:

- 20 Unit/Acre Residential (RD-20) – 15.6 acres (312 to 390 dwelling units)
- Shopping Commercial (SC) – 51.7 acres
- Medical Office Building (MOB) – 28 acres

Key roadways and intersection locations in the project vicinity studied in this EIR are shown in **Figure 4.4-1** and described below.

#### CIRCULATION ANALYSIS

Level of service (LOS) is a quantitative measure describing the operating condition of intersections and roadways. LOS ranges from A through F, which represents driving conditions from best to worst, respectively. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

#### Intersections

The study intersections were analyzed using procedures and methodologies contained in the *Highway Capacity Manual* (HCM, 2000). **Table 4.4-1** displays the average control delay per vehicle for each LOS range for signalized intersections, which is based on the average delay for all vehicles passing through an intersection.

**TABLE 4.4-1**  
**LEVEL OF SERVICE DEFINITIONS FOR STUDY INTERSECTIONS**

Level of Service	Signalized Intersections Average Control Delay (seconds/vehicle)
A	Less than or equal to 10.0
B	10.1 – 20.0
C	20.1 – 35.0
D	35.1 – 55.0
E	55.1 – 80.0
F	Greater than 80.0

Source: *Highway Capacity Manual* (Transportation Research Board, 2000)

## 4.4 TRAFFIC AND CIRCULATION

### Roadways

Roadways segments were analyzed by comparing average daily traffic volumes to capacity thresholds presented in the City of Elk Grove's *Traffic Impact Analysis Guidelines* (July 2000). Consistent with the assumptions in the City's General Plan background report, all study roadways were assumed to have moderate access control. **Table 4.4-2** shows daily volume thresholds for each LOS category for two-, four-, and six-lane roadways with moderate access control.

**TABLE 4.4-2**  
**LEVEL OF SERVICE DEFINITIONS FOR STUDY ROADWAYS**

Number of Lanes <sup>1</sup>	Maximum Daily Volume				
	LOS A	LOS B	LOS C	LOS D	LOS E
2	10,800	12,600	14,400	16,200	18,000
4	21,600	25,200	28,800	32,400	36,000
6	32,400	37,800	43,200	48,600	54,000

Source: City of Elk Grove's *Traffic Impact Analysis Guidelines*, July 2000

<sup>1</sup> Elk Grove GP Background Report shows all study roadways segments with moderate access control.

### STUDY AREA

The project site is on the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road. Seven roadway segments and seven intersections were selected for analysis based on their proximity to the project site and expected usage by project traffic. **Figure 4.4-1** displays the study area roadways and location of the project. **Figure 4.4-2** displays the existing number of lanes on study roadways. All studied facilities currently operate at level of service (LOS) D or better with the exception of the Elk Grove Boulevard/SR 99 Southbound (SB) Ramps intersection, which operates at LOS E during the PM peak hour.

### Study Intersections

- 1) Elk Grove Boulevard/Bruceville Road
- 2) Elk Grove Boulevard/Big Horn Boulevard
- 3) Elk Grove Boulevard/Laguna Springs Drive
- 4) Elk Grove Boulevard/Auto Center Drive
- 5) Elk Grove Boulevard/SR 99 Southbound (SB) Ramps
- 6) Elk Grove Boulevard/SR 99 Northbound (NB) Ramp
- 7) Elk Grove Boulevard/East Stockton Boulevard

### Study Roadway Segments

- 1) Bruceville Road – Laguna Boulevard to Elk Grove Boulevard
- 2) Bruceville Road – Elk Grove Boulevard to Whitelock Parkway
- 3) Big Horn Boulevard – Laguna Boulevard to Elk Grove Boulevard
- 4) Elk Grove Boulevard – Bruceville Road to Big Horn Boulevard
- 5) Elk Grove Boulevard – Big Horn Boulevard to Laguna Springs Drive
- 6) Elk Grove Boulevard – Laguna Springs Drive to SR 99
- 7) Elk Grove Boulevard – SR 99 to East Stockton Boulevard

**Roadway System**

**State Route (SR) 99** is a north-south freeway within the project vicinity with interchanges at Grant Line Road, Elk Grove Boulevard, and Laguna Boulevard. The freeway consists of two lanes in each direction from south of Grant Line Road to north of Elk Grove Boulevard, where a high occupancy vehicle (HOV) lane is added in each direction.

**Bruceville Road** is a north-south arterial that begins at Mack Road in the City of Sacramento and extends southerly into Elk Grove and beyond. Bruceville Road is currently four lanes (two in each direction) through its intersection with Elk Grove Boulevard; it narrows to two lanes south of Backer Ranch Road/Civic Center Drive. Bruceville Road continues as a two-lane arterial to Kammerer Road.

**Elk Grove Boulevard** is an east-west arterial that connects Interstate 5 (I-5) in the west with SR 99 and Grant Line Road in the east. It consists of four to six lanes. Six-lane portions include the segment between Harbour Point Drive (just east of I-5) to Laguna Lake Way and McKenna Drive (just west of Bruceville Road) to SR 99. Elk Grove Boulevard is six lanes adjacent to the project site.

**Big Horn Boulevard** is a four-lane arterial connecting Franklin Boulevard and Whitelock Parkway. Big Horn Boulevard is an east-west arterial from Franklin Boulevard to Bruceville Road and then bends south to connect with Whitelock Parkway.

**Intersection Operations**

**Figure 4.4-3** displays the existing AM and PM peak hour traffic volumes at the study intersections. This figure also shows the existing lane configurations and traffic control at each intersection. As shown, all seven of the intersections are signalized. **Table 4.4-3** summarizes the results of an isolated intersection analysis. As the table indicates, the Elk Grove Boulevard/SR 99 SB Ramps intersection operates unacceptably during the PM peak hour. The analysis identified that all other intersections operate at LOS D or better during both peak hours. Refer to **Appendix D** for technical calculations.

**TABLE 4.4-3**  
INTERSECTION CONTROL DELAY AND LEVEL OF SERVICE – EXISTING CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Elk Grove Boulevard/Bruceville Road	Signal	47	D	41	D
2. Elk Grove Boulevard/Big Horn Boulevard	Signal	22	C	22	C
3. Elk Grove Boulevard/Laguna Springs Drive	Signal	8	A	14	B
4. Elk Grove Boulevard/Auto Center Drive	Signal	27	C	40	D
5. Elk Grove Boulevard/SR 99 SB Ramps	Signal	31	C	80	E
6. Elk Grove Boulevard/SR 99 NB On-Ramp	Signal	8	A	8	A
7. Elk Grove Boulevard/East Stockton Boulevard	Signal	35	C	47	D

Source: Fehr & Peers Traffic Impact Analysis, 2008

1 Overall average intersection control delay is reported in seconds per vehicle.

2 Level of service based on Highway Capacity Manual (Transportation Research Board, 2000).

Note: Shading indicates that the intersection operates unacceptably based on the significance criteria.

## 4.4 TRAFFIC AND CIRCULATION

### Roadway Segment Operations

**Figure 4.4-4** shows the existing average daily traffic (ADT) volume on the study roadway segments. **Table 4.4-4** displays roadway segment daily volumes, level of service, and volume-to-capacity (V/C) ratios. As shown, Elk Grove Boulevard carries the heaviest daily volumes, ranging from 37,000 vehicles per day (VPD) to 42,000 VPD. All study roadway segments operate at LOS C or better conditions.

**TABLE 4.4-4**  
**ROADWAY LEVEL OF SERVICE – EXISTING CONDITIONS**

Road Segment	Volume	Level of Service	V/C Ratio
1. Bruceville Road – Laguna Boulevard to Elk Grove Boulevard	21,700	B	0.60
2. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	24,700	B	0.69
3. Big Horn Boulevard – Laguna Boulevard to Elk Grove Boulevard	8,500	A	0.24
4. Elk Grove Boulevard – Bruceville Road to Big Horn Boulevard	40,700	C	0.75
5. Elk Grove Boulevard – Big Horn Boulevard to Laguna Springs Drive	39,500	C	0.73
6. Elk Grove Boulevard – Laguna Springs Drive to SR 99	42,000	C	0.78
7. Elk Grove Boulevard – SR 99 to East Stockton Boulevard	37,000	B	0.69

Source: *Fehr & Peers Traffic Impact Analysis, 2008*

Note: Level of service based on V/C thresholds established in *Elk Grove General Plan*.

The isolated intersection analysis used for this study does not consider the effect of vehicle queuing on intersection operations along Elk Grove Boulevard. A simulation analysis of Elk Grove corridor operations (east of Laguna Springs Drive) found that drivers experience unacceptable LOS E and F conditions and vehicle queues that routinely exceed storage and obstruct adjacent intersections. This condition is exacerbated by poor lane utilization of the eastbound and westbound through-lanes along Elk Grove Boulevard in this area. The following conditions contribute to the poor lane utilization along the corridor:

- The transition from three to two through lanes east of East Stockton Boulevard (eastbound) and west of Auto Center Drive (westbound)
- The close spacing between the ramp-terminal intersections
- The controlled eastbound Elk Grove Boulevard to northbound SR 99 on-ramp movement
- Inefficient traffic signal coordination

The City of Elk Grove has planned improvements to address these existing corridor operational deficiencies. These improvements include reconstructing the Elk Grove/SR 99 northbound interchange to include a loop onramp from East Stockton Boulevard and widening sections of Elk Grove Boulevard to improve lane utilization.

### Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities exist throughout the vicinity of the project site. Crosswalks are generally provided at signalized intersections, and sidewalks exist along the frontage of most developed properties. Class II (on-street with signing and striping) bike lanes are provided on Elk Grove Boulevard, Big Horn Boulevard, and portions of Bruceville Road. A Class I bike path exists from Laguna Boulevard to Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive. A Class I bike path is a bike path separated from the city streets.

### Transit Service

The City of Elk Grove operates fixed-route bus service (e-tran) within the project vicinity. Numerous routes are available, including Big Horn Boulevard (Route 162), Bruceville Road (Routes 156, 161), Elk Grove Boulevard (Routes 66, 70, 155, 156, 304), and Laguna Springs Drive (Routes 52, 162). Routes 66, 156, 161, and 304 each have stops at the Bruceville Road/Elk Grove Boulevard intersection. Given the proximity of the site to existing transit lines, it is likely that some patrons will utilize transit service to access the project site.

### 4.4.2 REGULATORY FRAMEWORK

#### STATE

The California Department of Transportation (Caltrans) operates and maintains State Route 99 (SR 99), Interstate 5 (I-5), State Route 16 (SR 16), and State Route 160 (SR 160), which provide regional access to the City of Elk Grove and the adjacent areas. Additionally, the Caltrans Division of Planning has four major functions: the Office of Advance Planning, Regional Planning/Metropolitan Planning Organization, Local Assistance/IGR/CEQA, and System Planning Public Transportation.

The Office of System Planning Public Transportation prepares Transportation Concept Reports in coordination with the regional planning partners and other District Divisions. The Transportation Concept Reports (TCRs) are long-term planning documents which evaluate current and projected conditions along specified routes. The TCRs establish 20-year planning visions and concepts and recommend long-term improvements to achieve the concept. The TCRs also reflect the plans of the applicable Regional Transportation Planning Agencies (RTPAs, SACOG) and Metropolitan Planning Organizations (MPOs) for managing local and regional travel demand on state routes. Caltrans has established a Concept LOS for all roadways under their jurisdiction.<sup>1</sup> The Concept LOS assumes a 20-year horizon and that improvement to the identified facility will occur. The Concept LOS for SR 99 from Eschinger Road to Elk Grove Boulevard is LOS F and from Elk Grove Boulevard to Stockton Boulevard is LOS E.

#### LOCAL

##### City of Elk Grove General Plan

The City of Elk Grove General Plan provides the following policies to address traffic and circulation issues such as LOS standards, roadway funding, growth impacts, road standards, transit, and access. **Table 4.4-5** identifies General Plan policies for transportation and circulation

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<sup>1</sup> Concept LOS is defined by Caltrans as the highest and best level of service that can be achieved in the 20-year planning period based on the concept facility.

#### 4.4 TRAFFIC AND CIRCULATION

that are relevant to the proposed project. While this EIR analyzes the project's consistency with the General Plan pursuant to CEQA Section 15125(d), it is the Elk Grove City Council that will make the determination of the project's consistency with the General Plan.

**TABLE 4.4-5  
PROJECT CONSISTENCY WITH GENERAL PLAN TRANSPORTATION AND CIRCULATION POLICIES**

General Plan Policies	Consistency with General Plan	Analysis
<p>Policy CI-13</p> <p>The City shall require that all roadways and intersections in Elk Grove operate at a minimum Level of Service "D" at all times.</p>	<p>Yes, with mitigation</p>	<p>As shown in Figure 4.4-7, all study roadway segments would continue to operate acceptably with the addition of the project. Three roadway segments along Elk Grove Boulevard, between Wymark Drive and SR 99, would worsen from LOS C to LOS D conditions with the addition of traffic generated by the proposed project.</p> <p>The addition of trips generated by the proposed project would result in a significant impact at the Elk Grove Boulevard/SR 99 Southbound Ramps intersection. The widening of the SR 99 off-ramp at Elk Grove Boulevard is a condition of the Laguna Ridge Specific Plan, which encompasses the project. The widening of this off-ramp will restore average delay at the intersection to 81 seconds during the PM peak hour.</p> <p>As shown in Table 4.4.8 and 4.4.9, all other intersection and roadway operations will not be increased beyond LOS D.</p> <p>Under cumulative conditions, the majority of surrounding identified roadways and intersections exceed LOS D (see Table 4.4-11 and 4.4-12); however the only project-related decrease in level of service is the Elk Grove Blvd./Bruceville Road intersection. Mitigation measure MM 4.4.8 reduces the project's impact to this intersection to a less than significant level..</p>
<p>Policy CI-15</p> <p>Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Master Plan. The payment of establishing traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.</p>	<p>Yes</p>	<p>The project will be required to pay development impact fees through the City's Capital Facilities Fee or the Elk Grove Roadway Fee. The project will also be required to pay its fair share cost toward the coordination of the Elk Grove Boulevard/SR 99 SB Ramps intersection with the Elk Grove Boulevard/East Stockton Boulevard, Elk Grove Boulevard/SR 99 NB On-Ramp, and Elk Grove Boulevard/Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project.</p>

## 4.4 TRAFFIC AND CIRCULATION

General Plan Policies	Consistency with General Plan	Analysis
<p>Policy CI-16</p> <p>Where a development project is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.</p>	Yes	<p>The proposed project requests a change in land use and zoning designations, but there are no development plans associated with the project at this time. Subsequent development projects on the project site will be required to construct all roadways within the project site to ultimate width, including landscape corridors, paseos, and pedestrian paths to accommodate pedestrians.</p>
<p>Policy CI-23</p> <p>All public streets should have sufficient width to provide for parking on both sides of the street and enough remaining pavement width to provide for fire emergency vehicle access.</p>	Yes	<p>All future development on the project site would be required to construct all public streets within the project to meet City standards regarding width and emergency access.</p>

### 4.4.3 PROJECT IMPACTS AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A transportation/circulation impact is considered significant if it would result in any of the following:

- 1) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).
- 2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- 3) 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.
- 4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- 5) Result in inadequate emergency access.
- 6) Result in inadequate parking capacity.
- 7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Conditions without and with the project have been compared to identify significant impacts according to the following criteria specific to the project area.



## 4.4 TRAFFIC AND CIRCULATION

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### Roadway System

An impact is considered significant on roadways and intersections if the project causes the facility to change from LOS D or better to LOS E or F. For facilities that are, or will be (in the cumulative conditions), operating at unacceptable levels of service without the project, an impact is considered significant if the project:

- 1) Increases the delay at study intersections by more than five seconds.
- 2) Increases the volume-to-capacity (V/C) ratio by 0.05 or more on a roadway.

### 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.

### 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.

### METHODOLOGY

The analysis contained in this section is based on the *Traffic Impact Analysis for the Laguna Ridge Town Center Project* prepared by Fehr & Peers Associates in January 2008. The Traffic Impact Analysis analyzed the traffic impact of the land use reconfiguration of the proposed General Plan Amendment, Specific Plan Amendment, and Rezone. The LRSP EIR identified traffic impacts associated with the development of the project site with commercial and residential uses. The traffic impact analysis for the Laguna Ridge Town Center project addresses increase in severity or significance of impacts that were disclosed in the LRSP EIR, as well as whether there would be any new significant impacts not identified in the LRSP EIR.

Traffic operations have been quantified through the determination of "level of service" (LOS). Level of service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Fehr & Peers used the base year (2005) version of the SACMET regional travel demand model to estimate the geographic distribution of trips generated by the new uses included in the proposed land use reconfiguration. The SACMET distribution was then modified based on an inspection of existing travel patterns in the area and trip distribution patterns anticipated for similar projects.

### EXISTING PLUS PROJECT CONDITIONS

The Laguna Ridge Town Center project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to increase the commercial area on the project site, which is within the Laguna Ridge Specific Plan area. The project proposes an additional 23.2 acres of land zoned SC for a total of 79.7± acres of SC in the project area. Recently, a medical user has expressed interest in the purchase of 28 acres of SC-designated land in the Specific Plan area with the intent of developing up to 364,000 square feet of medical offices. Medical offices are an allowed use under the SC designation. This change will result in a loss of 11.8 acres of RD-10 and 12.5 acres of RD-15. Additionally, RD-20 zoning will be increased by 1.1 acres.

**Table 4.4-6** shows the uses that would be permitted under the proposed General Plan Amendment, Specific Plan Amendment, and Rezone. The following analysis focuses on the traffic impacts of the new uses added by the proposed project and assumes the future purchase of 28 acres of SC-designated land for the future development of up to 364,000 square feet of medical offices. This was assumed due to the interest of the above-mentioned medical user and the fact that medical offices are a high intensity use and would account for a worst-case impact scenario compared with other uses allowed on SC-designated lands.

**TABLE 4.4-6  
LAGUNA RIDGE TOWN CENTER USES ANALYZED**

Land Use	Existing Land Use (Acres)	Proposed Land Use (Acres)	Project Uses Analyzed
RD-10	11.8	—	—
RD-15	12.5	—	—
RD-20	14.5	15.6	1.1
SC	56.5	51.7	—
SC (Potential future medical use)	—	28.0	28.0

Source: Fehr & Peers Traffic Impact Analysis, 2008

**Site Access**

**Figure 4.4-5** displays the project site and specifies the new uses proposed by the land use reconfiguration. As shown in **Figure 4.4-5**, the parcels included in the proposed project would be accessed via Wymark Drive (to the east) and Civic Center Drive (to the south), as well as a right-in/right-out access via Elk Grove Boulevard.

**Trip Generation**

The peak hour and daily trip generation of the proposed project is estimated using trip rates published in *Trip Generation* (Institute of Transportation Engineers, 2003). **Table 4.4-7** displays the expected trip generation. As shown, the project would generate approximately 13,300 trips per day, including 910 trips during the AM peak hour and 1,370 trips during the PM peak hour, in addition to the trips analyzed in the Laguna Ridge Specific Plan EIR.

**TABLE 4.4-7  
PROJECT TRIP GENERATION**

Land Use	Quantity	ITE Category	Trip Rates <sup>1</sup>			Trips <sup>2</sup>		
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Medical Offices	364,000 sq ft	ITE 720	36.13	2.48	3.72	13,151	903	1,354
Low-Rise Apartments	22 units	ITE 221	6.59	0.46	0.58	145	10	13
<b>Total New Trips</b>						<b>13,296</b>	<b>913</b>	<b>1,367</b>

Source: Fehr & Peers Traffic Impact Analysis, 2008

<sup>1</sup> Trip Generation, 7<sup>th</sup> Edition (ITE, 2003) was used to develop trip generation rates.

<sup>2</sup> No internalization of trips or passby trips was assumed in this analysis.

## 4.4 TRAFFIC AND CIRCULATION

**Figure 4.4-6** shows the expected trip distribution for land uses added by the project. As shown, 42 percent of trips are expected to be oriented to/from the northwest on Elk Grove Boulevard and Bruceville Road. Another 13 percent of trips are expected to travel south along Bruceville Road at the western boundary of the project. About 45 percent of trips would traverse east along the northern boundary the project site, along Elk Grove Boulevard or Civic Center Drive.

### Traffic Forecasts

Project trips were assigned to the study roadways and intersections based on the trip generation and distribution assumptions described above. Project trips were added to the existing traffic volumes. The resulting daily roadway segment volume and level of service forecasts are shown on **Figure 4.4-7**. **Figure 4.4-8** shows AM and PM peak hour intersection traffic volume forecasts.

### Levels of Service

As shown in **Figure 4.4-7**, all study roadway segments would continue to operate acceptably with the addition of the project. Three roadway segments along Elk Grove Boulevard, between Wymark Drive and SR 99, would worsen from LOS C to LOS D conditions with the addition of traffic generated by the rezone. **Table 4.4-8** displays roadway segment daily volumes, level of service, and V/C ratios under existing and existing plus project conditions. The study intersections were analyzed under existing plus project conditions using the procedures described above. **Table 4.4-9** shows the results of the isolated intersection analysis, and **Appendix D** contains the technical calculations. As shown, the addition of trips generated by the project would result in a significant impact at the Elk Grove Boulevard/SR 99 SB Ramps intersection. The following section describes mitigation measures for this impact.

**TABLE 4-4-8**  
**ROADWAY LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS**

Intersection	Existing Conditions			Existing Plus Project		
	Volume	LOS <sup>1</sup>	V/C	Volume	LOS <sup>1</sup>	V/C
1. Bruceville Road – Laguna Boulevard to Elk Grove Boulevard	21,700	B	0.60	24,400	B	0.68
2. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	24,700	B	0.69	28,300	C	0.79
3. Big Horn Boulevard – Laguna Boulevard to Elk Grove Boulevard	8,500	A	0.24	9,400	A	0.26
4. Elk Grove Boulevard – Bruceville Road to Wymark Drive	40,700	C	0.75	42,700	C	0.79
5. Elk Grove Boulevard – Wymark Drive to Big Horn Boulevard	40,700	C	0.75	44,000	D	0.82
6. Elk Grove Boulevard – Big Horn Boulevard to Laguna Springs Drive	39,500	C	0.73	43,900	D	0.81
7. Elk Grove Boulevard – Laguna Springs Drive to SR 99	42,000	C	0.78	46,800	D	0.87
8. Elk Grove Boulevard – SR 99 to East Stockton Boulevard	37,000	B	0.69	39,200	C	0.73

Source: Fehr & Peers Traffic Impact Analysis, 2008

<sup>1</sup> Level of service based on V/C thresholds established in Elk Grove General Plan

TABLE 4.4-9  
INTERSECTION CONTROL DELAY AND LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Elk Grove Boulevard /Bruceville Road	Signal	47	D	41	D	51	D	44	D
2. Elk Grove Boulevard/Big Horn Boulevard	Signal	22	C	22	C	33	C	34	C
3. Elk Grove Boulevard /Laguna Springs Drive <sup>3</sup>	Signal	8	A	14	B	9	A	13	B
4. Elk Grove Boulevard /Auto Center Drive	Signal	27	C	40	D	26	C	46	D
5. Elk Grove Boulevard /SR 99 SB Ramps	Signal	31	C	80	E	47	D	<b>124</b>	<b>F</b>
6. Elk Grove Boulevard/SR 99 NB On-Ramp	Signal	8	A	8	A	8	A	9	A
7. Elk Grove Boulevard/East Stockton Boulevard	Signal	35	C	47	D	37	D	51	D

Source: Fehr & Peers Traffic Impact Analysis, 2008

1 Overall average intersection control delay is reported in seconds per vehicle.

2 Level of service based on Highway Capacity Manual (Transportation Research Board, 2000).

3 Laguna Springs Drive is assumed to be improved to a four-legged intersection under existing plus project conditions in order to provide project access.

Note: Shading indicates that the intersection operates unacceptably based on the significance criteria. Bold indicates a significant impact.

#### PROJECT IMPACTS AND MITIGATION MEASURES

##### Elk Grove Boulevard/SR 99 Southbound Ramps Intersection

**Impact 4.4.1** The addition of project traffic to existing traffic would increase the average delay at the Elk Grove Boulevard/SR 99 Southbound Ramps intersection by more than five seconds. Since this intersection operates unacceptably (LOS E) under existing conditions, this is considered a **significant** impact.

As shown in **Table 4.4-9** the Elk Grove Boulevard/SR 99 Southbound Ramps intersection operates at LOS E in the PM peak under existing conditions. The Elk Grove Boulevard/SR 99 Southbound Ramps intersection is estimated to operate at LOS F with implementation of the proposed project. Conceptual development envisioned for the site would cause this intersection to operate at a LOS F in the PM peak hour with the addition of traffic generated by conceptual development. This would exacerbate existing unacceptable operations at the Elk Grove Boulevard/SR 99 Southbound Ramps.

## 4.4 TRAFFIC AND CIRCULATION

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The Laguna Ridge Specific Plan EIR (SCH# 2000082139) identified that the LRSP would have a significant impact on operations at this intersection and identified mitigation measure MM 4.2.2e to address the impact. The widening of the SR 99 off-ramp at Elk Grove Boulevard is under construction as a condition of the Laguna Ridge Specific Plan. The widening of this off-ramp will restore average delay at the intersection to 81 seconds during the PM peak hour. This is within five seconds of the "no project" or existing delay. Therefore, this impact is considered **less than significant**.

### Mitigation Measures

None required.

### **Elk Grove Boulevard intersection with Bruceville Road, Big Horn Boulevard, Laguna Springs Drive, Auto Center Drive, SR 99 Northbound Ramps, and East Stockton Boulevard**

**Impact 4.4.2** With the additional traffic of the proposed project, Elk Grove Boulevard intersections with Bruceville Road, Big Horn Boulevard, Laguna Springs Drive, Auto Center Drive, SR 99 Northbound Ramps, and East Stockton Boulevard would continue to operate acceptably at LOS D or better in the AM and PM peak hour. This impact is considered **less than significant**.

As shown in **Table 4.4-9**, all intersections would operate at LOS D or above in the PM peak hour.

The project will cause the Elk Grove/East Stockton Boulevard intersection to worsen from a LOS C to a LOS D in the AM peak hour. All other Elk Grove Boulevard intersections studied would continue to operate in both the AM and PM peak hours at the same LOS as with the existing conditions. General Plan Policy CI-13 requires that the City shall require that all roadways and intersections in Elk Grove operate at a minimum LOS D at all times. These project intersections would still operate acceptably at LOS D or better during both peak hours. Therefore, the project traffic impact at the Elk Grove Boulevard intersections with Bruceville Road, Big Horn Boulevard, Laguna Springs Drive, Auto Center Drive, SR 99 Northbound Ramps, and East Stockton Boulevard is considered **less than significant**.

### Mitigation Measure

None required.

### **Potential to Exceed an Established LOS on Roadway Segments**

**Impact 4.4.3** The addition of project traffic to existing traffic would increase the average delay along roadway segments within the project area. Since these roadways operate at an acceptable (LOS D) under existing conditions, this is considered to be a **less than significant** impact.

As shown in **Figure 4.4-7**, all study roadway segments would continue to operate acceptably with the addition of the project. Three roadway segments along Elk Grove Boulevard, between Wymark Drive and SR 99, would worsen from LOS C to LOS D conditions with the addition of traffic generated by the rezone. **Table 4.4-8** displays roadway segment daily volumes, level of service, and V/C ratios under existing and existing plus project conditions. As mentioned above, General Plan Policy CI-13 requires a LOS D at all times along roadways and intersections in Elk Grove. These project roadway segments would still operate at an acceptable LOS D or better during both peak hours; therefore, this impact is considered to be **less than significant**.

### Mitigation Measures

None required.

### **Potential Conflicts with Pedestrian and Bicycle Uses**

**Impact 4.4.4** Implementation of the proposed project would have the potential to create conflicts between project traffic and pedestrians/bicycles. This is considered a **less than significant** impact.

The proposed project is located within the Laguna Ridge Specific Plan. The LRSP EIR identified this impact as 4.2.2 and concluded that this impact would be less than significant. The LRSP includes provisions for bicycle and pedestrian facilities, which are identified in the *Final Environmental Impact Report for the 2010 Sacramento City/County Bikeway Master Plan* (July 1993). Major and minor arterials, commercial streets, and primary residential streets within the Specific Plan area are required to have detached sidewalks separated from the roadway by landscaped planters. Major and minor arterials and commercial streets are required to have on-street Class II bike lanes. Future development of the project site would be required to adhere to these standards. Therefore, the proposed project would not disrupt or interfere with existing or planned bicycle and pedestrian facilities. This impact is considered **less than significant**.

### Mitigation Measures

None required.

### **Potential Conflicts with City Transit System**

**Impact 4.4.5** Implementation of the proposed project would have the potential to create conflicts between project traffic and the City transit system. This is considered a **less than significant** impact.

The proposed project is located within the Laguna Ridge Specific Plan. The LRSP EIR identified this impact as 4.2.8 and included MM 4.2.8 would reduce the impact to less than significant. Regional Transit (RT) maintains a 20-year master plan of transit facilities for the Sacramento region. This plan and the City's General Plan show that feeder bus service will be provided on (1) Elk Grove Boulevard between SR 99 and the UPRR, and (2) Bruceville Road between Poppy Ridge Road and Laguna Boulevard. All major arterial and collector streets in the Specific Plan area are required to be designed to accommodate transit facilities such as turnouts, bus stops, and shelters. Bus turnouts are required to be provided on all arterial streets within the Specific Plan. The project would not disrupt or interfere with existing or planned transit operations or facilities of the City of Elk Grove e-tran. Therefore, this impact is considered to be **less than significant**.

### Mitigation Measures

None required.

## 4.4 TRAFFIC AND CIRCULATION

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### 4.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

#### TRAFFIC MODEL ASSUMPTIONS AND FORECASTING METHODOLOGIES

Weekday and peak hour traffic volume forecasts under cumulative conditions were developed for study roadways and intersections using a modified version (v.01) of the SACMET regional travel demand model. This version of SACMET contains the latest land uses for the Laguna Ridge Specific Plan, Sutter Health Elk Grove campus, the Southeast Policy Area, and Elk Grove Marketplace retail parcels.

This version of the SACMET model also assumes full buildout of the roadway network identified in the City of Elk Grove General Plan (refer to **Figure 4.4-9** for the cumulative roadway network). Key roadway improvements within the project vicinity are identified below:

- Bruceville Road constructed as a six-lane arterial from Kammerer Road to north of Big Horn Boulevard
- Laguna Springs Drive constructed as a four-lane arterial from Elk Grove Boulevard to Laguna Boulevard
- Big Horn Boulevard constructed as a four-lane arterial from Elk Grove Boulevard to Kammerer Road
- Elk Grove Boulevard widened to six lanes from west of Bruceville Road to the Elk Grove Boulevard/East Stockton Boulevard intersection.

#### CUMULATIVE NO PROJECT CONDITIONS

##### Traffic Forecasts

The cumulative "no project" traffic volume forecasts for daily, AM peak hour, and PM peak hour conditions were developed by adding the difference between the cumulative and base year traffic model forecasts to the existing count. In some instances, modifications to the traffic model's forecasts were necessary to more accurately forecast the amount of traffic entering/exiting specific parcels (e.g., the existing Wal-Mart center on Elk Grove Boulevard) for which the trip generation characteristics are known.

**Figure 4.4-10** displays the daily roadway segment traffic volume and level of service forecasts under cumulative no project conditions. **Table 4.4-11** identifies cumulative LOS conditions for study roadway segments under no project and with project conditions. **Figure 4.4-11** shows the cumulative no project peak hour traffic forecasts and lane configurations at study intersections. **Table 4.4-12** identifies cumulative LOS conditions for study intersections under no project and with project conditions.

CUMULATIVE PLUS PROJECT CONDITIONS

**Trip Generation**

Similar to existing plus project conditions, the peak hour and daily trip generation of the project under cumulative conditions was estimated using trip rates published in *Trip Generation* (Institute of Transportation Engineers, 2003). **Table 4.4-10** displays the expected trip generation. As the table shows, the proposed land use reconfiguration would generate approximately 12,200 daily trips, including 880 trips during the AM peak and 260 trips during the PM peak. The total number of new external trips generated by the project is slightly lower under cumulative conditions than under existing conditions. This is because cumulative conditions assume buildout of the Laguna Ridge Specific Plan which provides opportunities for trip internalization (e.g., trip-making which remains internal to the site and does not use external roadways).

**TABLE 4.4-10  
PROJECT TRIP GENERATION – CUMULATIVE CONDITIONS**

Land Use	Quantity	ITE Category	Trip Rates <sup>1</sup>			Trips		
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Medical Offices	364,000 sq feet	ITE 720	36.13	2.48	3.72	13,151	903	1,354
Low-Rise Apartments	22 units	ITE 221	6.59	0.46	0.58	145	10	13
<b>Gross Trips</b>						13,296	913	1,367
<b>Internal Trips<sup>2</sup></b>						(1,064)	(37)	(109)
<b>Total New Trips</b>						12,233	876	1,257

Source: Fehr & Peers Traffic Impact Analysis, 2008

<sup>1</sup> Trip Generation, 7<sup>th</sup> Edition (ITE, 2003) was used to develop trip generation rates.

<sup>2</sup> Some trips are internalized under cumulative plus project conditions due to the buildout of other Laguna Ridge Town Center uses.

**Trip Distribution**

Fehr & Peers used the following sources to develop the geographic distribution of trips generated by the project:

- Project trip distribution forecasted in SACMET cumulative year model when project land uses are added to the network
- Survey of trip distribution for similar projects near to the study area
- Input by City staff

**Figure 4.4-12** shows the expected trip distribution for the project under cumulative conditions. As shown, 36 percent of trips are expected to be oriented to/from the northwest on Elk Grove Boulevard and Bruceville Road. Another 15 percent of trips are expected to head south along Bruceville Road. About half of the trips generated by the proposed land use reconfiguration would head east along Elk Grove Boulevard or Civic Center Drive.



## 4.4 TRAFFIC AND CIRCULATION

### Traffic Forecasts

The cumulative "plus project" traffic forecasts for daily, AM peak hour, and PM peak hour conditions were developed by manually assigning project trips to the cumulative roadway network using the trip distribution shown in **Figure 4.4-12**. Project trips were then added to the traffic volumes forecasted under cumulative "no project" conditions. **Figure 4.4-13** displays the daily roadway segment volume and level of service forecasts under cumulative "plus project" conditions. **Figure 4.4-14** shows cumulative "plus project" peak hour traffic forecasts and lane configurations at intersections.

### Levels of Service

Under cumulative "no project" conditions, the roadway segments along Elk Grove Boulevard west of Big Horn Boulevard and east of Laguna Springs Drive would operate unacceptably. As shown in **Table 4.4-11**, the addition of project trips would exacerbate unacceptable conditions and increase the V/C by 0.05 or more on the following segment:

- Elk Grove Boulevard – Laguna Springs Drive to SR 99 – LOS F conditions exacerbated

**TABLE 4.4-11**  
**ROADWAY LEVEL OF SERVICE – CUMULATIVE CONDITIONS**

Roadway	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
	Volume	LOS <sup>1</sup>	V/C	Volume	LOS <sup>1</sup>	V/C
1. Bruceville Road – Laguna Boulevard to Elk Grove Boulevard	45,500	D	0.84	47,600	D	0.88
2. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	28,400	A	0.53	31,100	A	0.58
3. Big Horn Boulevard – Laguna Boulevard to Elk Grove Boulevard	30,000	D	0.83	31,700	D	0.88
4. Elk Grove Boulevard – Bruceville Road to Wymark Drive	61,500	E	0.98	63,200	F	1.00
5. Elk Grove Boulevard – Wymark Drive to Big Horn Boulevard <sup>2</sup>	60,000	E	0.95	62,800	E	1.00
6. Elk Grove Boulevard – Big Horn Boulevard to Laguna Springs Drive	48,700	C	0.77	51,100	D	0.81
7. Elk Grove Boulevard – Laguna Springs Drive to SR 99	77,000	F	1.43	<b>79,800</b>	<b>F</b>	<b>1.48</b>
8. Elk Grove Boulevard – SR 99 to East Stockton Boulevard	50,900	E	0.94	52,700	E	0.98

*Source:* Fehr & Peers Traffic Impact Analysis, 2008

<sup>1</sup> Level of service based on V/C thresholds established in Elk Grove General Plan

<sup>2</sup> Increase in V/C ratio is 0.044, less than 0.05 V/C threshold for a significant impact as established in the General Plan.

**Note:** Shading indicates that the segment operates unacceptably based on the significance criteria. Bold indicates a significant impact.

## 4.4 TRAFFIC AND CIRCULATION

The study intersections were analyzed under cumulative conditions using the procedures described above. **Table 4.4-12** shows the results of the isolated intersection analysis. Technical calculations are provided in **Appendix D**. As shown, the addition of project trips would add more than five seconds of delay and impact the following study intersections:

- Elk Grove Boulevard/Bruceville Road
- Elk Grove Boulevard/Big Horn Boulevard
- Elk Grove Boulevard/Laguna Springs Drive
- Elk Grove Boulevard/Auto Center Drive
- Elk Grove Boulevard/SR 99 Southbound Ramps
- Elk Grove Boulevard/East Stockton Boulevard

**TABLE 4.4-12**  
**INTERSECTION CONTROL DELAY AND LEVEL OF SERVICE – CUMULATIVE CONDITIONS**

Intersection	Traffic Control	Cumulative No Project Conditions				Cumulative Plus Project Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Elk Grove Boulevard /Bruceville Road	Signal	95	F	106	F	<b>102</b>	F	<b>122</b>	F
2. Elk Grove Boulevard /Big Horn Boulevard	Signal	50	D	69	E	<b>60</b>	E	<b>81</b>	F
3. Elk Grove Boulevard /Laguna Springs Drive <sup>3</sup>	Signal	110	F	154	F	<b>117</b>	F	<b>173</b>	F
4. Elk Grove Boulevard/Auto Center Drive	Signal	158	F	117	F	163	F	<b>134</b>	F
5. Elk Grove Boulevard/SR 99 SB Ramps	Signal	102	F	132	F	<b>108</b>	F	<b>152</b>	F
6. Elk Grove Boulevard/SR 99 NB On-Ramp	Signal	23	C	38	D	25	C	43	D
7. Elk Grove Boulevard/East Stockton Boulevard	Signal	87	F	79	E	<b>94</b>	F	<b>90</b>	F

**Source:** Fehr & Peers Traffic Impact Analysis, 2008

<sup>1</sup> Overall average intersection control delay is reported in seconds per vehicle.

<sup>2</sup> Level of service based on Highway Capacity Manual (Transportation Research Board, 2000).

<sup>3</sup> This intersection is improved to include four legs under existing plus project conditions.

**Note:** Shading indicates that the intersection operates unacceptably based on the significance criteria. Bold indicates a significant impact.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard

**Impact 4.4.6** The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard by at least 0.05. Since these roadway segments currently operate unacceptably

## 4.4 TRAFFIC AND CIRCULATION

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(LOS F and LOS E respectively) under cumulative no project conditions, the project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

**Table 4.4-11** compares roadway segment LOS and volume to capacity ratio under cumulative conditions throughout the project vicinity. As shown in **Table 4.4-11**, the addition of traffic associated with conceptual development allowed under the proposed project would exacerbate the unacceptable LOS on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard. The road segment between Laguna Springs Drive and SR 99 operates at LOS F under cumulative conditions. The road segment between Wymark Drive and Big Horn Boulevard operates at LOS E under cumulative conditions. With implementation of the proposed project, Elk Grove Boulevard between Laguna Springs Drive and SR 99 is estimated to continue to operate at LOS F yet with an increase in V/C ratio more than the 0.05 V/C threshold. Elk Grove Boulevard between Wymark Drive and Big Horn Boulevard is estimated to continue to operate at LOS E yet with an increase in V/C ratio more than the 0.05 V/C threshold. This is a **significant** impact.

### Mitigation Measures

There are no feasible mitigation measures to fully mitigate this impact under cumulative conditions. This impact could be partially mitigated by extending the existing auxiliary lane on eastbound Elk Grove Boulevard from Laguna Springs Drive to SR 99. However, because the City would have to acquire right-of-way on the south side of Elk Grove Boulevard along the entire segment and would impact existing development, this mitigation is considered infeasible. Therefore, the operational deficiencies under cumulative conditions are considered **cumulatively considerable** and **significant and unavoidable**.

### **Operations on Bruceville Road between Elk Grove Boulevard and Whitelock Parkway, Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard, and Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive**

**Impact 4.4.7** The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive by 0.04. The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard as well as Bruceville Road between Elk Grove Boulevard and Whitelock Parkway by 0.05. Since these roadway segments would continue to operate acceptably (LOS D or better) under cumulative plus project conditions, this is considered a **less than cumulatively significant** impact.

As mentioned above, **Table 4.4-11** compares roadway segment LOS and volume to capacity ratio under cumulative conditions throughout the project vicinity. As shown in **Table 4.4-11**, the addition of traffic associated with conceptual development allowed under the proposed project would not exacerbate the LOS on Bruceville Road between Elk Grove Boulevard and Whitelock Parkway, Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard, and Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive. These road segments operate at LOS D or better under cumulative conditions. With implementation of the proposed project, these segments will continue to operate at LOS D or better resulting in a **less than cumulatively significant** impact.

Mitigation Measure

None required.

**Operations at Elk Grove Boulevard/Bruceville Road Intersection**

**Impact 4.4.8** The addition of project traffic to cumulative no project volumes would increase the average delay at the Elk Grove Boulevard/Bruceville Road intersection by more than five seconds. Since this intersection operates unacceptably (LOS F) under cumulative no project conditions, this is considered a **significant** impact.

**Table 4.4-12** compares intersection control delay and LOS ratio under cumulative conditions throughout the project vicinity. As shown in **Table 4.4-12**, the addition of traffic associated with conceptual development allowed under the proposed project would exacerbate the unacceptable LOS at the Elk Grove Boulevard/Bruceville Road intersection with the addition of project traffic. This intersection operates at LOS F under cumulative no project conditions. With implementation of the proposed project, the Elk Grove Boulevard/Bruceville Road intersection is estimated to also operate at LOS F yet with an increase in delay more than the five second threshold. This is considered a **significant** impact.

Mitigation Measures

**MM 4.4.8** The westbound right turn at the Elk Grove Boulevard/Bruceville Road intersection shall be converted into an overlapping phase.

*Timing/Implementation:* Prior to issuance of building permits for any development on the project site.

*Enforcement/Monitoring:* City of Elk Grove, Development Services, Planning

Implementation of mitigation measure **MM 4.4.8** would reduce this impact to **less than significant** and the project's contribution to **less than cumulatively considerable**.

**Cumulative Operations at Intersections in the Project Vicinity**

**Impact 4.4.9** The addition of project traffic to cumulative no project volumes would increase the average delay at multiple project vicinity intersections by more than five seconds. Since these intersections operates unacceptably (LOS F or LOS E) under cumulative no project conditions, the project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

**Table 4.4-12** above compares intersection control delay and LOS ratio under cumulative conditions throughout the project vicinity. As shown in **Table 4.4-12**, the addition of traffic associated with conceptual development allowed under the proposed project would exacerbate the unacceptable LOS at several intersections in the vicinity of the project with the addition of project traffic. While the Elk Grove Boulevard/SR 99 NB On-Ramp intersection would not be considerably impacted by the project, the intersections of Elk Grove Boulevard/Big Horn Boulevard, Elk Grove Boulevard/Laguna Springs Drive, Elk Grove Boulevard/Auto Center Drive, Elk Grove Boulevard/SR 99 SB Ramps, and Elk Grove Boulevard/East Stockton Boulevard would

#### 4.4 TRAFFIC AND CIRCULATION

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operate unacceptably. These intersections and their LOS under cumulative no project and cumulative with project conditions are as follows:

**Elk Grove Boulevard/Big Horn Boulevard intersection:** The addition of project traffic to cumulative no project volumes would increase the average delay at this intersection by more than five seconds. Since this intersection operates unacceptably (LOS E) under cumulative no project conditions, this is considered a significant impact.

Several improvements were analyzed in order to reduce the significance of the impact at this intersection, including constructing an additional eastbound left-turn lane and constructing an additional northbound through-lane. However, these improvements were unsuccessful in fully mitigating the impact at this intersection. Therefore, this intersection will operate unacceptably (LOS F) under the cumulative plus project conditions and is considered to be a significant impact.

**Elk Grove Boulevard/Laguna Springs Drive intersection:** The addition of project traffic to cumulative no project volumes would increase the average delay at the Elk Grove Boulevard/Laguna Springs Drive intersection by more than five seconds. Since this intersection operates unacceptably (LOS F) under cumulative no project conditions, this is considered a significant impact.

Improvements were analyzed in order to reduce the significance of the impact at this intersection, such as constructing an additional northbound left-turn lane. However, in order to accommodate this improvement, the City would have to acquire additional right-of-way on the north side of the intersection. Because this improvement would impact the existing developments on the north side of the intersection, the improvement is considered infeasible. Therefore, this intersection will operate unacceptably (LOS F) under the cumulative plus project conditions and is considered to be a significant impact.

**Elk Grove Boulevard/Auto Center Drive intersection:** The addition of project traffic to cumulative no project traffic would increase the average delay at the Elk Grove Boulevard/Auto Center Drive intersection by more than five seconds. Since this intersection operates unacceptably (LOS F) under cumulative no project conditions, this is considered a significant impact.

Modifying the signal to provide an overlapping phase for the northbound right-turn lanes was analyzed. While this improvement reduced the significance of the impact, it did not fully mitigate the impact at this intersection. Moreover, implementation of overlap phasing for the northbound right-turn movement would require prohibiting U-turns on westbound Elk Grove Boulevard, which would divert traffic to Laguna Springs Drive. Because of the potential impact to Laguna Springs Drive, which is operating under cumulative conditions as a LOS D, this improvement is considered infeasible.

The significance of the impact could be reduced by requiring the project to pay its fair share cost toward the coordination of the Elk Grove Boulevard/Auto Center Drive intersection with the Elk Grove Boulevard/SR 99 SB Ramps, Elk Grove Boulevard/SR 99 NB On-Ramp, and Elk Grove Boulevard/East Stockton Boulevard intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project. Implementation of mitigation measure **MM 4.4.9** would reduce this impact; however it would not reduce the project's contribution to less than cumulatively considerable.

**Elk Grove Boulevard/SR 99 Southbound Ramps intersection:** The addition of project traffic to cumulative no project traffic would increase the average delay at the Elk Grove Boulevard/SR

99 SB Ramps intersection by more than five seconds. Since this intersection operates unacceptably (LOS F) under cumulative no project conditions, this is considered a significant impact.

The operational impact of constructing an additional westbound left-turn lane, a planned but currently unfunded improvement to the intersection was analyzed. This improvement did not reduce overall delay at the intersection to a less than significant level under cumulative conditions. Due to right-of-way constraints at the intersection (which is adjacent to SR 99), no other physical improvements are considered feasible.

The significance of the impact could be reduced by requiring the project to pay its fair share cost toward the coordination of the Elk Grove Boulevard/SR 99 SB Ramps intersection with the Elk Grove Boulevard/East Stockton Boulevard, Elk Grove Boulevard/SR 99 NB On-Ramp, and Elk Grove Boulevard/Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project. Implementation of mitigation measure **MM 4.4.9** would reduce this impact; however it would not reduce the project's contribution to less than cumulatively considerable.

**Elk Grove Boulevard/East Stockton Boulevard intersection:** The addition of project traffic to cumulative no project traffic would increase the average delay at the Elk Grove Boulevard/East Stockton Boulevard intersection by more than five seconds. Since this intersection operates unacceptably (LOS E) under cumulative no project conditions, this is considered a significant impact.

The significance of the impact could be reduced by requiring the project to pay its fair share cost toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 NB On-Ramp, Elk Grove Boulevard/SR 99 SB Ramps, and Elk Grove Boulevard/Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project. Implementation of mitigation measure **MM 4.4.9** would reduce this impact; however it would not reduce the project's contribution to less than cumulatively considerable.

Mitigation Measures

**MM 4.4.9** The project is to pay its fair share cost toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 NB On-Ramp, Elk Grove Boulevard/SR 99 SB Ramps, and Elk Grove Boulevard/Auto Center Drive intersections as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems (ITS) Improvements project.

*Timing/Implementation:* The fair share of fees paid to be paid at the time of building permit issuance.

*Enforcement/Monitoring:* City of Elk Grove, Development Services, Planning

The addition of traffic associated with conceptual development allowed under the proposed project would exacerbate the unacceptable LOS at the intersections listed above. Although implementation of mitigation measure **MM 4.4.9** can be implemented to reduce the significance of these intersection impacts, impacts cannot be reduced to a less than significant level. Therefore project impacts to these intersections would be **cumulatively considerable and significant and unavoidable.**

## 4.4 TRAFFIC AND CIRCULATION

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- City of Elk Grove, 2003. *Laguna Ridge Specific Plan Revised EIR*. City of Elk Grove Development Services, Planning. Elk Grove, CA. June 2003.
- Fehr & Peers Transportation Consultants. 2008. *Traffic Impact Analysis for the Laguna Town Ridge Center Project Report*. Prepared for City of Elk Grove. January 31, 2008.



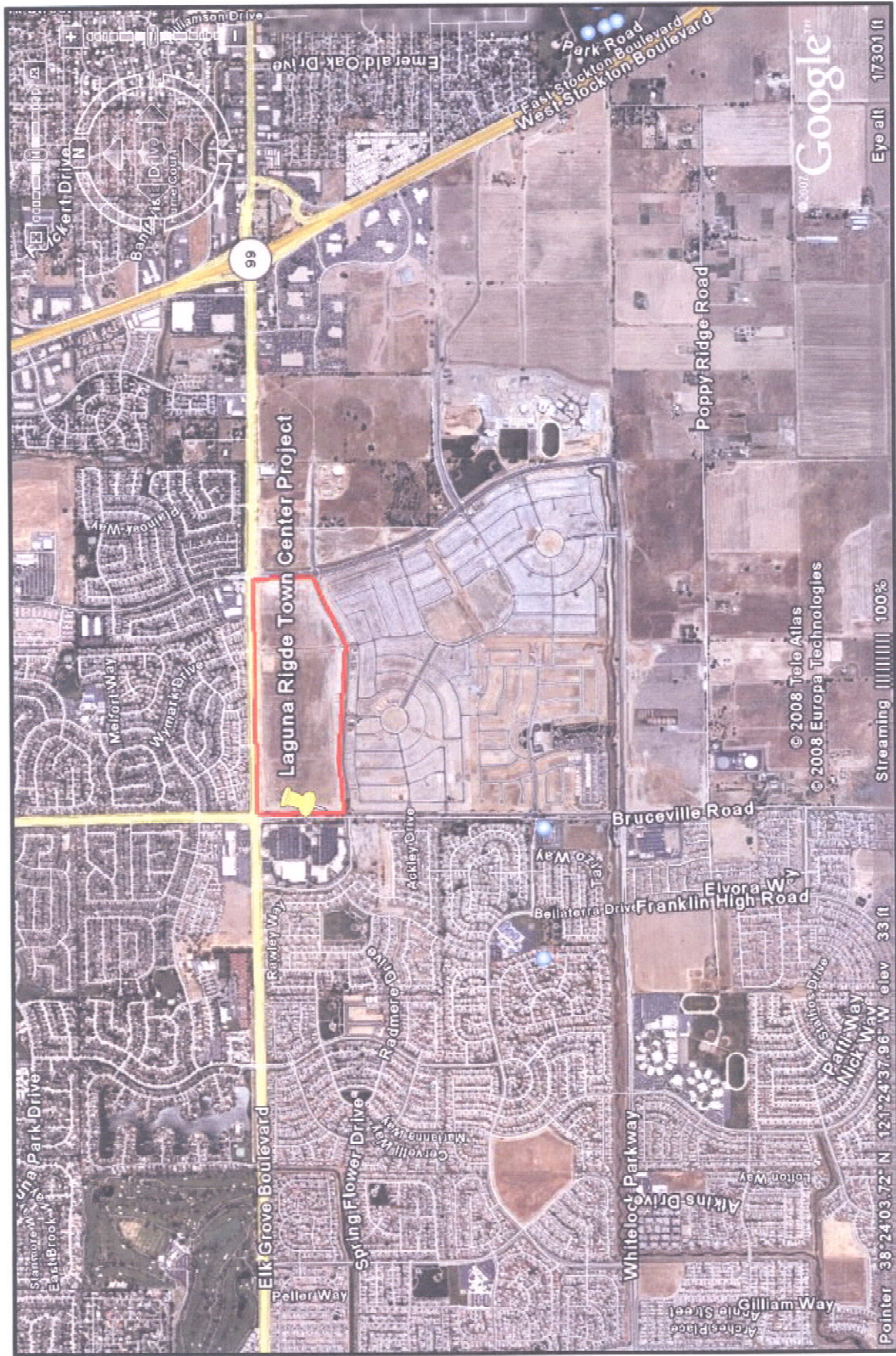


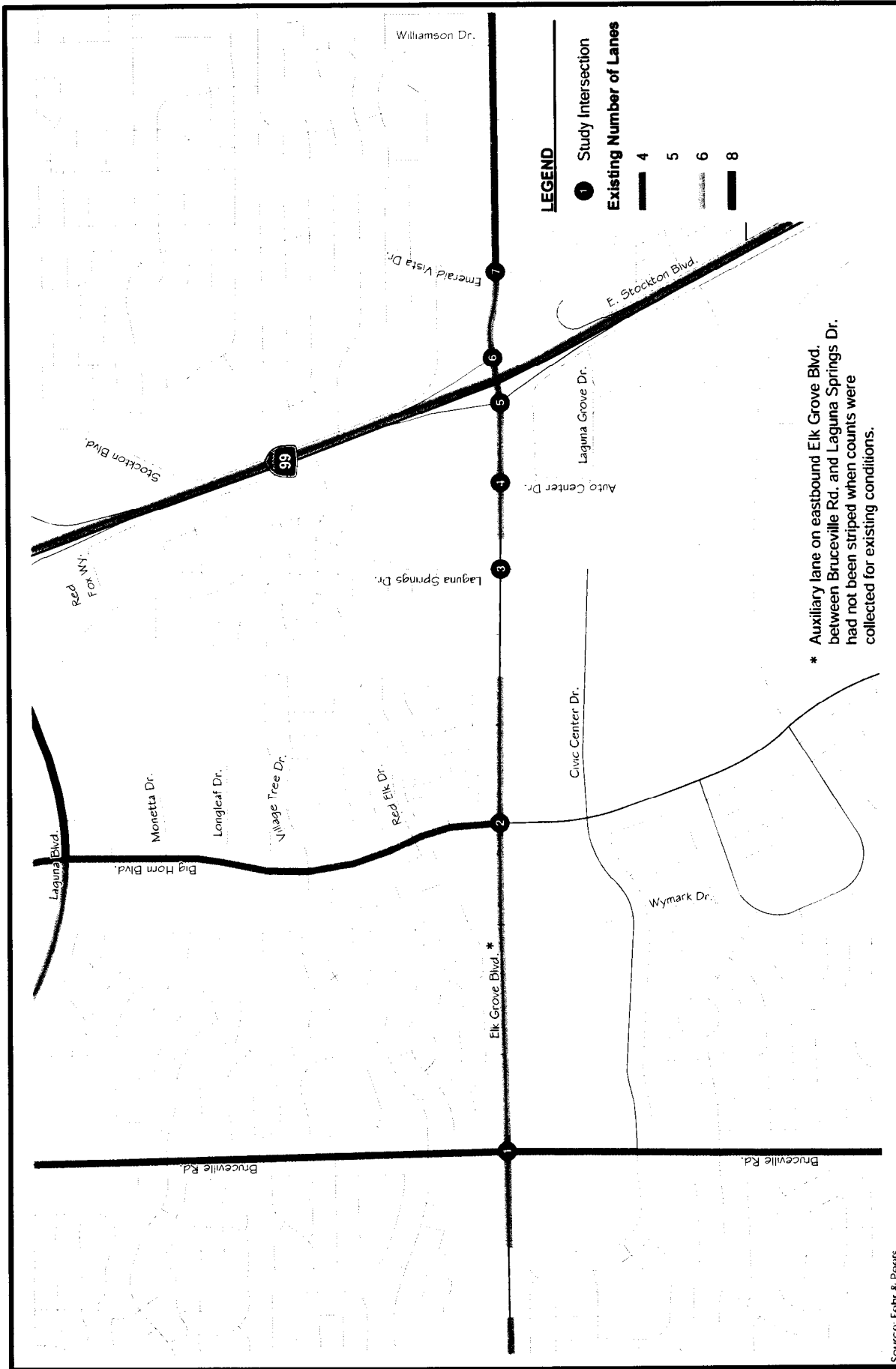
FIGURE 4.1-1  
Surrounding Uses



City of Elk Grove  
Development Services







Source: Fehr & Peck



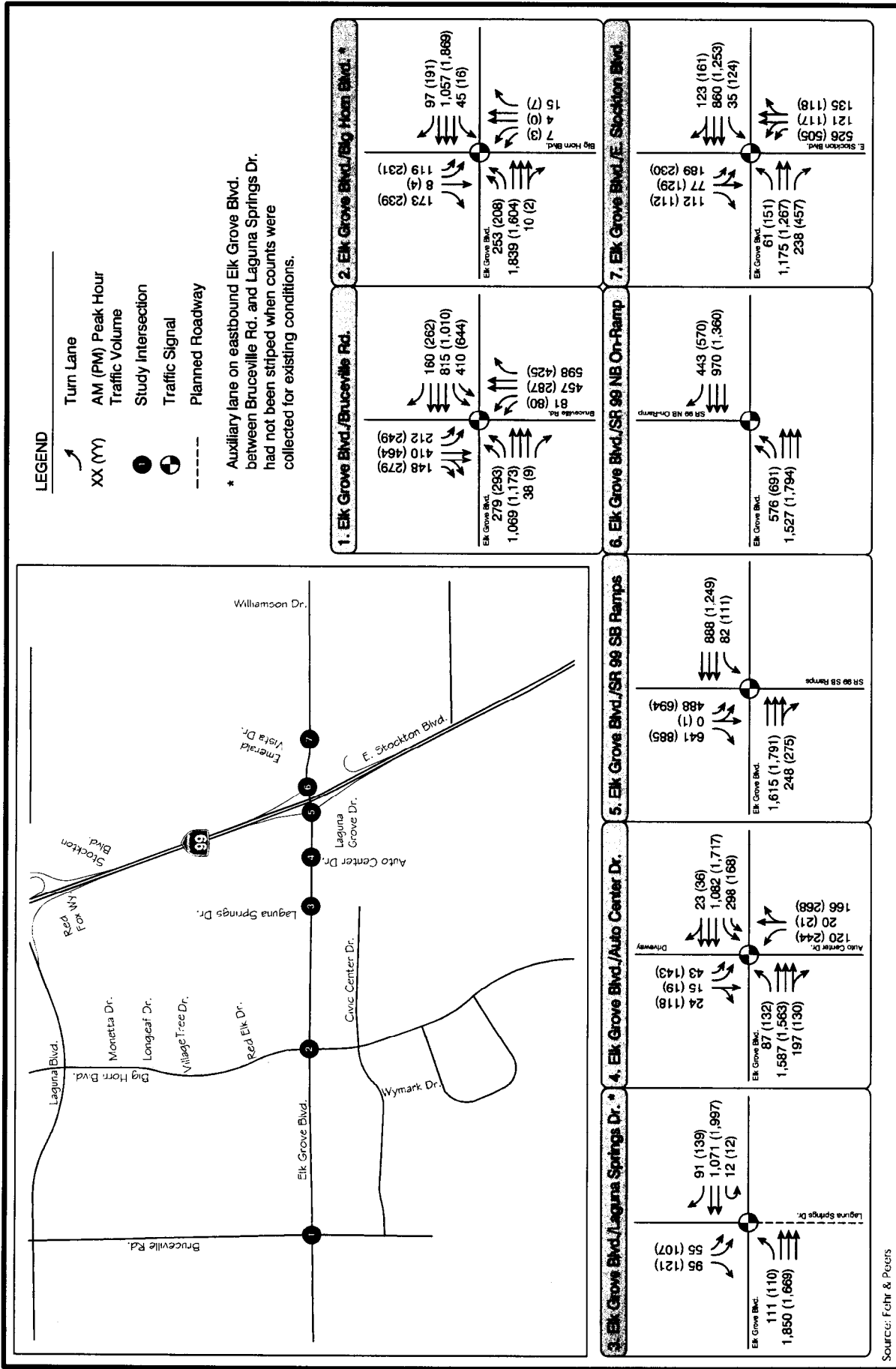
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**FIGURE 4.4-2**  
Existing Number of Lanes

City of Elk Grove  
Development Services







**FIGURE 4.4-3**  
Existing Conditions:  
Intersection Traffic Controls, Lane Configurations,  
and Peak Hour Traffic Volumes

Not to scale



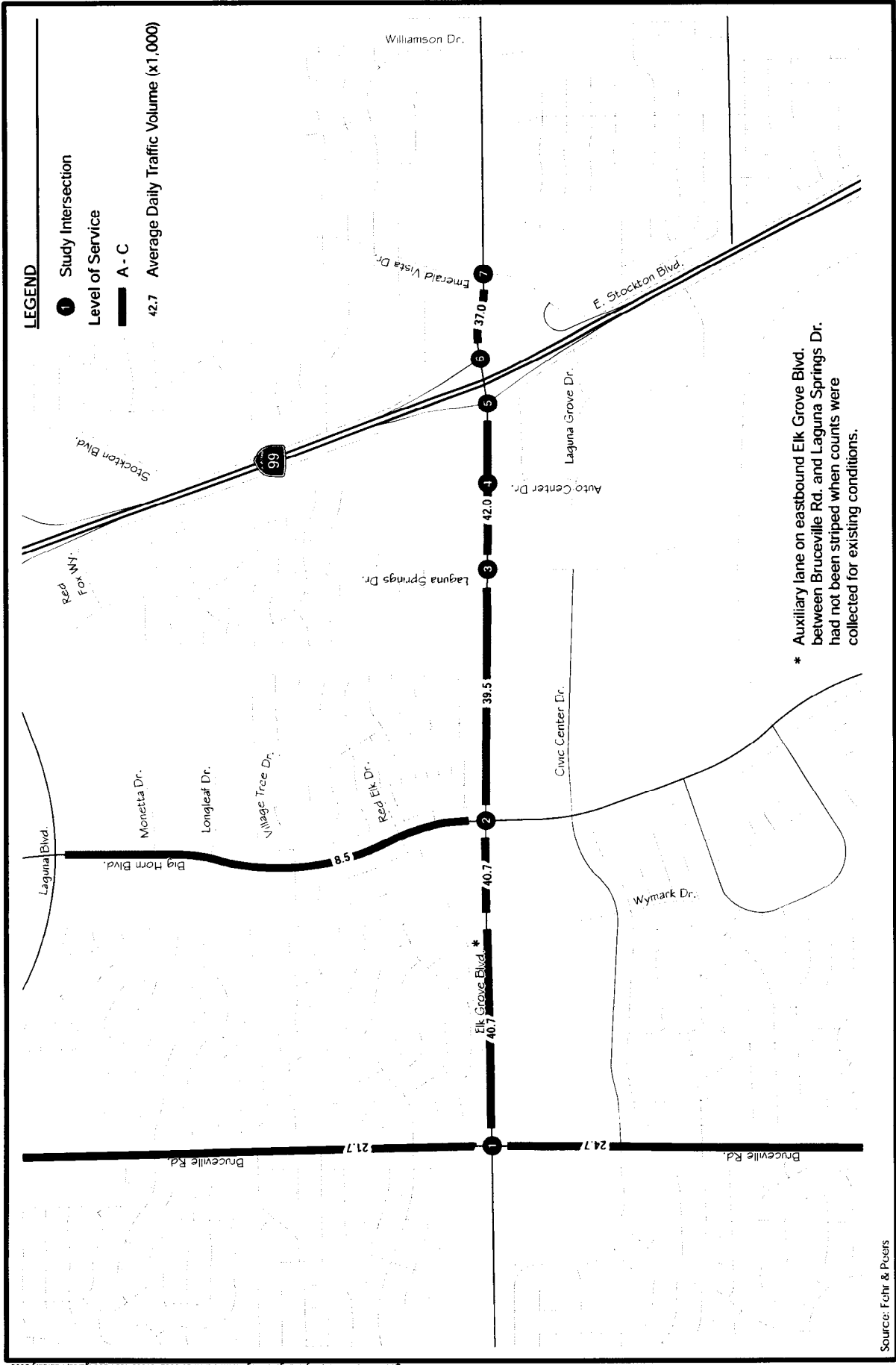
City of Elk Grove  
Development Services



Source: Fehr & Pears

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**FIGURE 4.4-4**  
**Existing Conditions:**  
**Average Daily Traffic Volumes and LOS**

Not to scale



City of Elk Grove  
 Development Services



Source: Fehr & Peers

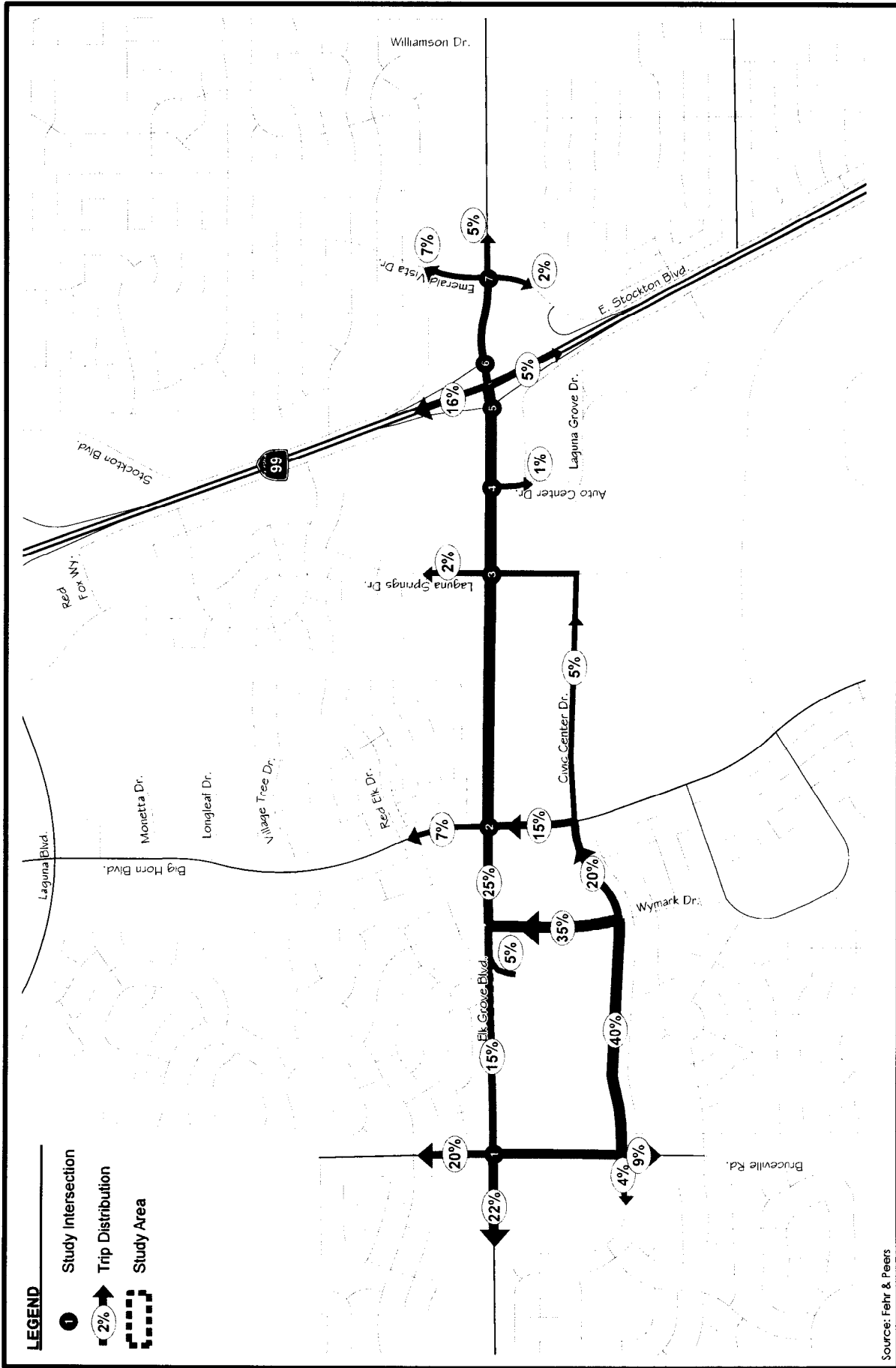
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Source: Fehr & Peers



City of Elk Grove  
Development Services

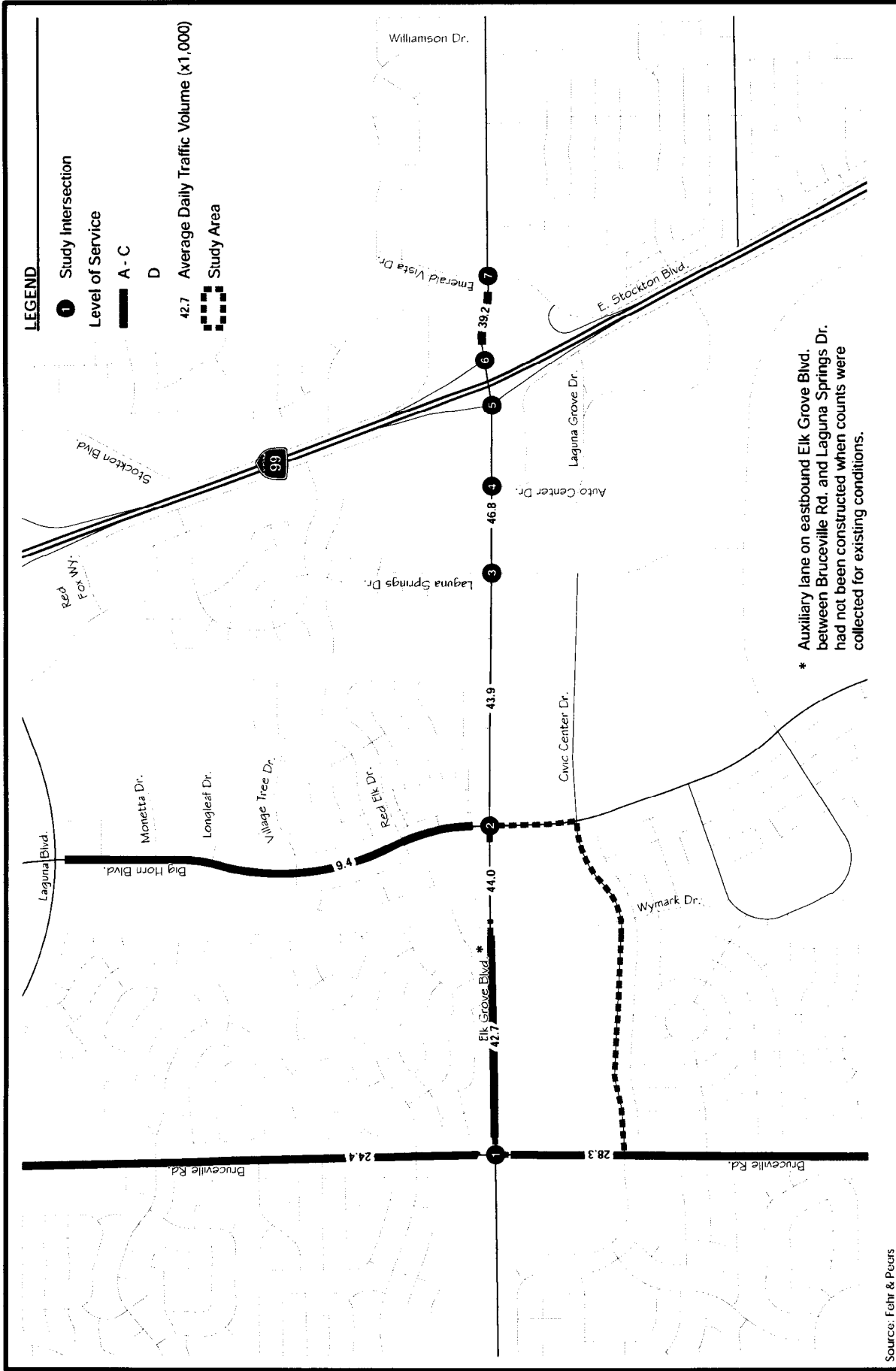
**ELK GROVE**  
2025 P.L. 100-1-1-2025

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**FIGURE 4.4-6**  
Existing Plus Project Trip Distribution





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Source: Fehr & Pears



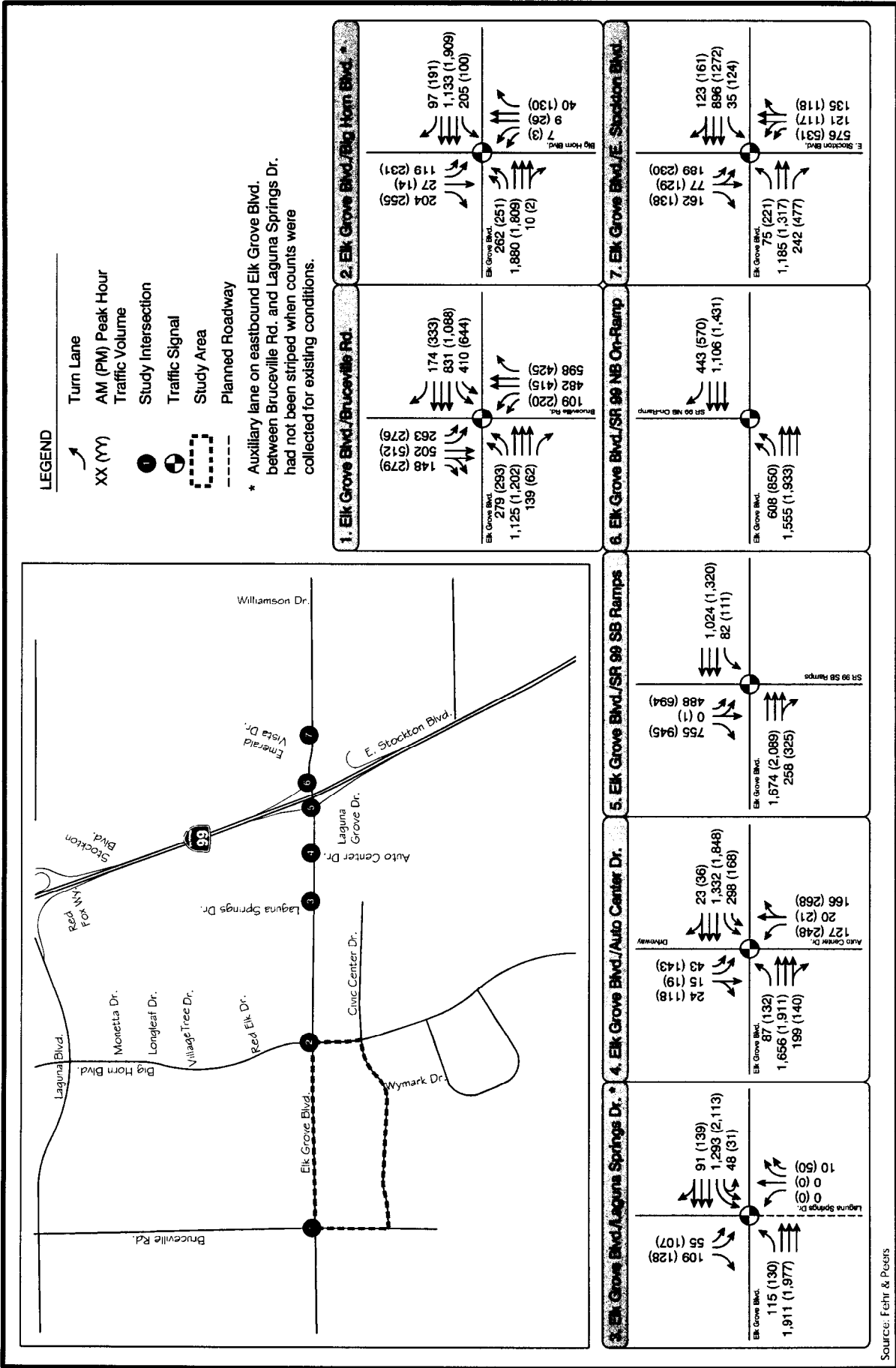
City of Elk Grove  
Development Services



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**FIGURE 4.4-7**  
**Average Daily Traffic Volumes & LOS:**  
**Existing Plus Project Conditions**





**FIGURE 4.4-8**  
Intersection Traffic Controls, Lane Configurations,  
and Peak Hour Traffic Volumes:  
Existing Plus Project Conditions

Not to scale

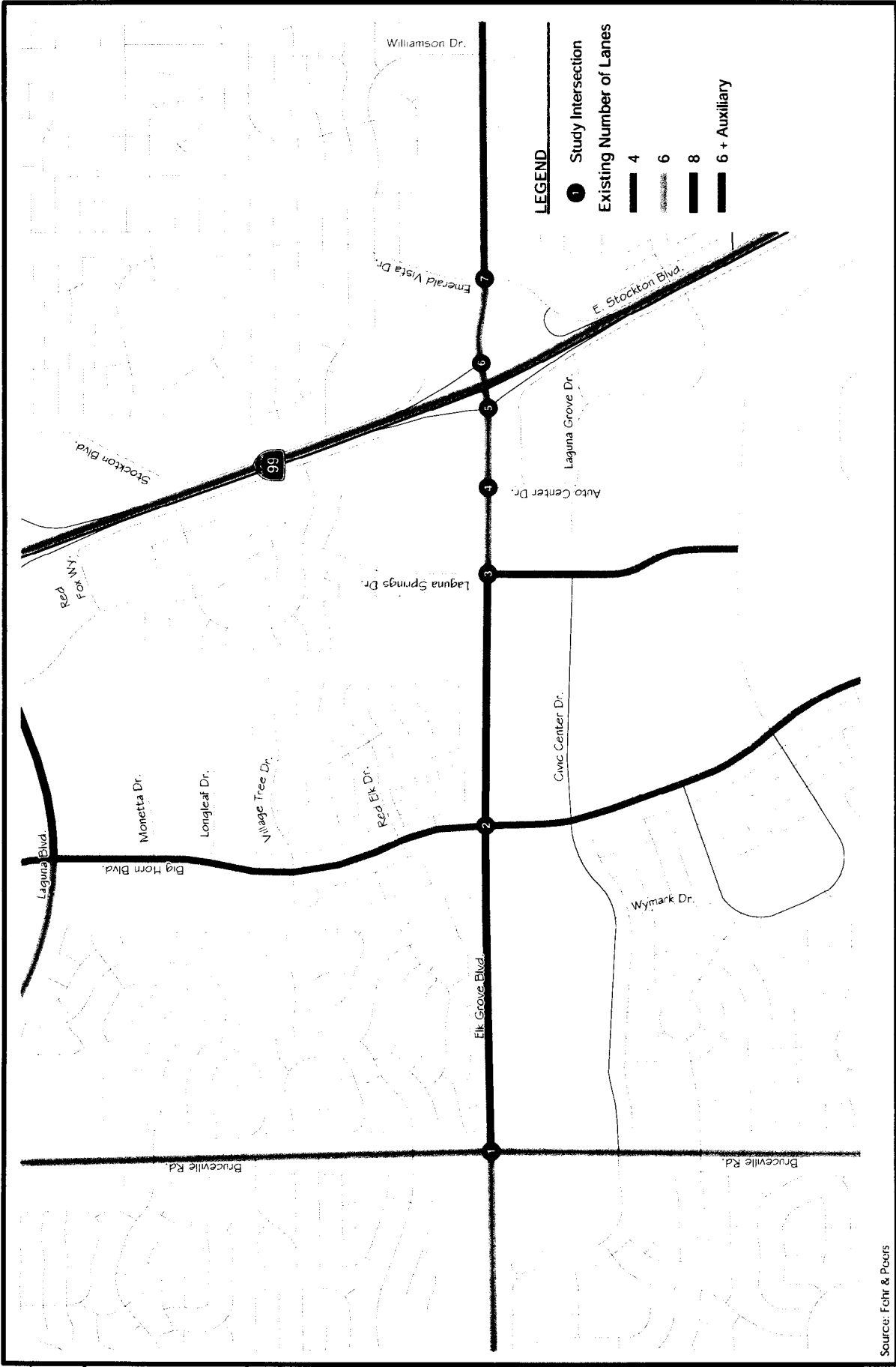


City of Elk Grove  
Development Services



Source: Fehr & Peeters





Source: Fehr & Peers



City of Elk Grove  
Development Services

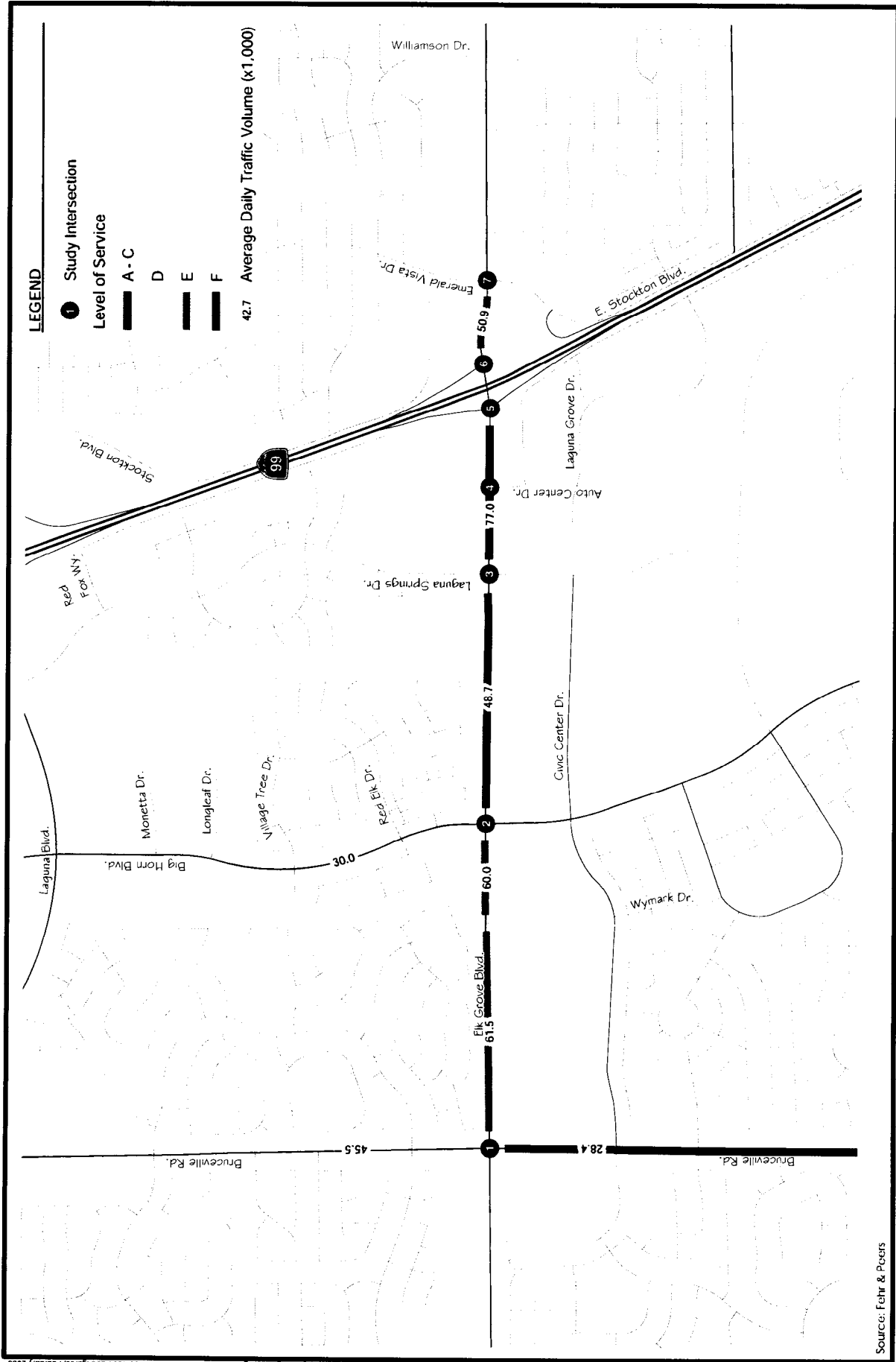
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**FIGURE 4.4-9**  
**Cumulative Number of Lanes**







Not to scale



**FIGURE 4.4-10**  
**Average Daily Traffic Volumes & LOS:**  
**Cumulative No Project Conditions**

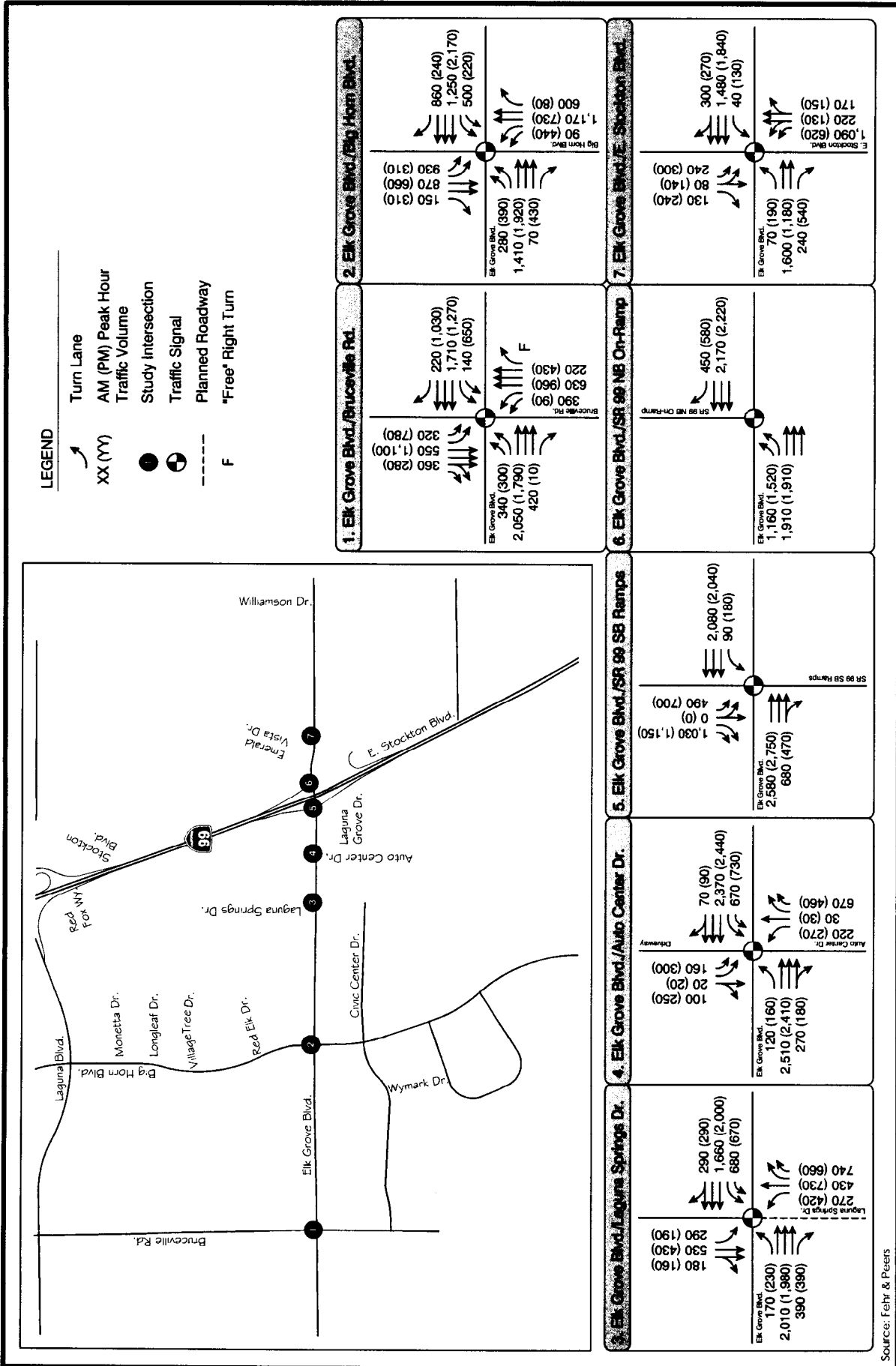
City of Elk Grove  
 Development Services



Source: Fehr & Peers

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**FIGURE 4.4-11**  
**Intersection Traffic Controls, Lane Configurations,**  
**and Peak Hour Traffic Volumes:**  
**Cumulative No Project Conditions**

Not to scale

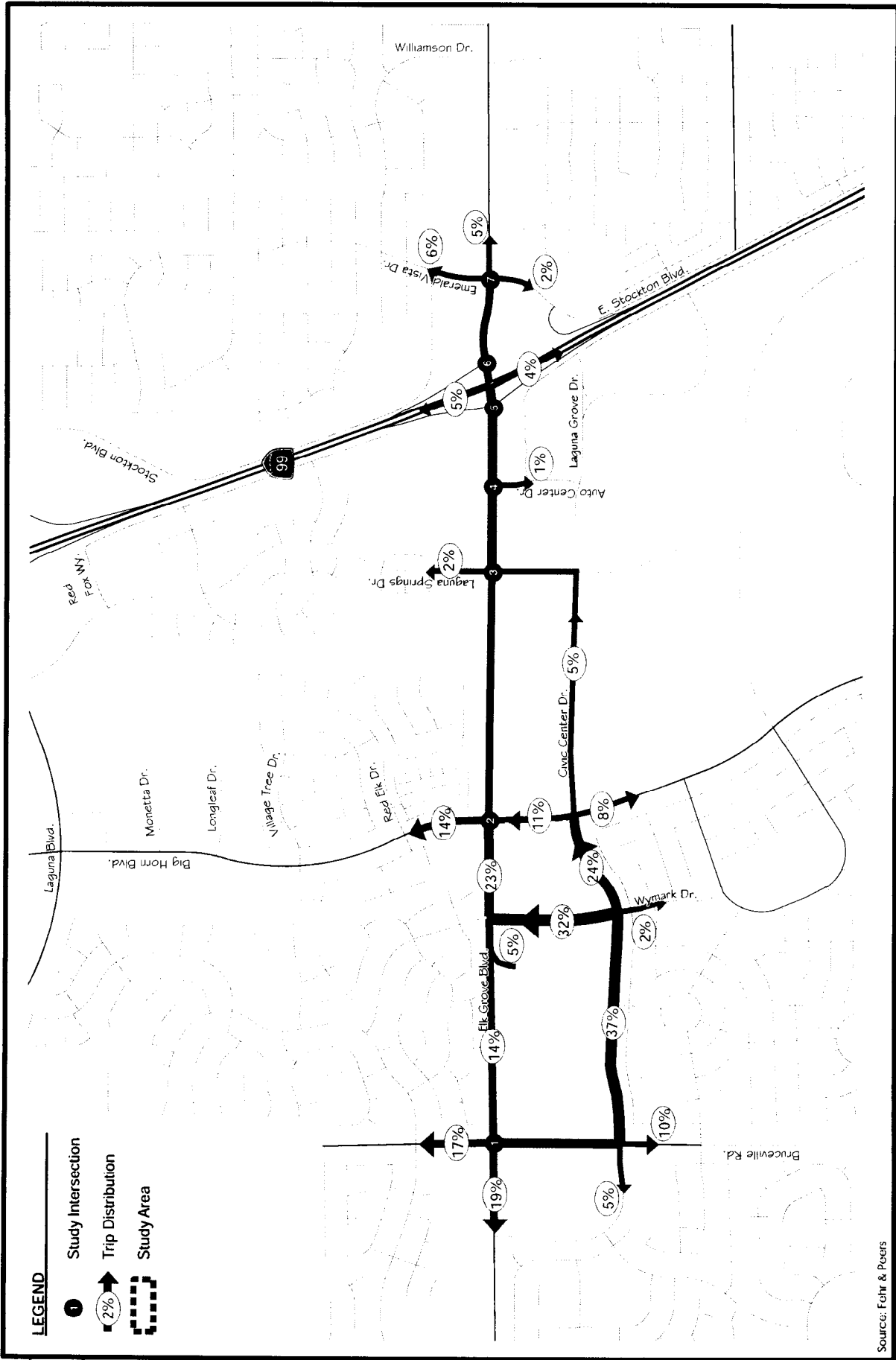


City of Elk Grove  
 Development Services



Source: Fehr & Peeters





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Development Services

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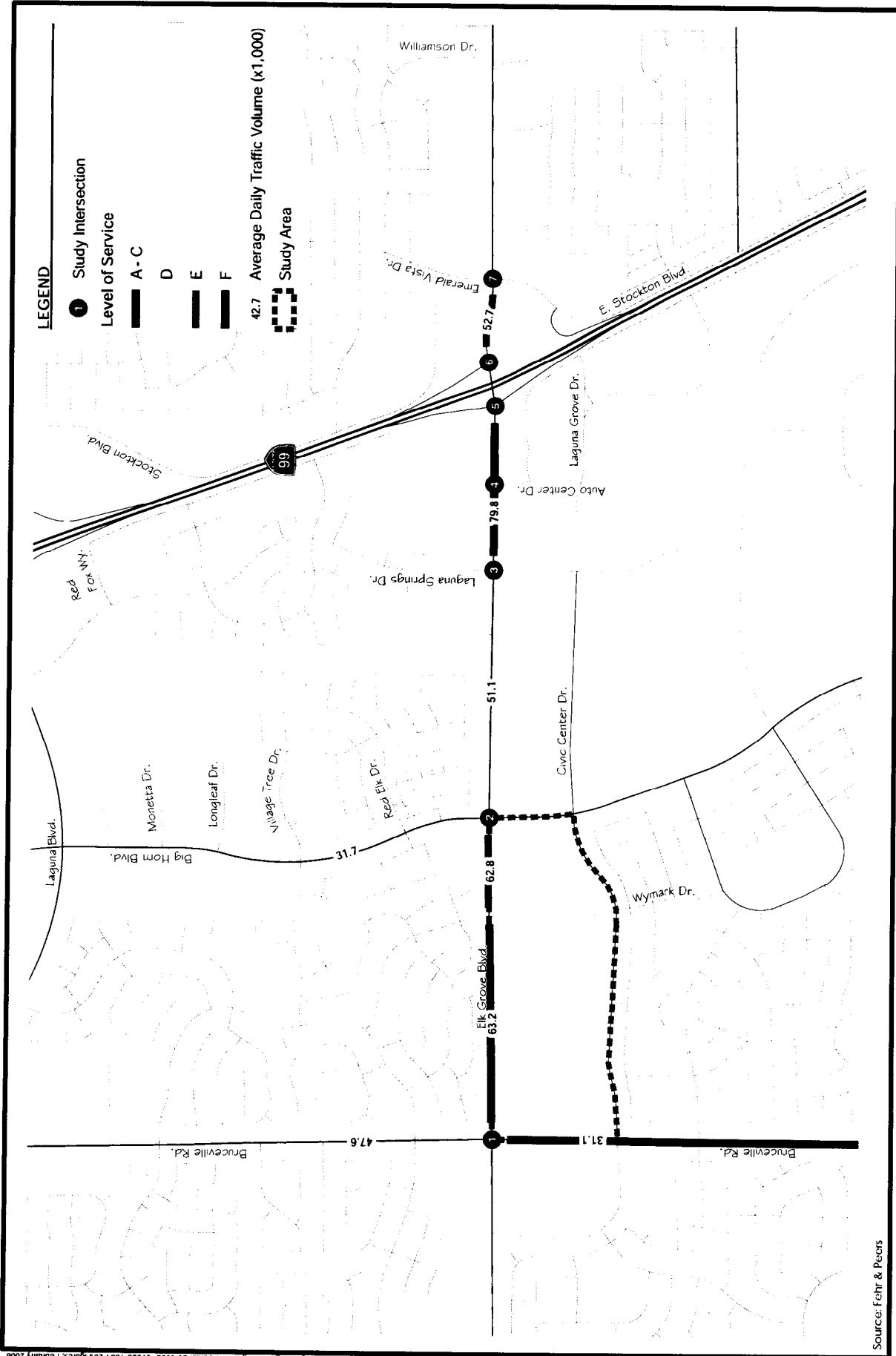


**FIGURE 4.4-12**  
Cumulative Plus Project Trip Distribution

Source: Fehr & Peers

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City of Elk Grove  
Development Services



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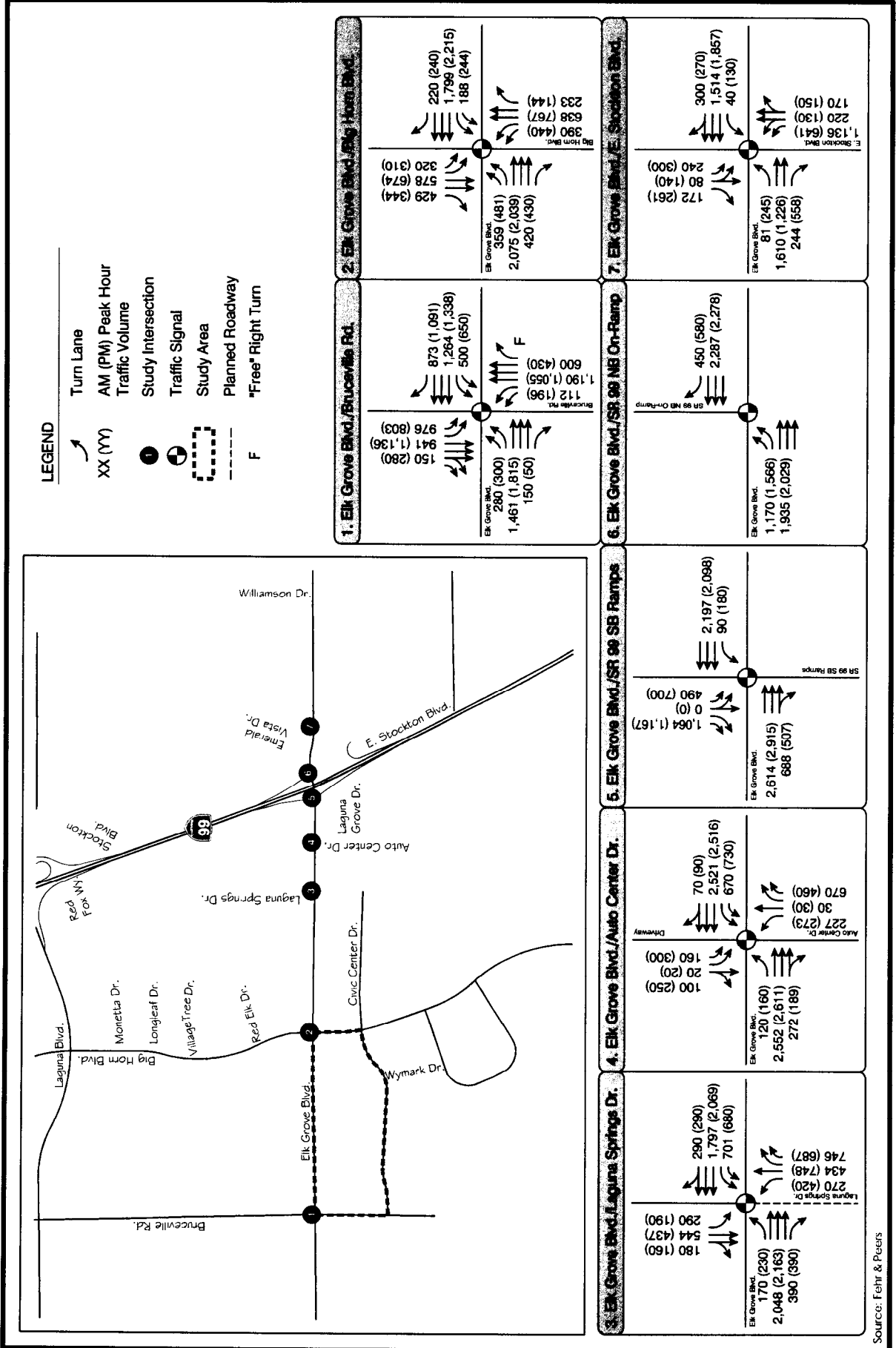
**FIGURE 4.4-13**  
**Average Daily Traffic Volumes & LOS:**  
**Cumulative Plus Project Conditions**

Source: Fehr & Peers





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**FIGURE 4.4-14**  
**Intersection Traffic Controls, Lane Configurations,**  
**and Peak Hour Traffic Volumes:**  
**Cumulative Plus Project Conditions**

Not to scale



City of Elk Grove  
 Development Services



Source: Fehr & Peters

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## **5.0 CUMULATIVE IMPACTS SUMMARY**

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## 5.0 CUMULATIVE IMPACTS SUMMARY

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This section identifies the cumulative impacts associated with the proposed project. Cumulative impacts are the result of combining the potential effects of the project with other planned developments, as well as foreseeable development projects. The following discussion considers the cumulative impacts of the relevant environmental issue areas.

### 5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (as defined by Section 15130).

As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

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

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

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

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

## 5.0 CUMULATIVE IMPACTS SUMMARY

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This EIR utilizes both the "list" and the "general plan" approaches described above in the cumulative analysis.

### 5.2 CUMULATIVE SETTING

**Table 4.0-1** details the number of residential units and commercial square footage anticipated for approved and proposed residential and commercial projects in the City of Elk Grove and also projects in adjacent areas of Sacramento County and the City of Sacramento. Development of these projects would contribute to growth anticipated in the cumulative setting.

In the City of Elk Grove, the Elk Grove General Plan provides for the long-range direction and development of land within the City. The General Plan and the General Plan Land Use Map identify and plan for future development densities and intensities throughout the City. The proposed Laguna Ridge Town Center project is consistent with the land uses anticipated on the project site in the General Plan and evaluated in the General Plan EIR (State Clearinghouse #2002062082).

A full discussion of cumulative impacts, as well as a general description of the cumulative setting, is provided under each environmental issue area in Section 4.0, Introduction to the Environmental Analysis and Assumptions Used.

### 5.3 CUMULATIVE IMPACT ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from the implementation of the project and future development in the vicinity. As described above, cumulative impacts are two or more effects that, when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than significant, significant, or significant and unavoidable. The reader is referred to Sections 4.1 through 4.4 for a complete discussion of the project's impacts.

This EIR has been prepared as a Subsequent EIR pursuant to CEQA Guidelines Section 15162. The analysis associated with a Subsequent EIR focuses on substantial changes proposed in a project which will require major revisions of a previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The revisions to the Laguna Ridge Specific Plan as proposed by the project could result in new significant impacts or increase the severity of previously identified significant impacts.

This Laguna Ridge Town Center project Subsequent EIR provides an analysis of environmental effects specifically associated with the proposed project, as well as an evaluation of project impacts in light of the environmental analysis provided in the Laguna Ridge Specific Plan program EIR. The reader is referred to the Laguna Ridge Specific Plan EIR for disclosure of cumulative impacts that were addressed under the Laguna Ridge Specific Plan. Cumulative environmental effects of the proposed project are generally based on information provided in the General Plan, General Plan EIR, Laguna Ridge Specific Plan, and Laguna Ridge Specific Plan EIR.

SECTION 4.1 LAND USE

**Cumulative Land Use Impacts**

**Impact 4.1.3** Development of the proposed project in addition to other reasonably foreseeable projects in the region would change the land use patterns. The proposed project would contribute to a cumulative increase in commercial and high density residential uses. These proposed changes would not result in commercial land use development in excess of that considered under the General Plan as well as the Laguna Ridge Specific Plan. The proposed project would have a **less than cumulatively considerable** contribution to cumulative land use impacts.

SECTION 4.2 AIR QUALITY

**Regional Air Plan Impacts**

**Impact 4.2.4** Implementation of the proposed project in combination with growth throughout the air basin would exacerbate existing regional problems with ozone and particulate matter. This is considered a significant impact. While implementation of mitigation measures **MM 4.2.1a** through **MM 4.2.1d** and **MM 4.2.3** would reduce the project's air pollution emissions, implementation of the proposed project would have a significant adverse incremental effect on the region's ability to attain state and federal air quality standards. The project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

SECTION 4.3 NOISE

**Permanent Cumulative Noise Increase: Traffic**

**Impact 4.3.3** Implementation of the proposed project, along with approved and planned urban development in the region, would increase traffic volumes within and adjacent to the project area which would increase transportation related noise levels in excess of the City of Elk Grove noise standards. Development of the project site would result in increased cumulative traffic noise levels. However, the proposed project would result in an increase in ambient noise levels of approximately 0.4 dBA or less along area roadways. As a result, the project would have a **less than cumulatively considerable** contribution to cumulative traffic noise impacts.

SECTION 4.4 TRAFFIC

**Unacceptable Operations Exacerbated on Elk Grove Boulevard between Laguna Springs Drive and SR 99 between Wymark Drive and Big Horn Boulevard**

**Impact 4.4.6** The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard by at least 0.05. Since these roadway segments currently operate unacceptably

## 5.0 CUMULATIVE IMPACTS SUMMARY

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(LOS F and LOS E respectively) under cumulative no project conditions, this is considered a **cumulatively significant** impact.

### **Operations on Bruceville Road between Elk Grove Boulevard and Whitelock Parkway, Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard, and Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive**

**Impact 4.4.7** The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Big Horn Boulevard and Laguna Springs Drive by 0.04. The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Big Horn Boulevard between Laguna Boulevard and Elk Grove Boulevard as well as Bruceville Road between Elk Grove Boulevard and Whitelock Parkway by 0.05. Since these roadway segments would continue to operate acceptably (LOS D or better) under cumulative plus project conditions, this is considered a **less than cumulatively significant** impact.

### **Operations at Elk Grove Boulevard/Bruceville Road Intersection**

**Impact 4.4.8** The addition of project traffic to cumulative no project volumes would increase the average delay at the Elk Grove Boulevard/Bruceville Road intersection by more than five seconds. Since this intersection operates unacceptably (LOS F) under cumulative no project conditions, this is considered a **significant** impact.

### **Cumulative Operations at Intersections in the Project Vicinity**

**Impact 4.4.9** The addition of project traffic to cumulative no project volumes would increase the average delay at multiple project vicinity intersections by more than five seconds. Since these intersections operate unacceptably (LOS F or LOS E) under cumulative no project conditions, this is considered a **cumulatively significant** impact.

## 5.4 CLIMATE CHANGE

### CUMULATIVE CLIMATE CHANGE SETTING

#### **Greenhouse Gases and Climate Change**

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. The temperature on Earth is regulated by this greenhouse effect, which is so named because the earth's atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. Like glass, the gases in the atmosphere let in light yet prevent heat from escaping.

Greenhouse gases (GHG) are naturally occurring gases such as water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) that absorb heat radiated from the earth's surface. Greenhouse gases – carbon dioxide, methane, nitrous oxide, and others – are transparent to certain wavelengths of the sun's radiant energy, allowing them to penetrate deep into the atmosphere or all the way to earth's surface (NASA, 2007). Clouds, ice caps, and



particles in the air reflect about 30 percent of this radiation, but oceans and land masses absorb the rest (70 percent of the radiation received from the sun) before releasing it back toward space as infrared radiation. The greenhouse gases and clouds effectively prevent some of the infrared radiation from escaping; they trap the heat near the earth's surface where it warms the lower atmosphere. If this natural barrier of atmospheric gases were not present, the heat would escape into space, and earth's average global temperatures could be as much as 61 degrees Fahrenheit cooler (NASA, 2007).

In addition to natural sources, human activities are exerting a major and growing influence on climate by changing the composition of the atmosphere and by modifying the land surface. Particularly, the increased consumption of fossil fuels (natural gas, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. Measured atmospheric levels of certain greenhouse gases such as carbon dioxide, methane, and nitrous oxide have risen substantially in recent decades (Miller, 2000). This increase in atmospheric levels of greenhouse gases unnaturally enhances the greenhouse effect by trapping more infrared radiation as it rebounds from the earth's surface and thus trapping more heat near the earth's surface.

According to the U.S. Environmental Protection Agency (EPA), the earth's average surface temperature has increased by about 1.2 to 1.4°F since 1900. The warmest global average temperatures on record have all occurred within the past 15 years, with the warmest two years being 1998 and 2005. Eleven of the last 12 years rank among the hottest years on record (since 1850, when reliable worldwide temperature measurements began) (IPCC, 2007). Most of the warming in recent decades is likely the result of human activities. Other aspects of the climate are also changing such as rainfall patterns, snow and ice cover, and sea level.

Many complex mechanisms interact within the earth's energy budget to establish the global average temperature. For example, a change in ocean temperature would be expected to lead to changes in the circulation of ocean currents, which, in turn would further alter ocean temperatures. There is uncertainty about how some factors could affect global climate change because they have the potential to both enhance and neutralize future climate warming. For instance aerosols, including particulate matter, reflect sunlight back to space. As particulate matter attainment designations are met and fewer emissions of particulate matter occur, the cooling effect of anthropogenic aerosols would be reduced, and the greenhouse effect would be further enhanced. Similarly, aerosols act as cloud condensation nuclei, aiding in cloud formation and increasing cloud lifetime. Clouds can efficiently reflect solar radiation back to space (see discussion of the cloud effect below). As particulate matter emissions are reduced, the indirect positive effect of aerosols on clouds would be reduced, potentially further amplifying the greenhouse effect.

Another mechanism affecting climate is cloud cover. As global temperature rises, the ability of the air to hold moisture increases, facilitating cloud formation. If an increase in cloud cover occurs at low or middle altitudes, resulting in clouds with greater liquid water content such as stratus or cumulus clouds, more radiation would be reflected back to space, resulting in a negative feedback mechanism, wherein the side effect of more cloud cover resulting from global warming acts to balance further warming. If clouds form at higher altitudes in the form of cirrus clouds, however, these clouds actually allow more solar radiation to pass through than they reflect, and ultimately they act as a GHG themselves. This results in a positive feedback mechanism in which the side effect of global warming acts to enhance the warming process. This feedback mechanism, known as the "cloud effect" contributes to uncertainties associated with projecting future global climate conditions.

## 5.0 CUMULATIVE IMPACTS SUMMARY

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Other mechanisms include permafrost and polar and sea ice. As global temperature continues to rise, CH<sub>4</sub> gas currently trapped in permafrost would be released into the atmosphere when areas of permafrost thaw. Thawing of permafrost attributable to global warming would be expected to accelerate and enhance global warming trends. Additionally, as the surface area of polar and sea ice continues to diminish, the earth's albedo, or reflectivity, is also anticipated to decrease. More incoming solar radiation will likely be absorbed by the earth rather than being reflected back to space, further enhancing the greenhouse effect. The scientific community is still studying these and other positive and negative feedback mechanisms to better understand their potential effects on global climate change.

### IMPACTS OF GLOBAL CLIMATE CHANGE

#### Global Implications

Recognizing the problem of global climate change, the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP) established the Intergovernmental Panel on Climate Change (IPCC) in 1988. It is open to all members of the United Nations and WMO. The role of the IPCC is to assess on a comprehensive, objective, open and transparent basis the scientific, technical, and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts and options for adaptation and mitigation. According to climate models, the IPCC projects that the earth's average surface temperature should rise 1.8–6.3 °F before the year 2100. If the atmospheric concentration of CO<sub>2</sub> doubles from its late 1700s level of 280 parts per million to 560 parts per million, the most likely rise in temperature would be about 3.6 °F. This may not seem like a significant increase, yet even at the lowest projected increase of 1.8 °F, the earth would be warmer than it has been for 10,000 years (Miller, 2000).

As previously stated, 11 of the last 12 years rank among the hottest years on record. The IPCC Fourth Assessment Report's Working Group I Summary for Policymakers (Report) synthesizes current scientific understanding of global climate change and projects future climate change using the most comprehensive set of well-established global climate models. The report incorporates findings of the current effects of global climate change. These findings include:

- The intensity of tropical cyclones (hurricanes) in the North Atlantic has increased over the past 30 years, which correlates with increases in tropical sea surface temperatures.
- Droughts have become longer and more intense and have affected larger areas since the 1970s, especially in the tropics and subtropics.
- Since 1900 the Northern Hemisphere has lost seven percent of the maximum area covered by seasonally frozen ground.
- Mountain glaciers and snow cover have declined worldwide.
- Satellite data since 1978 show that the extent of Arctic sea ice during the summer has shrunk by more than 20 percent.
- Since 1961, the world's oceans have been absorbing more than 80 percent of the heat added to the climate, causing ocean water to expand and contributing to rising sea levels. Between 1993 and 2003 ocean expansion was the largest contributor to sea level rise.

- Melting glaciers and losses from the Greenland and Antarctic ice sheets have also contributed to recent sea level rise.

An enhanced greenhouse effect will generate new patterns of microclimate and will have significant impacts on the economy, environment, and transportation infrastructure and operations due to increased temperatures, intensity of storms, sea level rise, and changes in precipitation. Impacts may include flooding of tunnels, coastal highways, runways, and railways, buckling of highways and railroad tracks, submersion of dock facilities, and shift in agriculture to areas that are now cooler. Such prospects will have strategic security as well as transportation implications.

Climate change affects public health and the environment. Increased smog and emissions, respiratory disease, reduction in the state's water supply, extensive coastal damage, and changes in vegetation and crop patterns have been identified as effects of climate change. The impacts of climate change are broad-ranging and interact with other market failures and economic dynamics, giving rise to many complex policy problems. If global greenhouse gas emissions continue rising on their current trajectory, the costs of climate change could eventually total 5–20 percent of the annual global gross domestic product (GDP) (Caltrans, page 4). The findings are the latest in a string of reports warning that the rate of carbon dioxide accumulating in the atmosphere is increasing at an alarming pace.

### **California Implications**

Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Worldwide, California is the 12<sup>th</sup> to 16<sup>th</sup> largest emitter of CO<sub>2</sub> and is responsible for approximately two percent of the world's CO<sub>2</sub> emissions (CEC, 2006a, 2006b). In 2004, California produced 492 million gross metric tons of carbon dioxide-equivalent (CEC, 2006a).

Increased global average temperature increases ocean temperatures and the Pacific Ocean strongly influences the climate within California. If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According to a California Energy Commission (CEC) report, the snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21<sup>st</sup> century (CEC, 2006c). This phenomenon could lead to significant challenges in securing an adequate water supply for a growing state population.

Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. Sea level has risen approximately seven inches during the last century and, according to the CEC report, it is predicted to rise an additional 22–35 inches by 2100, depending on the future GHG emissions levels (CEC, 2006c). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands (CEC, 2006c). As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

According to the California Environmental Protection Agency, the climate changes for global warming could affect agriculture, the fishing industry, California's coastline, forests, and ecosystems, increase air pollution, and energy production (CalEPA, 2007).

## **5.0 CUMULATIVE IMPACTS SUMMARY**

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### **Agriculture**

Potential impacts, such as reduced water supply, more severe droughts, more winter floods, and drier growing seasons will affect California's agriculture. Many farms, especially in the fruit and nut business, require long-term investments making fast adaptation difficult and could thus experience serious losses if decisions continue to be made with no regard to expected climate changes.

### **Fishing**

Studies found that as a result of changes in ocean conditions, the distribution and abundance of major fish stocks will change substantially. Impacts to fisheries related to El Nino/Southern Oscillation illustrate how climate directly impacts marine fisheries on short-term scales. Higher sea surface temperatures in 1997-1998 during the El Nino had a great impact on market squid, California's largest fishery by volume. The California Regional Assessment reports that landings fell to less than 1,000 metric tons in that season, down from 110,000 tons in the 1996-1997 season. Other unusual events also occurred such as poor salmon returns, a series of plankton blooms, and seabird die-offs.

### **Coastline**

With climate changes, recreational facilities and developed coastlines will also be more vulnerable to hurricanes, storm surges, and flooding increases. Increasing population growth in coastal areas is a reason for further concern, since these areas could be more vulnerable to climate change impacts. Impacts of expected sea level rise and increased storm surges are numerous. Beachfront homes and harbors as well as wetlands may flood. Sewage systems may be overwhelmed by storm runoff and high tides. Coastal airports are vulnerable to flooding (San Francisco, Oakland, and Santa Barbara). Jetties and seawalls may have to be raised and strengthened to protect harbors which are used for shipping, recreation, and tourism.

### **Forests**

The California Regional Assessment notes that an increase in the number and extent of areas burned by wildfires in recent years and modeling results under changing climate conditions suggest that fires may be hotter, move faster, and be more difficult to contain under future climate conditions. The factors which contribute to the risk of catastrophic fires (fuel loads, high temperatures, dry conditions, and wind) are typically present already in summer and fall seasons in California, but can exist at other times of the year, especially in drought conditions. Public safety is an issue as more home and tourism developments on coastal hills and mountains and the foothills and higher elevations in the Sierra Nevada are highly susceptible to catastrophic wild fires.

### **Ecosystems**

The current distribution, abundance, and vitality of species and habitats are strongly dependent on climatic (and microclimatic) conditions. Climate change is expected to result in warmer temperatures year-round, accompanied by substantially wetter winters. Rising sea level will significantly affect coastal wetlands because they are mostly within a few feet of sea level. As the sea rises, these wetlands will move inland. The overall acreage of wetlands will be reduced due to constraints by existing urban development and steeper slopes immediately inland of existing wetlands. Tidal rivers, estuaries, and relatively flat shoreline habitats will be more subject to damage by flooding and erosion. More severe storm surges from the ocean, due to higher

sea levels, combined with higher river runoff could significantly increase flood levels by more than the rise in sea level alone. Erosion of beaches would decrease habitat for beach-dependent species, such as seals, shorebirds, and endangered species (for example, snowy plover and least tern). Aquatic habitats are also likely to be significantly affected by climatic changes. Most fish have limits to how hot or cold the water can be before they must either find more hospitable temperatures or die. As temperatures warm, many fish will have to retreat to cooler waters.

Changes in temperature and precipitation patterns would also shift California's current climate zones, and thus habitats associated with these zones, northward by approximately 100 to 400 miles, as well as upwards in elevation by 500-1500 feet. Global climate change would alter the composition, structure, and arrangement of the vegetation cover of the state (forest and wildland). Species distribution would move geographically as the climate changes, with forest stands, woodlands, and grassland species predicted to move northward and higher in elevation. The entire vegetative community may be affected if non-native invasive species occupy sites and replace native plants. Outbreaks of insects and diseases could compromise forest health and the capability of the forest stands to reproduce and to store carbon on a landscape basis. Forest fires are likely to become more frequent and severe if soils become drier. Changes in pest populations could further increase the stress on forests.

### Air Quality

Projected climate changes will impact the quality of California's air, public health, and environment. Higher temperatures increase the formation of ground-level ozone and particulate matter, making it more difficult to meet the health-based air quality standards for these pollutants. Ground-level ozone has been shown to aggravate existing respiratory illnesses such as asthma, reduce lung function, and induce respiratory inflammation. Ambient ozone also reduces agricultural crop yields and impairs ecosystem health.

The particulate matter of most concern – PM<sub>10</sub> – has a diameter smaller than 10 micrometers and can easily pass into the lungs, contributing to the development of lung tissue damage. PM<sub>10</sub> has been implicated in exacerbation of cardiovascular disease, asthma, and other respiratory diseases, and associated with increased mortality. Air pollution is also made worse by increases in natural hydrocarbon emissions and evaporative emissions of fuels and solvents which lead to higher levels of ozone and PM<sub>10</sub> during hot weather. Warmer temperatures that cause increased use of air conditioners can cause increased air pollutants from power plants and from vehicle operation. In addition, warming, drying, and increased winds could mean hotter, harder-to-control wildfires. These wildfires could result in increased levels of fine particulate matter that could also exceed state and federal standards and harm public health.

### Electricity Generation

California's electricity generation is currently relatively efficient when it comes to emissions of greenhouse gases. The national average for the electricity generation share of total greenhouse gas emissions is approximately 40 percent, while California electricity accounts for only 16 percent of statewide emissions. This is in part due to California's significant amount of imported electricity, mild climate, and lack of energy-intensive industry. Over the past two decades, California has developed one of the largest and most diverse renewable electricity generation industries in the world. However, changes in climate of the magnitude predicted by the Intergovernmental Panel of Climate Change would substantially affect electricity generation throughout California and the entire Western States grid, particularly for hydroelectric facilities.

## **5.0 CUMULATIVE IMPACTS SUMMARY**

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Less snowpack would result in lower levels of hydro generation in the summer and fall seasons due to reduced runoff in those seasons. Additional hydropower may be available during the winter and the spring. However, on balance hydropower is more useful and valuable within the grid mix of generation sources when it is available throughout the peak summer and fall seasons. The natural gas distribution system may also be damaged because of landslides and fires. Flooding could also impact pipelines, wells, and related petroleum extraction equipment. Warmer weather would result in an increased demand for electricity for cooling appliances in homes and businesses.

### **REGULATORY FRAMEWORK**

#### STATE

##### **Assembly Bill 1493**

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires California Air Resources Board (ARB) to develop and adopt the nation's first greenhouse gas emission standards for automobiles. The legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in the state. It cited several risks that California faces from climate change, including reduction in the state's water supply, increased air pollution creation by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water energy, and insurance prices. Further, the legislature stated that technological solutions to reduce greenhouse gas emissions would stimulate the California economy and provide jobs.

##### **Executive Order S-3-05**

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

##### **Assembly Bill 32, the California Climate Solutions Act of 2006**

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32

directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

### **Senate Bill 1368**

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor-owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

### LOCAL

#### **Elk Grove General Plan**

The City of Elk Grove General Plan currently is used as the "blueprint" to guide future development within the City limits and in unincorporated portions of the existing Planning Area. The existing General Plan has no policies specifically applicable to global warming and climate change issues. However, the General Plan does contain air quality policies and actions associated with air quality and energy efficiency which would reduce the production of GHGs. The policies and actions are in the Conservation and Air Quality Element of the General Plan.

### **CUMULATIVE IMPACTS AND MITIGATION MEASURES**

#### STANDARDS OF SIGNIFICANCE

While AB 32 requires ARB to develop thresholds of significance for GHGs by 2008, no air district in California, including the Sacramento Metropolitan Air Quality Management District, has identified either a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions at this time. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions. Consumption of fossil fuels in the transportation sector accounted for over 40 percent of the total GHG emissions in California in 2004. Current standards for reducing vehicle emissions considered under AB 1493 call for "the maximum feasible reduction of greenhouse gases

## 5.0 CUMULATIVE IMPACTS SUMMARY

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emitted by passenger vehicles and light-duty trucks and other vehicles" and do not provide a quantified target for GHG emissions reductions for vehicles.

Emitting CO<sub>2</sub> into the atmosphere is not itself an adverse environmental effect. It is the cumulative increased concentration of CO<sub>2</sub> in the atmosphere resulting in global climate change and the associated consequences of climate change that result in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO<sub>2</sub> into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO<sub>2</sub> emitted by the project would result in any altered conditions.

Given the challenges associated with determining a project-specific significance criteria for GHG emissions when the issue must be viewed on a global scale, a quantitative significance criteria is not proposed for the Laguna Ridge Town Center project. For this analysis, the project's incremental contribution to global climate change would be considered significant if due to the size or nature of the project it would generate a substantial increase in GHG emissions relative to existing conditions.

### METHODOLOGY

GHG emissions associated with the Laguna Ridge Town Center project were estimated using CO<sub>2</sub> emissions as a proxy for all GHG emissions. This is consistent with the current reporting protocol of the California Climate Action Registry (CCAR). Calculations of GHG emissions typically focus on CO<sub>2</sub> because it is the most commonly produced GHG in terms of both number of sources and volume generated, and because it is among the easiest GHGs to measure. However, it is important to note that other GHGs have a higher global warming potential than CO<sub>2</sub>. For example, 1 pound of methane has an equivalent global warming potential of 21 pounds of CO<sub>2</sub> (California Climate Action Registry, 2006). Nonetheless, emissions of other GHGs from the Laguna Ridge Town Center project (and from almost all GHG emissions sources) would be extremely low relative to emissions of CO<sub>2</sub> and would not contribute significantly to the overall generation of GHGs from the project.

While there are various methods for determining the potential GHG emissions of a specific project, at this time there is not an approved ARB method. For the Laguna Ridge Town Center project, emission sources (buildings or vehicles) were analyzed to ascertain the potential CO<sub>2</sub> emissions at project buildout. Discussed below are the estimated CO<sub>2</sub> emissions for residential buildings, non-residential buildings, residential vehicles, and non-residential vehicles. The methodology used to determine the CO<sub>2</sub> emissions of each of these categories is discussed within that category analysis.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED PROJECT

#### Potential Increase in Long-Term Atmospheric Greenhouse Gas Emissions

**Impact 5.0.1** The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the Sacramento Valley Air Basin, may contribute to an increase in greenhouse gas (GHG) emissions in the earth's atmosphere. Higher concentrations of GHGs have been linked to the phenomenon of



## 5.0 CUMULATIVE IMPACTS SUMMARY

climate change. The project would have a **less than cumulatively considerable** impact on the state's GHG reduction efforts.

The amount of GHGs emissions produced from residential and commercial buildings are related to the amount of energy that is used to operate the buildings such as electricity, natural gas, and fuel oil.

### Residential Buildings

Under project conditions the implementation of the proposed Laguna Ridge Town Center will result in an estimated total CO<sub>2</sub> emission for residential buildings of 9,192,768 lbs/year. This is a decrease of 8,397,241 lbs/year over existing Laguna Ridge land use designations for the project site. However, as the site is currently vacant land, no CO<sub>2</sub> emissions from residential buildings are produced. Therefore, any development of residential buildings will result in an increase of CO<sub>2</sub> emissions over current conditions.

The method used to determine CO<sub>2</sub> emissions from buildings is based on the EPA Personal GHG Calculator which is available at [http://www.epa.gov/climatechange/emissions/ind\\_calculator.html](http://www.epa.gov/climatechange/emissions/ind_calculator.html). The following attributes were input into the GHG calculator to determine the amount of CO<sub>2</sub> emissions of a single home in Elk Grove:

- All residential building types were treated the same.
- The CO<sub>2</sub> emissions for residential buildings were produced solely by the EPA Personal Greenhouse Gas (GHG) Calculator Annual Household Estimator and include CO<sub>2</sub>-equivalent amounts as well as other sources of emissions other than electricity use.
- Assumptions used in EPA Personal GHG Calculator include:
  - 0 miles vehicle per week traveled (vehicle travel will be analyzed separately)
  - No recycling.

This emission was then multiplied by the potential housing units under the current Laguna Ridge land use designations (597) and the potential number of units under the proposed project's buildout conditions (312) as identified in Section 4.1. **Table 4.1-4** of this EIR. **Table 5.0-1** illustrates the CO<sub>2</sub> emissions under existing Laguna Ridge land use designations and project conditions.

**TABLE 5.0-1  
RESIDENTIAL BUILDINGS CO<sub>2</sub> EMISSIONS**

GHG Calculator Question	Data	Pounds of CO <sub>2</sub> per Year per Dwelling Unit (lbs/yr/du)
Average number of persons per home	2.99*	-
Home heat source	Electric	-
Average monthly gas bill	\$105	10,988 lbs/yr/du
Average monthly electric bill	\$100	16,440 lbs/yr/du
Average monthly fuel oil bill	\$0	0 lbs/yr/du

## 5.0 CUMULATIVE IMPACTS SUMMARY

GHG Calculator Question	Data	Pounds of CO <sub>2</sub> per Year per Dwelling Unit (lbs/yr/du)
GHG emissions from waste (for 2.99 persons per home)	-	2,036 lbs/yr/du
<b>Total CO<sub>2</sub> Emissions</b>		<b>29,464 lbs/yr/du</b>
Condition	Housing Units	Total CO <sub>2</sub> Emissions
Current land use designation potential	597	17,590,008 lbs/yr
Project land use designation potential	312	9,192,768 lbs/yr
<b>Difference</b>		<b>-8,397,241 lbs/yr</b>

Source: EPA Personal GHG Calculator; DOF; PMC, 2007

Notes: \*Average number of persons per home is based on a 2007 city population of 136,318 and 46,495 housing units as identified by the DOF Table E-5 Population and Housing Estimates.

### Non-Residential Buildings

A total of 56.5 acres of the project site is currently designated Commercial by the Elk Grove General Plan and Laguna Ridge Specific Plan. Although no specific commercial uses had been proposed for the site, it has been assumed that 28.4 acres of this total would suit the Laguna Ridge Specific Plan *General Commercial* category (0.40 Floor Area Ratio) and 28.1 acres would suit the Specific Plan *Neighborhood Commercial Mixed Use* category (0.30 Floor Area Ratio). The combined floor area of all commercial uses in a single parcel would not exceed a floor area ratio (FAR) of 0.40 or 0.30. Therefore, of the 56.5 acres of the project site currently designated as Commercial, only 19.79 acres (862,052.4 square feet) could be actual building space under existing conditions. The proposed land use reconfiguration would result in a possible 28 acre medical office building and a possible 565,480 square feet of commercial building space. Individual acreages are numerated in **Table 4.1-4** of this EIR.

The following parameters were used to calculate the amount of CO<sub>2</sub> emitted by the non-residential buildings in the project area:

- All non-residential building types were treated the same (i.e., same energy intensity, percentage from coal/natural gas, and emission factors).
- The CO<sub>2</sub> emissions for non-residential buildings are not CO<sub>2</sub>-equivalent emissions but only CO<sub>2</sub> emissions.
- CO<sub>2</sub> emissions estimates for non-residential buildings are based solely on electricity use and no other energy source. These estimates are weighted according to coal and natural gas based electricity generation in California.
- Non-residential building annual energy intensity is based on the year 2002 for the SMUD service area as a whole and are estimated to be 16.5 kWh/ft<sup>2</sup>/yr<sup>1</sup> as identified in the SMUD summary table for the California Commercial End-Use Survey report, available at <http://capabilities.itron.com/CeusWeb/Chart.aspx>

<sup>1</sup> kWh/ft<sup>2</sup>/yr = kilo watt hour per square foot per year.

## 5.0 CUMULATIVE IMPACTS SUMMARY

- CO<sub>2</sub> emissions factors for non-residential uses are based the EPA Power Profiler for commercial uses available at <http://www.epa.gov/cleanenergy/powerprofiler.htm>.

**Table 5.0-2** illustrates the estimated CO<sub>2</sub> emissions for non-residential uses in Elk Grove under existing and project buildout conditions. This calculation does not include vehicle trips for non-residential uses. It is estimated that buildout of the proposed project will result in the production of 6,501,505 lbs/year of CO<sub>2</sub> for non-residential uses. This is an increase of 3,409,783 lbs/year over Laguna Ridge Specific Plan land use designations for the project site. However, as the site is currently vacant land, currently no CO<sub>2</sub> emissions from non-residential buildings are produced. Therefore, any development of non-residential buildings will result in an increase of CO<sub>2</sub> emissions over current conditions.

**TABLE 5.0-2  
NON-RESIDENTIAL BUILDINGS CO<sub>2</sub> EMISSIONS**

Condition	Area	CO <sub>2</sub> Emission <sup>1</sup>
Current Land Use Designation Potential <sup>2</sup>	19.79 acres	9,911,288 lbs/yr
Project Land Use Designation Potential <sup>2</sup>	28.40 acres	6,501,505 lbs/yr
Difference	8.61 acres	3,409,783 lbs/yr

Source: EPA Power Profiler.

Notes: 1) CO<sub>2</sub> emissions are based on the EPA Power Profiler program. The program's output, which is based on a monthly 1 kWh average use, was adjusted to reflect a monthly 1.883 kWh as identified by Itron1 for commercial SMUD accounts in Forecasting Climate Zone 6 (which includes the City of Elk Grove).

2) The existing/project non-residential square footage is only an estimate and is based on the total acreage of the commercial project area which assumes 100% lot coverage. The CO<sub>2</sub> emissions for non-residential buildings are not based on the potential square footage of actual buildings as this square footage is unknown at this time.

### Traffic

The traffic analysis conducted for the project (**Appendix D**) provides data that can be used to estimate CO<sub>2</sub> emissions from project-generated residential and non-residential vehicle trips. The proposed land use reconfiguration could potentially result in 51,580 residential and non-residential daily vehicle trips per day (see **Table 5.0-4**). Assuming a trip rate of five miles per trip, the proposed project at full buildout would generate an average of 257,900 vehicle miles traveled (VMT) per day, or approximately 94 million VMT annually. Assuming an emissions factor for future CO<sub>2</sub> emissions from vehicles of approximately 366 grams (0.807 pounds) of CO<sub>2</sub> per mile (California Air Resources Board 2002), approximately 37,982 tons (75,965,734 lbs) of CO<sub>2</sub> per year could potentially be generated by all vehicle trips under the proposed land use reconfiguration. **Table 5.0-4** illustrates the residential and non-residential vehicle emissions that could potentially result from development allowed under the proposed land use reconfiguration.

The project site is currently vacant and as such results in no residential or non-residential vehicle CO<sub>2</sub> emissions. **Table 5.0-3** shows potential residential and non-residential vehicle CO<sub>2</sub> emissions that would result with development under the existing land use designation and zoning. **Table 5.0-4** shows potential residential and non-residential vehicle emissions that would result with development under the proposed land use reconfiguration.

The maximum residential units allowed under existing designations and zoning is 597 – 731. According to the Caltrans *Trip Generation Manual* (7<sup>th</sup> Edition), the type of residential units allowed under existing conditions (multi-family residential) would result in an average 6.59 daily

## 5.0 CUMULATIVE IMPACTS SUMMARY

vehicle trips per unit assuming a worst case scenario equaling 4,817 total trips daily (731 units x 6.59 average daily trips = 4,817 total trips daily from residential uses). As stated in Section 3.0, Project Description, the proposed project will result in an overall reduction of residential units (312 to 390) with the elimination of the areas zoned RD-10 and RD-15. The residential designation RD-20 will increase slightly over the existing area designation and will increase the units by 22 to 27. This will result in a reduction of 285 to 341 residential units in this area (390 units x 6.59 average daily trips = 2,570 total residential daily trips).

A total of 56.5 acres of the project site is currently designated Commercial by the Elk Grove General Plan and Laguna Ridge Specific Plan. Although no specific commercial uses had been proposed for the site, it has been assumed that 28.4 acres of this total would suit the Laguna Ridge Specific Plan *General Commercial* category (0.40 Floor Area Ratio) and 28.1 acres would suit the Specific Plan *Neighborhood Commercial Mixed Use* category (0.30 Floor Area Ratio). The combined floor area of all commercial uses in a single parcel would not exceed a floor area ratio (FAR) of 0.40 or 0.30. Therefore, of the 56.5 acres of the project site currently designated as Commercial, only 19.79 acres (862,052.4 square feet) could be actual building space under existing conditions. According to the Caltrans *Trip Generation Manual* (7<sup>th</sup> Edition), commercial development results in an average 42.92 daily vehicle trips per every 1,000 square feet of commercial building space. Existing designations and zoning would result in 36,996 total daily trips from commercial uses (862,052.4 square feet/1000) = 861.9 x 42.92 average daily trips per 1,000 square feet = 36,996 total commercial related daily trips). The proposed land use reconfiguration would result in 49,010 total commercial related daily trips. This number was generated through the assumption of a possible 28-acre medical office building and a possible 565,480 square feet of commercial building space.

**TABLE 5.0-3  
RESIDENTIAL AND NON-RESIDENTIAL VEHICLE CO<sub>2</sub> EMISSIONS UNDER EXISTING CONDITIONS**

Source	Daily Vehicle Trips	Daily Vehicle Miles Traveled	CO <sub>2</sub> Emission (lbs)	
			Daily	Annually
<b>Residential</b> (597 – 731 Low Rise Apartment units)	4,817	24,085	19,436.60	7,094,359
<b>Non-Residential</b> (494,841 sq. feet of LRSP General Commercial)	21,236	106,180	85,687.26	31,275,849
<b>Non-Residential</b> (367,210 sq. feet of LRSP Neighborhood Commercial)	15,760	78,800	63,591.60	23,210,934
<b>Total</b>	<b>41,813</b>	<b>209,065</b>	<b>168,715.46</b>	<b>61,581,142</b>

**TABLE 5.0-4  
RESIDENTIAL AND NON-RESIDENTIAL VEHICLE CO<sub>2</sub> EMISSIONS UNDER PROPOSED PROJECT**

Source	Daily Vehicle Trips	Daily Vehicle Miles Traveled	CO <sub>2</sub> Emission (lbs)	
			Daily	Annually
<b>Residential</b> (312 – 390 Low Rise Apartment units)	2,570	12,850	10,369.95	3,785,031
<b>Non-Residential</b> (639,460 sq. feet of LRSP General Commercial)	27,447	137,235	110,748.64	39,328,252

## 5.0 CUMULATIVE IMPACTS SUMMARY

Source	Daily Vehicle Trips	Daily Vehicle Miles Traveled	CO <sub>2</sub> Emission (lbs)	
			Daily	Annually
<b>Non-Residential</b> (196,020 sq. feet of LRSP Neighborhood Commercial)	8,412	42,060	33,942.42	12,388,983
<b>Non-Residential</b> (possible Medical Office Building, 364,000 sq. feet)	13,151	65,755	53,064.29	20,463,465
<b>Total</b>	<b>51,580</b>	<b>257,900</b>	<b>208,125.30</b>	<b>75,965,734</b>

Note that although this future CO<sub>2</sub> emissions factor does assume certain reductions in vehicle emissions due to future vehicle models operating more efficiently, it does not take into account additional vehicle emission reductions that might take place in response to AB 1493, if mobile source emission reductions are ultimately implemented through this legislation.

### Total General Plan Buildout CO<sub>2</sub> Emissions

**Table 5.0-5** illustrates the total buildout amount of CO<sub>2</sub> emissions as a result of implementation Laguna Ridge Town Center. According to the methodologies listed previously for the identification of CO<sub>2</sub> emissions, buildout of the project will result in an increase in CO<sub>2</sub> emissions of .076 million metric tons (MMT) annually. In comparison, the amount of CO<sub>2</sub> emitted in California in 2004 was 334.9 MMT (369.2 million tons).

**TABLE 5.0-5  
PROJECT CO<sub>2</sub> EMISSIONS**

Source	CO <sub>2</sub> Emission (lbs/yr)	Million Metric Tons (MMT)
Residential Buildings	9,192,768 lbs/yr	0.004 MMT
Non-Residential Buildings	54,882,594 lbs/yr	0.025 MMT
Vehicles	75,965,734 lbs/yr	0.047 MMT
Total	140,051,096 lbs/yr	0.076 MMT
<b>California 2004 total CO<sub>2</sub> Emissions</b>		<b>334.9 MMT</b>

Source: PMC; CEC 2006a Table 6

The analysis methodology used for the emissions estimate assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. However, because the effects of GHGs are global, a project that merely shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the North Coast Air Basin, this would likely result in decreased emissions in the South Coast Air Basin and increased emissions in the North Coast Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use

## 5.0 CUMULATIVE IMPACTS SUMMARY

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pattern requires substantial vehicle use for day-to-day activities (commuting, shopping, etc.) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

It is impossible to know at this time whether residents in the City of Elk Grove will have longer or shorter commutes relative to their existing homes, whether they will walk, bike, and use public transportation more or less than under existing circumstances, and whether their overall driving habits will result in higher or lower VMT. Much of the vehicle-generated CO<sub>2</sub> emissions attributed to the project could simply be from vehicles currently emitting CO<sub>2</sub> at an existing location moving to the project site and not from new vehicle emissions sources relative to global climate change. It is of interest to note that current General Plan and Specific Plan designations for the project site allow for 56.5 acres of Commercial/Shopping Center uses and the proposed amendments would allow for 79.7 acres. This is an increase of 23.2 acres of commercial lands. While the Laguna Ridge Town Center does not request entitlements for a specific development project, a medical user has expressed interest in the purchase of approximately 30 acres of SC-designated land in the Specific Plan area with the intent of developing up to 364,000 square feet of medical offices. Medical offices are an allowed use under the SC designation. The increase of such uses within the City of Elk Grove may reduce the need of area residents to drive distances outside of the City elsewhere in the Sacramento County area and farther.

The Laguna Ridge Specific Plan includes components to addressing the need to reduce GHG emissions. One objective of the Laguna Ridge Specific Plan is to provide an urban design with an efficient use of energy and resources. The Specific Plan is further guided to plan for the creation of a mix of land uses in close proximity and with a balance of residential and employment opportunities as well as commercial and neighborhood-oriented services.

Future changes in building energy efficiency standards as well as higher production of non CO<sub>2</sub> emitting energy sources (i.e., wind and solar power) would decrease the amount of CO<sub>2</sub> emissions from buildings than those calculated today. As a result, although it is possible to calculate the estimated contribution of building and vehicle generated CO<sub>2</sub> emissions from buildout of the project, the actual CO<sub>2</sub> contribution during the life of the project would likely be much less than the 0.076 million metric tons of CO<sub>2</sub> per year calculated above. This net CO<sub>2</sub> contribution would likely be much less than the 334.9 million metric tons (US) of CO<sub>2</sub> emissions produced in California in 2004 (CEC 2006a). The actual percentage of the statewide GHG emissions totals generated by the proposed project are likely much lower than the percentage listed above, as the vast majority of the vehicle trips "generated" by the proposed project are already occurring elsewhere.

The proposed project is not considered to be a major emitter of GHGs. As described above, the primary source of GHG emissions from the project are from vehicle emissions. California vehicle emissions standards are regulated by the state and federal governments. Given the lack of a quantifiable significance threshold, coupled with the fact that the project's GHG emissions account for 0.00023% of the statewide annual GHG emissions totals, the project's contribution to this cumulative impact is considered **less than cumulatively considerable**.

### Additional Mitigation Measures

None feasible.

### Cumulative Effects of Global Climate Change on the City of Elk Grove

**Impact 5.0.2** The impacts of global climate change would cumulatively result in the potential decrease in water supply, increase in air pollutants, and increase in health hazards. The proposed project is considered to have a **less than cumulatively considerable** contribution to this impact.

According to a report on the effects of climate change in California by the California Climate Change Center (CCCC), based on state-of-the-art climate models, if global heat-trapping emissions proceed at a medium to high rate, temperatures in California are expected to rise 4.7 to 10.5°F by the end of the century. In contrast, a lower emissions rate would keep the projected warming to 3 to 5.6°F. These temperature increases would have widespread cumulative consequences including substantial loss of snowpack, increased risk of large wildfires, reductions in the quality and quantity of certain agricultural products and health effects. Refer to the Existing Setting section for a description of effects of climate change.

These consequences would potentially affect the residents of the City. For instance, a substantial loss in snowpack may reduce river volumes in the Sacramento River and potentially the amount of groundwater available for use as a water supply. Also, the potential for flooding and drought conditions are increased. Decreasing snowmelt and spring stream flows coupled with increasing demand for water resulting from both a growing population and hotter climate could lead to increasing water shortages. By the end of the century, if temperatures rise to the medium warming range and precipitation decreases, late spring stream flow could decline by up to 30 percent. Agricultural areas could be hard hit, with California farmers losing as much as 25 percent of the water supply they need (CCCC, page 7).

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, if temperatures rise to the medium warming range, there will be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if temperature rises are kept in the lower warming range.

Global warming scenarios provided by CCCC in their report *Our Changing Climate Assessing the Risk to California*, indicate that by 2100, if temperatures rise to the higher warming range, there could be up to 100 more days per year with temperatures above 95°F in Sacramento which means that temperatures in Elk Grove will certainly rise as well. This is a striking increase over historical patterns. As temperatures rise, residents of Elk Grove will face greater risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

#### Proposed General Plan Policies and Implementing Actions that Mitigate Potential Impacts

All policies and implementing actions applicable to the project are listed in the Air Quality Section 4.2 of this DEIR. The proposed project is found to be consistent with all the applicable General Plan policies; these policies would assist in the reduction of GHGs. Mitigation measures **MM 4.2.1a** through **MM 4.2.1d** and **MM 4.2.3** would also reduce the project's air pollution emissions. The project would generate a reduced level of emissions than under its existing zoning designation. Additionally, mitigation measures **MM 4.4.8** and **MM 4.4.9** would reduce impacts associated with project traffic impacts.

While the General Plan policies and implementing actions would reduce the potential GHG emissions in the City, climate change is a result of global GHG emissions. A complete elimination

## **5.0 CUMULATIVE IMPACTS SUMMARY**

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of GHG emissions in the City would not significantly change GHG emissions on a global scale nor decrease the effects of global climate change on the City's residents. The proposed project will not subject the residents of Elk Grove to the effects of climate change that would not be felt elsewhere within the region.

The project's contribution to this cumulative impact is considered **less than cumulatively considerable**.

### Additional Mitigation Measures

None feasible.



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## **6.0 ALTERNATIVES**

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### 6.1 INTRODUCTION

CEQA Guidelines Section 15126.6(a) states that an environmental impact report shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. See Section 3.0 for project objectives. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives shall focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly [CEQA Guidelines Section 15126.6(b)].

In accordance with the provisions of CEQA Guidelines Section 15126.6, the following alternatives to the proposed project are evaluated:

- Alternative 1 - No Project
- Alternative 2 – Reduced Residential Density Alternative
- Alternative 3 – Open Space Alternative

Alternatives 2 and 3 were selected for analysis based on the mix of land uses proposed as well as the existing land uses in the vicinity of the project site. The environmental effects of each of these alternatives are identified and compared with significant or potentially significant impacts associated with the project from the proposed project. A table at the end of this section provides a summary of the comparisons. Also, an "environmentally superior" alternative is identified.

#### ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR ANALYSIS

Due to the size and nature of the proposed project, true environmental benefits would not be achieved by the selection of an alternative site. Currently, there are no large vacant land areas within the City that are not either already approved for development or have a pending development application. Many sites within the City currently have applications for development, including the Sterling Meadows site, Sutter Elk Grove Master Plan site, and the Southeast Policy Area site (please refer to **Table 4.0-1** for a complete list of projects). In addition, if a site could be relocated, environmental benefits over the proposed project would not likely be achieved. It is likely that impacts to air quality, land use, noise, and traffic would occur at an alternative location. Therefore, an alternative site alternative was not selected for analysis in this report.

A reduced commercial use alternative was not specifically identified, as this would be comparable to the No Project Alternative. The project site, a total of 79.7 acres, currently allows for 23.2 acres residential, (11.8 acres RD-10, 12.5 acres RD-15, and 14.5 acres RD-20), and 56.5 acres designated as Shopping Commercial (SC). The proposed project requests an increase of 23.2 acres of additional SC, which would result in a reduction of 24.3 acres of residential and an expected loss of between 285 to 341 residential units.

Additionally, an all residential alternative was considered but not selected for analysis. An all residential alternative would not meet any the basic objectives of the project such as providing employee centers to create an improved jobs/housing balance, supporting retail and commercial growth by providing proximate housing, providing locations for neighborhood-serving commercial projects, and designating adequate acreage to support a regional medical facility. As a result, the all residential alternative was not selected for analysis.

## 6.0 PROJECT ALTERNATIVES

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### 6.2 ALTERNATIVE 1 - NO PROJECT

Alternative 1 is the No Project Alternative. CEQA Guidelines Section 15126.6(e)(1) states that a No Project Alternative must be analyzed in every EIR. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. However, the No Project Alternative analysis is not the baseline for determining whether the environmental impacts of a proposed project may be significant, unless the No Project Alternative analysis is identical to the environmental setting for each environmental issue area.

#### CHARACTERISTICS

The No Project Alternative is the continuation of the existing land use and zoning designations on the project site, which would allow for development under the existing Laguna Ridge Specific Plan. This approach is consistent with the requirements identified at Section 15126.6(e)(3)(a) of the CEQA Guidelines, which state "When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future." The Laguna Ridge Specific Plan, approved June 2004, provided specific land use development standards and patterns and master planning of infrastructure facilities, and established a financing plan or program for plan area infrastructure needs. This plan involves the development of residential, commercial, park, public school, and mixed-use land uses within an approximate 1,870-acre site. The proposed project site is 95.3± acres within the Specific Plan area, currently zoned with a combination of Multi-Family Residential/20-25 dwelling units per acre (RD-20), Medium Residential/15.1-20 dwelling units per acre (RD-15), and Single-Family/10 dwelling units per acre (RD-10), and Shopping Commercial (SC). Under this No Project Alternative, existing land use designations and zoning for the project site would not be changed.

Under the existing land use designations, it is expected that the LRSP would allow for approximately 597 to 731 residential dwelling units and approximately 862,052 square feet of shopping center within the proposed project area. The LRSP EIR is intended to be used to evaluate subsequent projects under the approved LRSP and specifically states that additional environmental review under CEQA may be necessary based on subsequent projects' consistency with the LRSP and the analysis in the EIR. The LRSP EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. The LRSP EIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions include, but are not limited to, the following:

- Adoption of the Laguna Ridge Specific Plan;
- Approval of financing plans and programs for the plan area;
- Approval of the rezone of the plan area;
- Approval of subsequent tentative and final maps;
- Actions and permits from any responsible agency;
- Improvement plans;
- Grading plans; and
- Building permits.

**COMPARATIVE IMPACTS****Land Use**

There were no significant or potentially significant impacts identified with the proposed Laguna Ridge Town Center project; therefore, no analysis of the No Project Alternative is necessary.

**Air Quality**Construction-Related Air Quality Impacts (Impact 4.2.1)

Impact 4.2.1 indicates that construction activities associated with the development of the proposed project may emit pollutants that exceed California Ambient Air Quality Standards (CAAQS) for PM<sub>10</sub> pollutants as well as exceed the Sacramento Metropolitan Air Quality Management District (SMAQMD) significance criterion for NO<sub>x</sub> pollutants. This is considered to be a significant and unavoidable impact. Construction under the existing land use designations would also result in emissions in association with implementation of the No Project Alternative. As demonstrated in Section 4.2, Air Quality (see **Tables 4.2-8 and 4.2-9**), the proposed project land use reconfiguration would result in construction-related air quality impacts during development of the project site that would be slightly reduced in comparison to development of the site under the LRSP EIR. The No Project Alternative would result in construction-related air quality impacts that would be similar to the proposed project.

Long-term Increases of Criteria Air Pollutants (Impact 4.2.3)

Impact 4.2.3 indicates that project emissions could result in long-term increases in criteria air pollutants which exceed SMAQMD's significance threshold. As discussed in Section 4.2, Air Quality (see **Table 4.2-10**), NO<sub>x</sub> and ROG emissions during both winter and summer months of the year would exceed SMAQMD's recommended significance threshold of 65 lbs/day. This is considered to be a significant and unavoidable impact. The proposed project and No Project Alternative would both exceed the 65 lb/day threshold for ROG or NO<sub>x</sub> during both the summer and winter months (see **Table 4.2-10**); however, the proposed project would be environmentally better than the No Project Alternative as it would result in fewer emissions.

Regional Air Plan Impacts (Impact 4.2.4)

Impact 4.2.4 indicates that implementation of the proposed Laguna Ridge Town Center project along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. Existing air quality impacts associated with residential and commercial development would continue in association with the No Project Alternative. These impacts are considered significant and unavoidable for both the proposed project and the No Project Alternative. Overall, cumulative regional air impacts would be similar in association with the No Project Alternative and the proposed project.

**Noise**Long-term Noise Levels – Proposed Medical Center (Impact 4.3.2)

Impact 4.3.2 indicates that the proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses. This is considered to be a significant and unavoidable impact. The No

## **6.0 PROJECT ALTERNATIVES**

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Project Alternative would result in residential and commercial development and would be better as it would avoid significant and unavoidable impacts associated with potential medical center and/or hospital operations.

### **Traffic and Circulation**

#### Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 (Impact 4.4.6)

Impact 4.4.6 indicates that the addition of project traffic to cumulative volumes would increase the volume to capacity ratio on this roadway segment, and the proposed project will exacerbate an unacceptable LOS on Elk Grove Boulevard between Laguna Springs Drive and SR 99. This impact could be mitigated by extending the existing auxiliary lane on eastbound Elk Grove Boulevard from Laguna Springs Drive to SR 99; however, this is not considered feasible because it would impact existing development along Elk Grove Boulevard. The Laguna Ridge Specific Plan EIR did not study the impacts of traffic along this roadway. Therefore, it is assumed that additional traffic and circulation impacts along this roadway segment would occur as a result of the proposed project. The proposed project would result in additional impacts than the No Project Alternative.

#### Operations at Elk Grove Boulevard/Bruceville Road Intersection (Impact 4.4.8)

Impact 4.4.8 indicates that the addition of project traffic to cumulative no project volumes would increase the average delay at this roadway segment, and the proposed project will exacerbate an unacceptable LOS at the Elk Grove Boulevard/Bruceville Road intersection. This impact is reduced to less than cumulatively significant through mitigation that includes conversion of the westbound right turn into an overlapping phase. Under the No Project Alternative, the LRSP EIR requires additional mitigation measures to improve the LOS of the Elk Grove Boulevard/Bruceville Road intersection. Therefore, it is assumed that additional traffic and circulation impacts at this intersection would occur as a result of the proposed project. The proposed project would result in additional impacts than the No Project Alternative.

#### Cumulative Operations at Intersections in the Project Vicinity (Impact 4.4.9)

Impact 4.4.9 indicates that the addition of project traffic to existing conditions volumes would increase the average delay at multiple project vicinity intersections and exacerbate the unacceptable LOS. Although measures can be implemented to reduce the significance of these intersection impacts, impacts cannot be reduced to a less than significant level. Overall, operation of intersections in the project vicinity, with the exception of Elk Grove Boulevard/Big Horn Boulevard, Elk Grove Boulevard/Laguna Springs Drive, Elk Grove Boulevard/Auto Center Drive, Elk Grove Boulevard/SR 99 Southbound Ramps, and Elk Grove Boulevard/East Stockton Boulevard intersections, would be similar in association with the No Project Alternative and the proposed project. However, the proposed project would have a considerable contribution to intersections in the project vicinity by significantly increasing delay; this increase in delay would not occur without the proposed project. While the intersections would operate unacceptably with development under the existing designations, the increase in severity of this impact associated with the proposed project would be significant and unavoidable. Although this impact will include improvements to the intersections, the impact cannot be reduced to less than significant. The proposed project would result in additional impacts than the No Project Alternative.



**6.3 ALTERNATIVE 2 – REDUCED RESIDENTIAL DENSITY ALTERNATIVE****CHARACTERISTICS**

Alternative 2 is similar to the proposed project, with the exception that there would be fewer residential units developed. As stated in the Project Description, one of the objectives of the proposed Laguna Ridge Town Center project is to designate adequate acreage (approximately 28 acres) to support a regional medical facility. A reduction in commercial potential is discussed under the No Project Alternative and Alternative 3. Impacts associated with development of the project are not associated with the configuration of the uses, but rather the density of proposed uses. As analysis of alternative locations and analysis of reduced commercial potential have been considered, the remaining potentially feasible alternative is to reduce residential development potential. The Reduced Residential Density Alternative is provided to reduce environmental impacts associated with air quality and traffic while achieving the project objective of increasing the area designated for commercial use. The Reduced Residential Density Alternative would reduce the density of residential development by changing the 15.6 acres of proposed RD-20 to RD-10 and retaining the proposed 79.7 acres of SC. This would equate to a reduction of approximately 156 to 234 total units, which would reduce the residential population to between 466 to 699 people and 1,028 to 1,542 fewer vehicle trips (6.59 daily, .46 AM peak hour, and .58 PM peak hour trips). Under the Reduced Residential Density Alternative, the project residential designation of RD-10 would be similar to the surrounding residential uses, while still allowing for a higher density residential zoning.

**COMPARATIVE IMPACTS****Land Use**

There were no significant or potentially significant impacts identified with the proposed Laguna Ridge Town Center project; therefore, no analysis of the Reduced Residential Density Alternative is necessary.

**Air Quality****Construction-Related Air Quality Impacts (Impact 4.2.1)**

Impact 4.2.1 indicates that construction activities associated with the development of the proposed project may emit pollutants that exceed California Ambient Air Quality Standards (CAAQS) for PM<sub>10</sub> pollutants as well as exceed the Sacramento Metropolitan Air Quality Management District (SMAQMD) significance threshold for NO<sub>x</sub> pollutants. This is considered to be a significant and unavoidable impact. Implementation of the Reduced Residential Density Alternative would also result in construction of commercial and residential uses. As demonstrated in Section 4.2, Air Quality (see Tables **4.2-8** and **4.2-9**), the proposed project land use reconfiguration would result in similar construction-related air quality impacts as the existing land use designations of the project site. Therefore, it is likely that the Reduced Residential Density Alternative would result in similar construction-related air quality impacts compared to the proposed project.

**Long-term Increases of Criteria Air Pollutants (Impact 4.2.3)**

Impact 4.2.3 indicates that project emissions could result in long-term increases in criteria air pollutants which exceed SMAQMD's significance threshold. Under the Reduced Residential

## **6.0 PROJECT ALTERNATIVES**

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Density Alternative, long-term increases in criteria air pollutants would also occur from development of the project site, of which emissions of ROG and NO<sub>x</sub> are of particular concern. As discussed in Section 4.2, Air Quality (see **Table 4.2-10**), NO<sub>x</sub> and ROG emissions during both winter and summer months of the year would exceed SMAQMD's recommended significance threshold of 65 lbs/day. This is considered to be a significant and unavoidable impact. The Reduced Residential Density Alternative would also likely exceed the 65 lb/day threshold for ROG or NO<sub>x</sub> during both the summer and winter months; however, it is likely that this alternative would result in fewer emissions than the proposed project.

### **Regional Air Plan Impacts (Impact 4.2.4)**

Impact 4.2.4 indicates that implementation of the proposed Laguna Ridge Town Center project along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. Existing air quality impacts associated with residential and commercial development would continue in association with the Reduced Residential Density Alternative. These impacts are considered significant and unavoidable for both the proposed project and the Reduced Residential Density Alternative. Overall, regional air impacts would be similar in association with the Reduced Residential Density Alternative and the proposed project.

### **Noise**

#### **Long-term Noise Levels – Proposed Medical Center (Impact 4.3.2)**

Impact 4.3.2 indicates that the proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses. This is considered to be a significant and unavoidable impact. The Reduced Residential Density Alternative would result in the same commercial development; however the residential development would occur at a reduced density. This alternative would likely result in similar impacts associated with long-term noise levels, as the potential development of a medical center and/or hospital operations would contribute to area noise levels.

### **Traffic and Circulation**

#### **Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 (Impact 4.4.6)**

Impact 4.4.6 indicates that the addition of project traffic to cumulative volumes would increase the volume to capacity ratio on this roadway segment, and the proposed project will exacerbate an unacceptable LOS on Elk Grove Boulevard between Laguna Springs Drive and SR 99. This impact could be mitigated by extending the existing auxiliary lane on eastbound Elk Grove Boulevard from Laguna Springs Drive to SR 99; however, this is not considered feasible because it would impact existing development along Elk Grove Boulevard. With a reduction of residential trips with the Reduced Residential Density Alternative, the impact to the segment of Elk Grove Boulevard between Laguna Springs Drive and SR 99 would remain significant and unavoidable. The impact would be reduced with the Reduced Residential Density Alternative in comparison to the proposed project.

#### **Operations at Elk Grove Boulevard/Bruceville Road Intersection (Impact 4.4.8)**

Impact 4.4.8 indicates that the addition of project traffic to cumulative no project volumes would increase the average delay at this roadway segment, and the proposed project will exacerbate an unacceptable LOS on Elk Grove Boulevard/Bruceville Road intersection. This impact is reduced to less than cumulatively significant through mitigation that includes

conversion of the westbound right turn into an overlapping phase. The LRSP EIR requires additional mitigation measures to improve the LOS of the Elk Grove Boulevard/Bruceville Road Intersection. The Reduced Residential Density Alternative would likely reduce operations at this intersection in comparison to the proposed project.

#### Cumulative Operations at Intersections in the Project Vicinity (Impact 4.4.9)

Impact 4.4.9 indicates that the addition of project traffic to existing conditions volumes would increase the average delay at multiple project-vicinity intersections and exacerbate the unacceptable LOS. Although measures can be implemented to reduce the significance of these intersection impacts, impacts cannot be reduced to a less than significant level. While project vicinity intersections would function unacceptably under both the Reduced Residential Density Alternative and the proposed project, the reduction in trips associated with the Reduced Residential Density Alternative would result in slightly better operations at these intersections.

### **6.4 ALTERNATIVE 3 – OPEN SPACE ALTERNATIVE**

#### CHARACTERISTICS

The Open Space Alternative proposes to reduce commercial uses on the project site and replace those uses with open space. The Shopping Commercial designation would be replaced on the 15.0-acre parcel proposed on the northeast side of the project site with 10 acres designated open space/parkway and 5 acres designated for a local park. The Open Space Alternative is provided to reduce environmental impacts associated with air quality and traffic by decreasing the area of the site designated for commercial uses, while still achieving a project objective of designating a large enough commercial area to accommodate a future medical facility. This alternative would allow for additional open space and park uses in the project area, as well as decrease the interface between commercial and residential uses. Additionally, the park and open space area could provide connectivity to other local parks and activities in the area, including the park to the south of the project site, as well as connection with the Civic Center to the east. The majority of the Open Space Alternative would be consistent with future uses established in the Laguna Ridge Specific Plan and the General Plan. This alternative would also require an amendment to the General Plan, Laguna Ridge Specific Plan, and zoning designations on the project site.

The Open Space Alternative would reduce the proposed commercial acreage of 79.7 acres to 64.7 acres. This would result in a reduction of approximately 225,204 square feet of commercial uses.

#### COMPARATIVE IMPACTS

##### **Land Use**

There were no significant or potentially significant impacts identified with the proposed Laguna Ridge Town Center project; therefore, no analysis of the Open Space Alternative is necessary.

## 6.0 PROJECT ALTERNATIVES

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### Air Quality

#### Construction-Related Air Quality Impacts (Impact 4.2.1)

Impact 4.2.1 indicates that construction activities associated with the development of the proposed project may emit pollutants that exceed California Ambient Air Quality Standards (CAAQS) for PM<sub>10</sub> pollutants as well as exceed the Sacramento Metropolitan Air Quality Management District (SMAQMD) significance threshold for NO<sub>x</sub> pollutants. This is considered to be a significant and unavoidable impact. Implementation of the Open Space Alternative would also result in construction of commercial, local park, and residential uses. As demonstrated in Section 4.2, Air Quality (see **Tables 4.2-8 and 4.2-9**), the Open Space Alternative land use reconfiguration would result in similar construction-related air quality impacts as the existing land use designations of the project site. However, it is likely that the Open Space Alternative would reduce overall development of the site, thus reducing construction-related air quality impacts.

#### Long-term Increases of Criteria Air Pollutants (Impact 4.2.3)

Impact 4.2.3 indicates that project emissions could result in long-term increases in criteria air pollutants which exceed SMAQMD's significance threshold. Under the Open Space Alternative, long-term increases in criteria air pollutants would also occur from development of the project site, of which emissions of ROG and NO<sub>x</sub> are of particular concern. As discussed in Section 4.2, Air Quality (see **Table 4.2-10**), NO<sub>x</sub> and ROG emissions during both winter and summer months of the year would exceed SMAQMD's recommended significance threshold of 65 lbs/day. This is considered to be a significant and unavoidable impact. The Open Space Alternative would also exceed the 65 lb/day threshold for ROG or NO<sub>x</sub> during both the summer and winter months. However, the reduction in commercial uses would result in fewer emissions than the proposed project, and this alternative would reduce impacts associated with long-term increases of criteria air pollutants in comparison to the proposed project.

#### Regional Air Plan Impacts (Impact 4.2.4)

Impact 4.2.4 indicates that implementation of the proposed Laguna Ridge Town Center project along with potential development in the region would exacerbate existing regional problems with ozone and particulate matter. Existing air quality impacts associated with residential and commercial development would continue in association with the Open Space Alternative. These impacts are considered significant and unavoidable for both the proposed project and the Open Space Alternative. Overall, cumulative contribution to regional air impacts would be less in association with the Open Space Alternative than the proposed project.

### Noise

#### Long-term Noise Levels – Proposed Medical Center (Impact 4.3.2)

Impact 4.3.2 indicates that the proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses. This is considered to be a significant and unavoidable impact. The Open Space Alternative would result in a reduction in commercial development; therefore this alternative would be likely result in reduced impacts associated with long-term noise levels.

### Traffic and Circulation

#### Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 (Impact 4.4.6)

Impact 4.4.6 indicates that the addition of project traffic to cumulative volumes would increase the volume to capacity ratio on this roadway segment, and the proposed project will exacerbate an unacceptable LOS on Elk Grove Boulevard between Laguna Springs Drive and SR 99. This impact could be mitigated by extending the existing auxiliary lane on eastbound Elk Grove Boulevard from Laguna Springs Drive to SR 99; however, this is not considered feasible because it would impact existing development along Elk Grove Boulevard. With a reduction in commercial trips, the Open Space Alternative would result in a reduction in the impact to Elk Grove Boulevard between Laguna Springs Drive and SR 99 in comparison to the proposed project.

#### Operations at Elk Grove Boulevard/Bruceville Road Intersection (Impact 4.4.8)

Impact 4.4.8 indicates that the addition of project traffic to cumulative no project volumes would increase the average delay at this roadway segment, and the proposed project will exacerbate an unacceptable LOS on Elk Grove Boulevard/Bruceville Road intersection. This impact is reduced to less than cumulatively significant through mitigation that includes conversion of the westbound right turn into an overlapping phase. The LRSP EIR requires additional mitigation measures to improve the LOS of the Elk Grove Boulevard/Bruceville Road Intersection. Although there will be a reduction in traffic as a result of the Open Space Alternative, it would still be necessary to implement MM 4.4.8 to reduce traffic impacts at the Elk Grove Boulevard/Bruceville Road intersection to accommodate commercial and residential uses. Overall, traffic would be reduced under the Open Space Alternative in comparison with the proposed project.

#### Cumulative Operations at Intersections in the Project Vicinity (Impact 4.4.9)

Impact 4.4.9 indicates that the addition of project traffic to existing conditions volumes would increase the average delay at multiple project vicinity intersections and exacerbate the unacceptable LOS. Although measures can be implemented to reduce the significance of these intersection impacts, impacts cannot be reduced to a less than significant level. Overall, there would be a reduction in traffic, and the severity of the impact would be decreased with the Open Space Alternative.

### 6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

**Table 6.0-1**, on the following page, provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project.

## 6.0 PROJECT ALTERNATIVES

**TABLE 6.0-1  
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT**

<b>Issue</b>	<b>Alternative 1 - No Project</b>	<b>Alternative 2 - Reduced Density</b>	<b>Alternative 3 - Open Space</b>
<b>Air Quality</b>			
Construction-Related Air Quality Impacts (Impact 4.2.1)	S	S	B
Long-term Increases of Criteria Air Pollutants (Impact 4.2.3)	W	B	B
Regional Air Plan Impacts (Impact 4.2.4)	S	S	B
<b>Noise</b>			
Long-term Noise Levels – Proposed Medical Center (Impact 4.3.2)	B	S	B
<b>Traffic</b>			
Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 (Impact 4.4.6)	B	B	B
Operations at Elk Grove Boulevard/Bruceville Road Intersection (Impact 4.4.8)	B	B	B
Cumulative Operations at Intersections in the Project Vicinity (Impact 4.4.9)	B	B	B

*B - Impacts better than those under proposed project*

*S - Impacts the same as those under proposed project, or no better or worse*

*W - Impacts worse than those under proposed project*

Based upon the evaluation described in this section, the Open Space Alternative (Alternative 3) is considered the environmentally superior alternative. The Open Space Alternative was determined to have fewer adverse environmental impacts than the proposed project as shown in **Table 6.0-1**. Additionally, Alternative 3 will meet the project objectives of providing employee centers for job opportunities, supporting retail and commercial growth by providing proximate housing, providing locations for neighborhood-serving commercial projects, and designating adequate acreage (approximately 30 acres) to support a regional medical facility.

The No Project Alternative would have a greater adverse impact on long-term increase of air pollutants than the proposed project. Additionally, the No Project Alternative would not meet any of the objectives of the proposed project.

Under CEQA Guidelines Section 15126.6 (e)(2), if the environmentally superior alternative is the No Project Alternative, another environmentally superior alternative must be identified. For purposes of analysis of this project, the No Project Alternative may have worse environmental impacts than the proposed project due to the existing intensive residential land use designations. Alternative 3 has no environmental impacts that are worse than those under the proposed project and have a better impact on seven environmental impacts identified in the Draft EIR. Therefore, Alternative 3 is considered the better alternative.

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## **7.0 LONG-TERM IMPLICATIONS**

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## 7.0 LONG-TERM IMPLICATIONS OF THE PROJECT

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This section discusses the additional topics statutorily required by CEQA. The topics discussed include significant irreversible environmental changes/irretrievable commitment of resources, significant and unavoidable environmental impacts, and growth-inducing impacts.

### 7.1 GROWTH-INDUCING IMPACTS

#### INTRODUCTION

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

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

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

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

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

#### COMPONENTS OF GROWTH

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

## **7.0 LONG-TERM IMPLICATIONS OF THE PROJECT**

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

### **GROWTH EFFECTS OF THE PROJECT**

As required by Government Code Section 65300, the General Plan is intended to serve as the overall plan for the physical development of the City of Elk Grove. While the General Plan does not specifically propose any development projects, it does regulate the location and type of future development and thus controls future population and economic growth of the City that would result in indirect growth-inducing effects.

The Laguna Ridge Specific Plan (LRSP) is a policy and regulatory document. As a policy document, the LRSP amplifies the broader goals and policies contained in the General Plan through the establishment of policies for the Plan Area. As a regulatory document, the LRSP identifies the land use and zoning designations for all land in the Plan Area and lists development standards applicable solely to the Plan Area, while incorporating certain existing zoning standards of the Zoning Code by reference.

Implementation of the proposed Laguna Ridge Town Center project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. The 95.3-acre site is currently vacant and is designated a combination of High Density Residential (15.1-30 dwelling units per acre) and Commercial by the General Plan. The site is designated High Density Residential/20 dwelling units per acre (RD-20), Medium Density Residential/15.1 dwelling units per acre (RD-15), Medium Density Residential/10 dwelling units per acre (RD-10), and Shopping Commercial (SC) by the LRSP.

The proposed Laguna Ridge Town Center project would reconfigure the land use designations on the project site. The portion of the site designated for commercial uses would increase from 56.5 acres to 79.7 acres, and areas designated for a range of residential development densities would decrease from 38.8 acres to 15.6 acres and be designated solely High Density Residential/20 dwelling units per acre (RD-20). See Section 3.0, Project Description, for a full description of the proposed project. No specific development component is proposed with the Laguna Ridge Town Center project; at this time, the project only consists of the reconfiguration of land uses. However, it is anticipated that subsequent to the approval of the change in land use designations, applications for residential and commercial development projects would be submitted to the City.

The proposed changes in land use designations would result in an increase of 23.2 acres of commercial lands which could establish new permanent employment opportunities not anticipated by the General Plan. Conversely, the proposed change in land use designations would also result in a loss of 23.2 acres of residential lands, and therefore residential development potential would be reduced by up to 341 residential units.

It should be noted that the project site is located within the incorporated City limits. No lands are proposed for annexation as part of the Laguna Ridge Town Center project. In addition, no roadway improvements would result from the project that would increase capacity of local roads and infrastructure beyond capacity needed to serve the proposed project and planned development associated with the LRSP.

### Population Growth

Implementation of the proposed Laguna Ridge Town Center project would not create any additional residential units. As previously noted, the proposed project would result in a loss of 23.2 acres of residential lands and up to 341 potential residential units. Implementation of the proposed Laguna Ridge Town Center project would create jobs in association with the increase of 23.2 acres of commercial lands on the site. While the project would provide jobs associated with these uses, it would not be a substantial generator of new jobs that would result in an influx of new residents to fill these jobs. Historically, Elk Grove has had a jobs-housing imbalance, with more households in the City than jobs available for the households. The increase in employment opportunities associated with the proposed project would serve to improve the jobs-housing balance, increasing job opportunities for local residents. As a result, the project would not create in an increase in population or demand for housing.

### Growth Effects Associated with Infrastructure Improvements

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

The proposed land use changes to the site associated with the proposed Laguna Ridge Town Center project are not growth inducing. The project site is located in an area that is surrounded either by development or vacant land approved for development. The project site is currently designated with a land use that envisions extension of public utilities and services, such as sewer, to serve the site. Water, sewer, and storm drainage services are available in the vicinity of the project, serving the existing commercial and residential development along Bruceville Road and Elk Grove Boulevard. As a result, extending sewer, water, and storm drainage service to serve the project site would not result in providing infrastructure that would put pressure on surrounding areas to develop at greater densities. Moreover, the project site is within a Specific Plan area designated for urban levels of development that would require extension of infrastructure, including water and wastewater services, under the existing General Plan. As a result, changing the land use designations of these sites is not anticipated to increase the pressure to develop lands within the City.

The project does not include any roadway or infrastructure improvements that would add capacity and accommodate increased growth that has not already been planned and anticipated under the General Plan and Laguna Ridge Specific Plan. Therefore, the project would not result in any growth effects associated with increasing roadway and infrastructure capacities.

### ENVIRONMENTAL EFFECTS OF GROWTH

The proposed project would result in increased population and employment in Elk Grove. This would, in turn, result in increased traffic, air pollutant emissions, operational and traffic noise, increased demand for services, and loss of vacant/open lands. Environmental effects of developing the Laguna Ridge Specific Plan area, including the project site, include potential effects on special-status species and their habitat, potential destruction or damage to cultural

## **7.0 LONG-TERM IMPLICATIONS OF THE PROJECT**

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resources, increased erosion and runoff affecting soil stability and water quality, changes to drainage patterns and runoff, potential land use conflicts, increased light and glare, changes to visual character, and loss of agricultural resources. These issues are discussed in the Laguna Ridge Specific Plan EIR (SCH Number 2000082139). The proposed project would result in increased potential for land use conflicts, operational noise impacts, traffic noise, and traffic/circulation impacts beyond the impacts discussed in the Laguna Ridge Specific Plan EIR. Sections 4.1 through 5.0 of this EIR identify the potential increase in physical effects on the environment associated with implementation of the proposed project.

### **7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Public Resources Code Section 21100(b)(2), a part of CEQA, requires that certain EIRs must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as follows:

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

The Elk Grove General Plan EIR (SCH Number 2002062082) evaluated significant irreversible environmental effects associated with implementation of the adopted General Plan. That EIR identified that the conversion of undeveloped land areas to residential, commercial, industrial, office, public, and recreational uses would occur with implementation of the General Plan. Development of the City of Elk Grove Land Use Policy Plan Map would constitute a long-term commitment to residential, commercial, and office land uses. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of the project site would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure accommodated by the proposed project. Renewable, nonrenewable, and limited resources that would likely be consumed as part of the development of the proposed project would include, but are not limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. The project would require a long-term commitment for the provision of public services, including water treatment and supply, wastewater treatment and disposal, solid waste removal and disposal, and natural gas, electricity, and communication services. Development of the infrastructure necessary for these services would irretrievably commit building materials, energy, and physical sites for their provision.

### **7.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

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

AIR QUALITY

**Regional Air Plan Impacts**

**Impact 4.2.4** Implementation of the proposed project in combination with growth throughout the air basin would exacerbate existing regional problems with ozone and particulate matter. The project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

NOISE

**Long-term Noise Levels – Proposed Medical Center**

**Impact 4.3.2** Proposed medical office land uses could result in substantial increases in ambient noise levels that could exceed the City's noise standards at nearby noise-sensitive land uses. In the event that the proposed medical center were to include a helipad, it is unlikely that resultant noise levels at all nearby noise-sensitive land uses would be reduced to within acceptable levels. As a result, this impact would be considered **significant and unavoidable**.

TRAFFIC AND CIRCULATION

**Operations on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard**

**Impact 4.4.6** The addition of project traffic to cumulative volumes would increase the volume to capacity ratio on Elk Grove Boulevard between Laguna Springs Drive and SR 99 and between Wymark Drive and Big Horn Boulevard by at least 0.05. Since these roadway segments currently operate unacceptably (LOS F and LOS E respectively) under cumulative no project conditions, the project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.

**Cumulative Operations at Intersections in the Project Vicinity**

**Impact 4.4.9** The addition of project traffic to cumulative no project volumes would increase the average delay at multiple project vicinity intersections by more than five seconds. Since these intersections operates unacceptably (LOS F or LOS E) under cumulative no project conditions, the project would have a **cumulatively considerable** contribution to this **significant and unavoidable** impact.



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## **8.0 REPORT PREPARERS**

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**8.0 REPORT PREPARATION**

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**CITY OF ELK GROVE**

- Taro (Lautaro) Echiburu.....Environmental Planning Manager
- Sarah Kirchgessner ..... City Planner
- Gerald Parks ..... City Planner
- Beth Thompson ..... EIR Project Director
- Mike Martin .....EIR Project Manager
- Lana Adler ..... Environmental Planner
- Seth Myers ..... Environmental Planner
- Kimberlie Cox/Jolene Miller ..... Publication
- Ambient Air Quality and Noise Consulting ..... Noise Specialist
- Fehr & Peers Transportation Consultants..... Traffic Engineer



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# APPENDICES

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The full content for the Appendices Section is available in the Subsequent Environmental Impact Report located in the Elk Grove City Clerk's Office at 8380 Laguna Palms Way, Suite 200

## **Attachment 5**

Planning Commission Staff Report dated June 5, 2008



## Planning Commission Staff Report

June 5, 2008

**Project:** Laguna Ridge Town Center  
**Request:** Specific Plan Amendment, Rezone  
**File:** EG-07-066  
**Location:** Southeast corner of Elk Grove Boulevard and Bruceville Road  
**APN:** 132-2120-001, -004, -005, -006, -008, -003, 132-2110-002-001, 132-0270-083, -084  
**Planner:** Gerald Park  
**Application Accepted:** June 18, 2007

### Property Owner/Applicant

Reynen & Bardis  
10630 Mather Boulevard  
Sacramento, CA 95655

### Agent

Wood Rodgers, Inc.  
3301 C Street, Bldg. 100-B  
Sacramento, CA 95816

### Staff Recommendation

The Planning Commission recommends the City Council:

1. Certify the Subsequent Environmental Impact Report and Mitigation Monitoring and Reporting Program prepared for this project; and
2. Approve the Specific Plan Amendment and Rezone for the Laguna Ridge Town Center project (EG-07-066) subject to the findings contained in the June 5, 2008 staff report.

### Project Description

The Applicant is requesting the following entitlements:

1. *Specific Plan Amendment* to 1) change the land use designations from Medium Density Residential/10 dwelling units per acre (RD-10) and Medium Density Residential/15.1 dwelling units per acre (RD-15) to High Density Residential/20 dwelling units per acre (RD-20) and Shopping Center (SC), as shown on Attachment C; and,
2. *Rezone* from RD-10 and RD-15 to RD-20 and SC to be consistent with the Laguna Ridge Specific Plan.

### Setting

The project site is located in the Laguna Ridge Specific Plan (LRSP) and consists of nine vacant parcels totaling 95.3 acres that are situated at the southeast corner of Elk Grove Boulevard and Bruceville Road (Figure 2). The site topography is relatively flat and dominated by annual grasslands. Surrounding land uses include single-family residential development to the north; single-family residential development to the south; vacant parcels to the east; and shopping center to the west.

**Table 1 – Surrounding Uses and Land Designations**

	<b>Existing Use</b>	<b>General Plan Designation</b>	<b>Specific Plan/Zoning</b>
<b>Project Site</b>	Vacant	High Density Residential, Medium Density Residential, & Commercial	High Density Residential – 20 du/acre (RD-20), Medium Density Residential – 15.1 du/acre (RD-15), Medium Density Residential-10 du/acre (RD-10), & Shopping Center (SC)
<b>North</b>	Single –Family Residential	Low Density Residential & Commercial	Low Density Residential – 7 du/acre & Shopping Center (SC)
<b>East</b>	Vacant Land	Public/Quasi Public	Civic Center (CC)
<b>South</b>	Del Webb Subdivision	Low Density Residential	Low Density Residential – 5 du/acre (RD-5) & Low Density Residential – 7 du/acre (RD-7)
<b>West</b>	Shopping Center	Commercial/Office/Multi-family	Shopping Center (SC)

**Background**

In June 2004, the City Council approved the LRSP, which encompasses approximately 1,900 acres and is located in the southwestern portion of the City of Elk Grove. The LRSP lies west of Highway 99, south of Elk Grove Boulevard, east of Bruceville Road and the East Franklin Specific Plan area, and north of Bilby Road. Land uses within the LRSP include single and multifamily residential, commercial, office and civic center, interconnected by paseos, pedestrian corridors and parks. The Laguna Ridge Land Use Plan establishes designated land uses, including zoning districts, for all properties within the Plan Area with the exception of several parcels denoted as “non-participating” parcels. Non-participating parcels are pre-zoned on the Land Use Plan, but any future development of non-participating parcels would require a rezone since the underlying zoning designations did not change as part of the original LRSP rezone. There are no non-participating parcels within the Laguna Ridge Town Center project site.

It is recognized in the LRSP that periodic amendments may be necessary in order to respond to economic and market demands. Such amendments include changes to the land use designations as established in the Land Use Plan. The applicant's desire to change the LRSP land use designations for the proposed project site is due to the following:

1. Catholic Healthcare West (CHW) has an option to purchase 30 acres of SC designated land on the project site with the intent of developing up to 365,000 square feet of medical offices; and,
2. In order to accommodate both the medical office development and a major shopping center, a portion of the project site currently designated as residential needs to be rezoned to commercial.



Figure 1 - Laguna Ridge Specific Plan Area



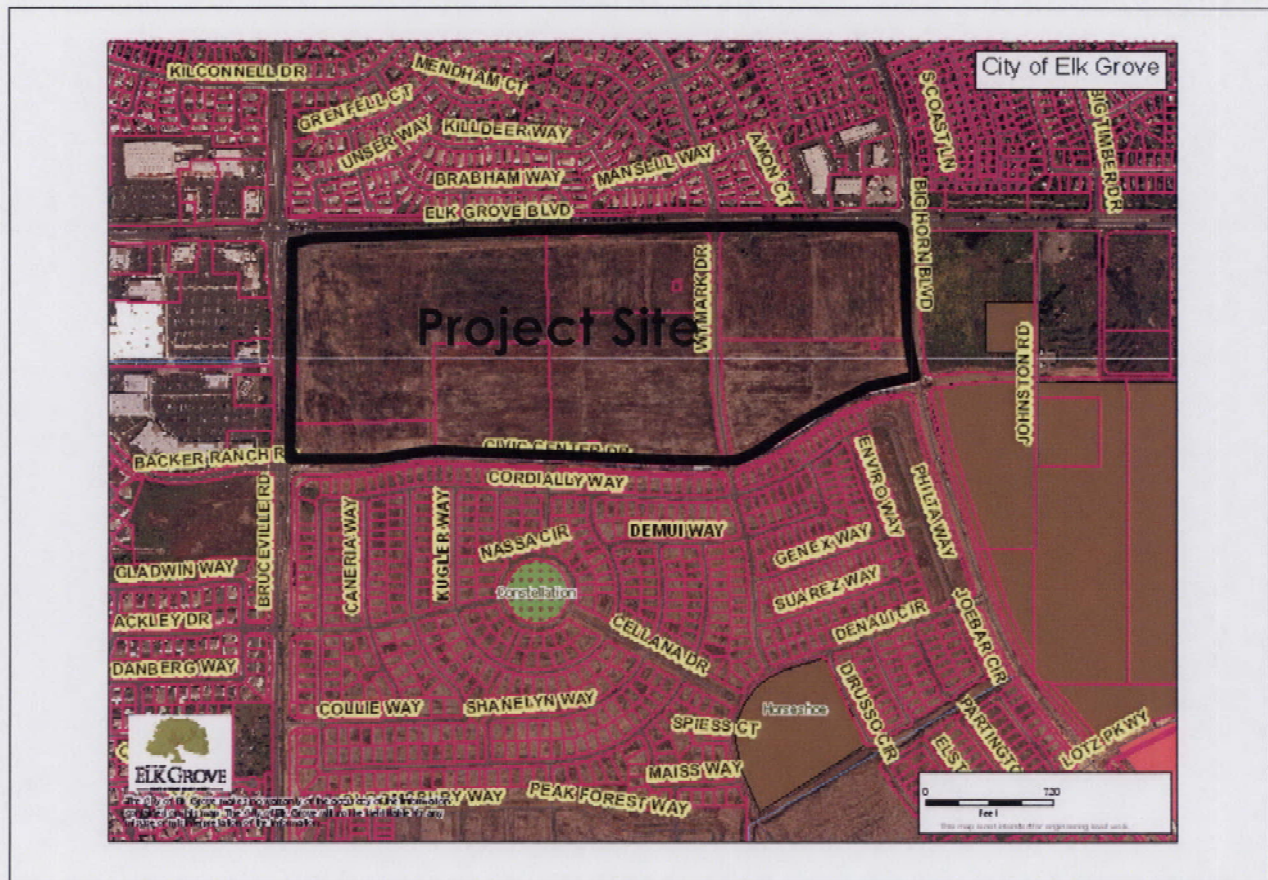


Figure 2. Project Site

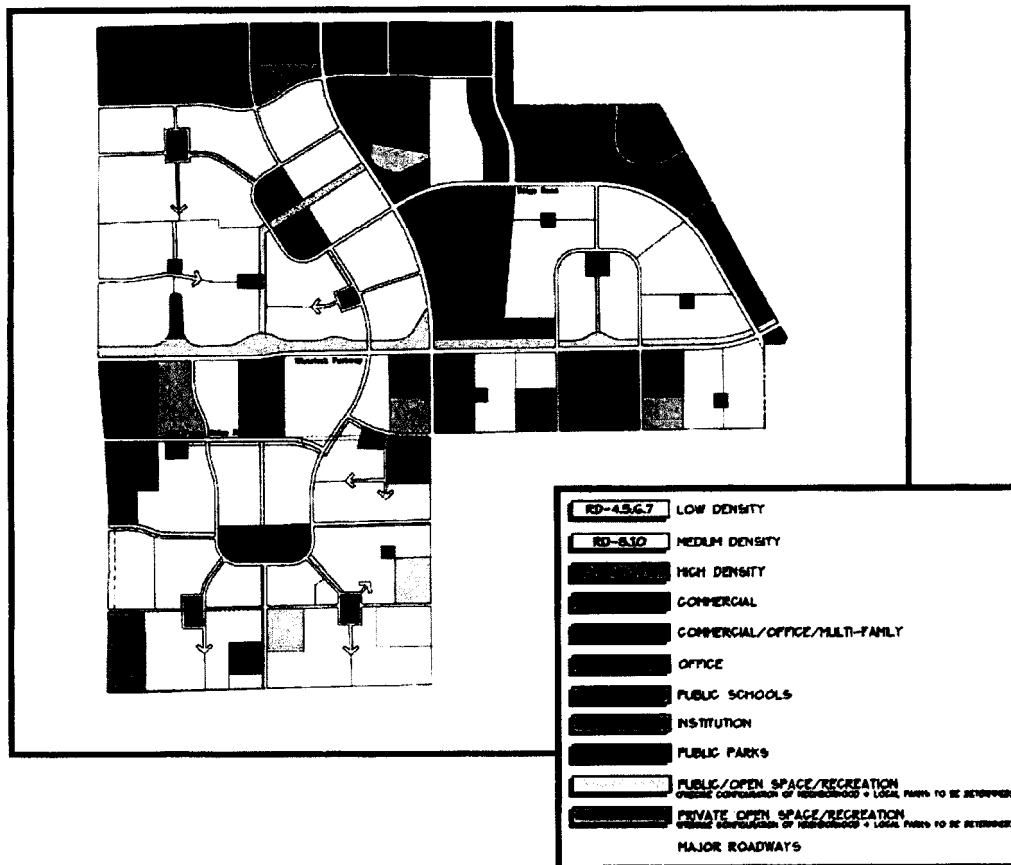
**Analysis**

The General Plan (Figure LU-1) currently designates the site as a combination of Medium Density Residential, High Density Residential, and Commercial land uses. However, this designation needs to be considered in the context of more detailed policies for the Laguna Ridge Policy Area.

**General Plan Land Use Policy 28 (LU-28)**

Land uses in the Laguna Ridge Policy Area shall conform with the general layout of land uses in Figure LU-5.

Figure LU-5



**General Plan Land Use Policy 30 (LU-30)**

Development in the Laguna Ridge Policy Area shall take place under the guidance of a Specific Plan which includes:

- Land use designations
- Development standards
- Infrastructure plans
- Financing plan
- Design guidelines and implementation

The City has previously interpreted the phrase "the general layout of land uses in Figure LU-5" to mean that the City Council could adjust land uses within the Laguna Ridge Specific Plan and still be consistent with the General Plan. This means a General Plan Amendment would not be necessary since the LRSP serves as the policy and regulatory document that implements the goals and policies of the General Plan. The LRSP provides definition of policy direction, establishes the zoning designations for properties, and includes standards to guide the detailed design of individual projects within the Plan Area. Therefore, the General Plan provides the LRSP discretion as to land use planning and has established Land Use Policies LU-28 and LU-30 as provided above.

### **Specific Plan Amendment**

Any amendment to the LRSP must comply with the amendment procedures as established in Section 9 (Implementation & Administration) of the LRSP. As per Section 9, amendments are classified as either "minor" or "major" as determined by the Planning Director. Minor amendments may be approved by the Planning Director, whereas major amendments require City Council approval. In reviewing the proposed project, the Planning Director has determined that the proposed changes to the land use designations constitute a major amendment. Minor and major amendments are subject to the findings provided in Section 9.

The Specific Plan Amendment (SPA) consists of changes to the Laguna Ridge Land Use Plan that would result in an increase in Shopping Commercial and decrease in residential land uses. Since the Laguna Ridge Land Use Plan also establishes the zoning districts for all properties within the LRSP, the SPA analysis has been combined with the rezone analysis below.

### **Rezone**

Since the Laguna Ridge Land Use Plan also establishes the zoning districts for the LRSP, it can be considered that the LRSP land use designations and zoning districts are synonymous. However, special development standards as established in the LRSP supersede the land use and site development standards as established in the Zoning Ordinance. In cases where the LRSP does not discuss a particular zoning topic, the City's Zoning Ordinance will apply.

As shown in Figure 3, the applicant is proposing to 1) change the land use designations from Medium Density Residential/10 dwelling units per acre (RD-10) and Medium Density Residential/15.1 dwelling units per acre (RD-15) to High Density Residential/20 dwelling units per acre (RD-20) and Shopping Center (SC). The resulting acreage for the RD-20 and SC will be 15.6 acres and 79.7 acres, respectively.

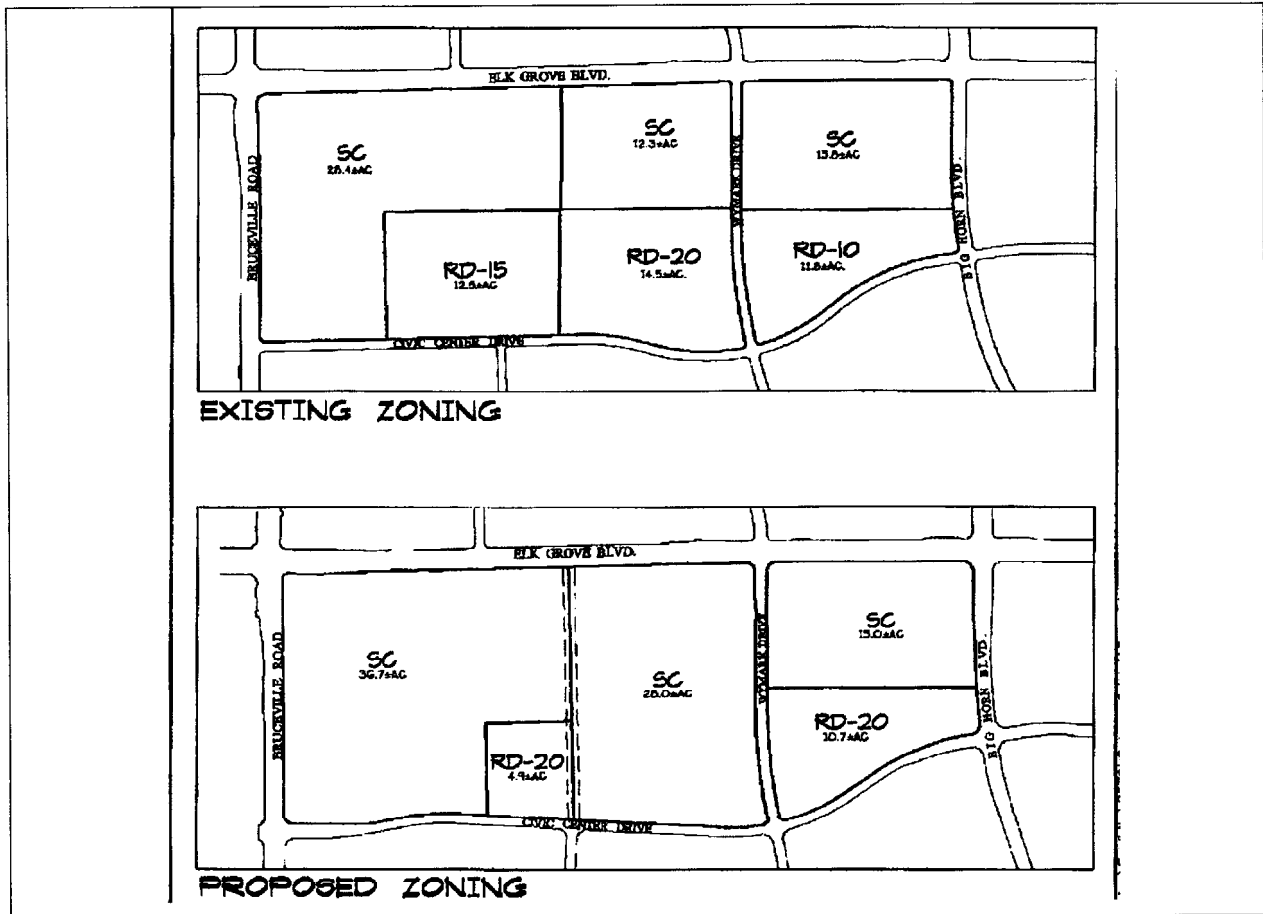


Figure 3. Existing and Proposed Specific Plan Land Use Designation/Zoning

Table 2. Existing and Proposed Acreage

Zoning Designation	Existing Acreage	Proposed Acreage
RD-10	10.7	0
RD-15	12.5	0
RD-20	14.5	15.6
SC	56.5	79.7
<b>Total</b>	<b>95.3</b>	<b>95.3</b>

As shown in Table 2, the removal of the RD-10 and RD-15 land uses would add 1.1 acres to the RD-20 land use designation and 23.2 acres to the SC land use designation. As a result, the number of residential units that may be accommodated on the project site would be reduced to 312 to 390 dwelling units (based on the RD-20 density of 20-25 dwelling units per acre). In comparison, the existing land uses would allow a total of 597 to 731 dwelling units, a difference of 285 to 341 dwelling units.

The commercial acreage would increase from 56.5 acres to 79.7 acres. As mentioned, CHW has an option to purchase 30 acres of SC designated land on the project site for the purpose of developing up to 365,000 square feet of medical offices. The additional 23.2 acres of SC land use would provide adequate acreage to offset the medical office development and maintain

sufficient acreage for a major neighborhood commercial development. If CHW does not purchase and develop the 30-acre site, then development could occur with any of the uses allowed in the SC zone district.

### **Environmental Analysis**

Pursuant to the requirements of the California Environmental Quality Act (CEQA), a Draft Subsequent Environmental Impact Report (SEIR) for the Laguna Ridge Town Center project was prepared and circulated for public review from April 2, 2008 to May 19, 2008. A total of 3 comments were received from the Sacramento Metropolitan Air Quality Management District, Sacramento Area Sewer District, and California Department of Transportation (see Attachment A). A public meeting regarding the Draft SEIR was held by the Planning Commission on May 15, 2008. No comments were received at the public meeting.

The Draft SEIR identified significant adverse environmental effects in several study areas including Land Use, Air Quality, Noise and Traffic. The SEIR identified mitigation measures that would lessen the effects of these impacts and a Mitigation Monitoring and Reporting Program was prepared to ensure compliance with those mitigation measures.

Upon completion of the public review period, staff will prepare a Final SEIR to address all comments received and forward the Final SEIR to the City Council for certification.

### **Letters from Commenting Agencies**

This project was circulated to the following agencies and departments.

- City of Elk Grove City Attorney – No Response
- City of Elk Grove Finance – Attached
- E-Tran – No Response
- City of Elk Grove Public Works – Attached
- Cosumnes Resources District Fire Department – No Comment
- Sacramento Area Sewer District - Attached
- Sacramento County Water Agency - Attached
- Trails Committee - Attached
- Elk Grove Unified School District - No Response
- Pacific Gas & Electric - Attached
- Pacific Bell - No Response
- Frontier - No Response
- SMAQMD - Attached
- SMUD - No Response

Staff has determined that the comments received are not applicable to the proposed Specific Plan Amendment and Rezone as the comments received are applicable for development projects. . Therefore, no conditions of approval will be required for this project. Comments received are provided as Attachment B.

### **Summary**

Staff has reviewed the Applicant's request for Specific Plan Amendment and Rezone. The project has been evaluated for compliance with the policies and goals of the City of Elk Grove General Plan, Zoning Ordinance, and Laguna Ridge Specific Plan. Staff recommends approval of the Laguna Ridge Town Center project, subject to the findings presented below.

### **Recommended Motions**

Should the Planning Commission agree with staff's recommendation, the following motion is suggested:

1. *"I move that the Planning Commission recommend that the City Council certify the Subsequent Environmental Impact Report and Mitigation Monitoring and Reporting Program prepared for this project, subject to the findings included in the June 5, 2008 staff report"; and,*
2. *"I move that the Planning Commission recommend that the City Council approve the Specific Plan Amendment and Rezone for the Laguna Ridge Town Center project (EG-07-066), subject to the findings contained in the June 5, 2008 staff report.*

### **Findings**

#### **CEQA**

Finding: The Environmental Impact Report has been prepared in accordance with the California Environmental Quality Act (CEQA) and it reflects the independent judgment and analysis of the City.

Evidence: Pursuant to CEQA and the CEQA guidelines, City staff prepared a Draft Subsequent Environmental Impact Report (SEIR) for the project. The SEIR analyzed potentially significant impacts in the following areas:

- Land Use
- Air Quality
- Noise
- Traffic

A Notice of Availability for the Draft SEIR was published on April 2, 2008. The Draft SEIR was distributed to the State Clearinghouse (SCH No. 2007082169) and to other public agencies and interested parties. A 45-day public review period for the Draft SEIR was from April 25 through May 19, 2008. The Planning Commission conducted a public meeting on May 15, 2008 to provide an opportunity to receive comments on the Draft SEIR.

Comments from 3 public agencies or individuals were received during or subsequent to the public review period. Those comments will be included in the Final EIR as well as responses to those comments.

In conjunction with the Final EIR, the City has prepared a Mitigation Monitoring and Reporting Program ("MMRP"), as required by CEQA. The MMRP includes: (a) all significant or potentially significant impacts, level of significance without mitigation, proposed mitigation measures and the resulting level of significance. Included with each mitigation measure is a specification for timing/implementation and enforcement/monitoring responsibility.

#### ***Specific Plan Amendment (LRSP Section 9 Implementation & Administration)***

Finding: Significant changes to the character of the community have occurred subsequent to the adoption of the Specific Plan which warrants amendments as requested.

Evidence: The market demand for housing has recently diminished due to the current economic environment. A medical user has expressed interest in developing up to 365,000 square feet of medical offices. Therefore, the objectives for the project site are to 1) provide employee centers for job opportunities to create an improved jobs/housing balance, 2) support retail and commercial growth by providing proximate housing, 3) provide locations for neighborhood-serving commercial projects, and 4) designate adequate acreage to support medical offices.

Finding: The requested amendment will benefit the Specific Plan Area and/or the City.

Evidence: The proposed project will be providing a mix of land uses that will serve the community by creating job opportunities, improving the City housing balance and community connectivity, and contributing to enhanced commercial selection. Although the proposed change of land uses will result in a decrease of approximately 285 to 341 potential residential units and increase 23.2 acres of commercial land use, this will not change the envision and intent of the Laguna Ridge Specific Plan.

Finding: The amendment is consistent with the General Plan.

Evidence: The General Plan contains goals, policies, and objectives to which all projects must adhere. Thus, the LRSP serves as the policy and regulatory document that implements the goals and policies of the General Plan. The LRSP recognizes that periodic amendments may be necessary in order to respond to economic and market demands. Such amendments include changes to the land use designations as for the proposed project. General Plan Land Use Policies LU-28 and LU-30 allows the LRSP to have discretion to land use. Thus, amendments to the General Plan Land Use Policy Map may occur without a General Plan Amendment.

Finding: The amendment will not adversely affect adjacent properties and can be properly serviced.

Evidence: The proposed changes to the land use designations on the project site will not adversely affect adjacent properties. Currently, the project site is designated as RD-10, RD-15, RD-20, and SC. The proposed amendment will reconfigure the site to a mix of RD-20 and SC. No new land use types are proposed for the site. All public services and utilities to serve the project would remain as identified for the LRSP.

Finding: Where applicable, the physical constraints of the property area are such that the requested amendment is warranted.

Evidence: Based on the EIR and SEIR, the project site has no physical constraints with respect to the proposed land use changes.

### **Rezone**

Finding: The proposed rezone is consistent with the General Plan goals, policies, and implementation programs.

Evidence: As mentioned, the LRSP serves as the policy and regulatory document that implements the goals and policies of the General Plan. The LRSP provides definition of policy direction, establishes the zoning districts for properties, and includes standards to guide the detailed design of individual projects within the Plan Area. The LRSP recognizes that periodic amendments may be necessary, including changes to the zoning districts. As such, the proposed rezone remains consistent with the General Plan.

**Attachments**

- A. Draft Subsequent Environmental Impact Report Comments
- B. Agency Correspondence
- C. Project Exhibit



**Attachment A**  
**Draft Subsequent Environmental Impact Report Comments**

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 -- SACRAMENTO AREA OFFICE  
VENTURE OAKS, MS 15  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0614  
FAX (916) 274-0648  
TTY (530) 741-4509



*Flex your power!  
Be energy efficient!*

May 20, 2008

08SAC0068  
03 SAC-99 PM 12.761  
Laguna Ridge Town Center  
Draft Subsequent Environmental Impact Report  
SCH#2007082169

Mr. Taro Echiburu  
City of Elk Grove  
Development Services - Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

Dear Mr. Echiburu:

Thank you for the opportunity to review and comment on the above mentioned project. This project proposes to rezone and enlarge the commercial area in the planned Laguna Ridge Town Center which is part of the regionally significant Laguna Ridge Specific Planning Area (SPA) in the city of Elk Grove. Our comments on this project are as follows:

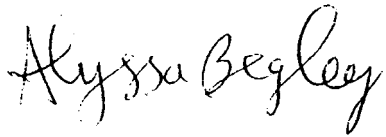
- Per the Traffic Report, the project is expected to generate 910 AM peak hour trips and 1,370 PM peak hour trips. Per Impact 4.4.6, the project will result in significant impacts to the segment of Elk Grove Boulevard between Laguna Springs Drive and State Route (SR) 99 in the cumulative condition and to the SR 99 southbound ramps intersection with Elk Grove Boulevard for the existing + project and cumulative conditions. The project is expected to cause traffic operations at the southbound ramps intersection to deteriorate from LOS E to LOS F in the PM peak hour (for existing + project).
- Per Impact 4.4.9, the project will result in significant impacts to the Elk Grove Boulevard/SR 99 northbound onramp and the Elk Grove Boulevard/SR 99 southbound ramps. Mitigation Measure 4.4.9 provides a fair share contribution toward the coordination of the Elk Grove Boulevard/East Stockton Boulevard intersection with the Elk Grove Boulevard/SR 99 northbound onramp, as part of the ongoing Elk Grove Boulevard Intelligent Transportation Systems Improvements project, but does not eliminate the project's significant impact.

Mr. Taro Echiburu  
May 20, 2008  
Page 2

- It is requested that the project provide fair share funding for the Elk Grove Boulevard/SR 99 interchange modifications project which is part of the City of Elk Grove's Capital Improvement Program. The interchange modification project is expected to improve traffic operations for the northbound and southbound SR 99 ramps.

Please provide our office with copies of any further actions regarding this project. Contact Ken Champion at (916) 274-0615 or myself at (916) 274-0635 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Alyssa Begley". The signature is written in a cursive, flowing style.

ALYSSA BEGLEY, Chief  
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse



**SACRAMENTO AREA  
SEWER DISTRICT**  
SERVING YOU 24/7

April 23, 2008  
E225.000

APR 28 2008

TK

Taro Echiburu  
City of Elk Grove Planning  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**Subject: Notice of Availability (NOA) for a Draft Subsequent  
Environmental Impact Report (DSEIR) for the Laguna  
Ridge Town Center  
APN: 132-0270-019 and 132-0270-078**

**Board of Directors**  
Representing:

- County of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento

Dear Mr. Echiburu:

Sacramento Area Sewer District (District, formerly CSD-1) has reviewed the Notice of Availability (NOA) for a Draft Subsequent Environmental Impact Report (DSEIR) for the subject project.

It is noted that the proposed project includes a Specific Plan Amendment and Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. The project site is a 95 acre area located near the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road in the City of Elk Grove. This Draft Subsequent EIR addresses the impact of a potential medical facility to be added within the project area.

The comments sent in a letter dated September 21, 2007, are still valid and are repeated below (the name CSD-1 is replaced by District) for your convenience.

The subject property is within the boundaries of the District, SRCSD, and the Urban Service Boundaries (USB) as defined by the Sacramento County General Plan. The ultimate plan for conveyance and treatment of the subject property shall be by the Districts as specified in the District/SRCSD Master Plans.

The trunk sewer and major collector sewer lines are already installed in the project area as per Sewer Master Plan for the Laguna Ridge Specific Plan. Zoning change and reconfiguration of land use may require installation of additional collector sewer lines. However, a sewer study is not required for this project, but if the flows generated by this project change significantly from that which was approved with the Master Sewer Study, then an additional sewer study may be required.

**Mary K. Snyder**  
District Engineer

**Christopher Dobson**  
Collection System Manager

**Wendell H. Kido**  
District Manager

**Marcia Maurer**  
Chief Financial Officer

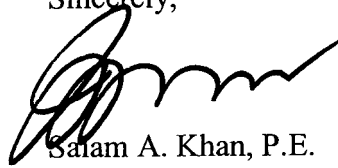
10545 Armstrong Avenue  
Mather, California 95655  
Tel 916.876.6000  
Fax 916.876.6160  
www.sacsewer.com

Taro Echiburu  
April 23, 2008  
Page 2

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to mitigation.

If you have any questions regarding these comments, please call Amandeep Singh at 876-6296 or myself at 876-6094.

Sincerely,



Salam A. Khan, P.E.  
Sacramento Area Sewer District  
Development Services

SK/CJ:clm

cc: File

May 21, 2008

SENT VIA EMAIL

Taro Echiburu  
Development Services  
City of Elk Grove  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**RE: Laguna Ridge Town Center Draft Subsequent Environmental Impact Report**

Dear Mr. Echiburu:

Thank you for providing the above referenced project to the Sacramento Metropolitan Air Quality Management District (District) for review and comment. Staff comments are as follows:

**Construction Mitigation**

- If it is determined that the standard construction mitigation outlined in MM4.2.1c and d do not lower the emissions to below the threshold of 85 pounds per day of NO<sub>x</sub>, than an offsite mitigation fee for the emissions remaining above the threshold will be assessed. The current figure used to calculate the fee based upon Moyer Program cost effectiveness is \$14,300 per ton of NO<sub>x</sub>. In addition, as of February 15, 2007, a 5% administrative fee will be assessed as well. A spreadsheet to calculate the fee, including the administrative fee, can be found at the following link: <http://www.airquality.org/ceqa/index.shtml#MitFees> Please contact District staff for assistance with fee calculation.

**CO<sub>2</sub> Emissions in URBEMIS**

- The District recommends the use of URBEMIS 2007 v.9.2.2 for estimating project specific CO<sub>2</sub> emissions rather than the EPA Personal GHG Calculator as described on page 5.0-13 of the Subsequent EIR.

**Cumulative GHG and Significance Determination**

- The statement that "...GHG emissions account for 0.00023% of the statewide annual GHG emissions totals..." stated as a reason for the "less than cumulatively considerable" determination is a *de minimis* argument that has been found to be contrary to the concept of cumulative per CEQA case law (see *Communities for a better Environment v. California Resources Agency* [2002] 103 Cal.App.4<sup>th</sup> 98).
- The absence of a "quantifiable significance threshold" is not by itself or in conjunction with a *de minimis* argument, sufficient justification for a "less than cumulatively considerable" determination. The analysis does not adequately take into account the many other possible cumulative sources of GHG emissions including, but not necessarily limited to: other construction projects, surrounding existing development and general plan designations that affect the immediate and wider area both in the near term and foreseeable future.

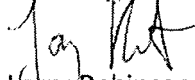
**GHG Mitigation**

- It is the recommendation of the District that regardless of the inability to compare the impacts of the project to a threshold there is still a need and CEQA requires that all feasible mitigation is applied in order to help reduce GHG emissions regardless of how small the contribution to the overall problem. Attached to this letter please find a list of mitigation measures that is in use for the reduction of GHG emissions. For each measure, as appropriate, identify how it will be implemented or if not why it is not feasible.

In addition this project is subject to all applicable District rules and regulations (see attachment) in effect at the time of construction. Information regarding all District rules can be obtained at [www.airquality.org](http://www.airquality.org) or by calling the Compliance Assistance Hotline at (916) 874-4884.

If there are any questions regarding these comments please contact me at (916) 874-4816 or Charlene McGhee of my staff at (916) 874-4883 or [cmcghee@airquality.org](mailto:cmcghee@airquality.org).

Sincerely,



Larry Robinson  
Program Coordinator  
Land Use and Transportation

Attachment

c: Charlene McGhee, Sacramento Metropolitan AQMD

## **SMAQMD Rules & Regulations Statement** (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 417: Wood Burning Appliances.** Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.



## Climate Change Mitigation Measures

The following are some examples of the types mitigation that local agencies may consider under the California Environmental Quality Act (CEQA) to offset or reduce global warming impacts.

The list, which is by no means exhaustive or obligatory, includes measures and policies that could be undertaken directly by the local agency, incorporated into the agency's own "Climate Action Plan," or funded by "fair share" mitigation fees; measures that could be incorporated as a condition of approval of an individual project; and measures that may be outside the jurisdiction of the local agency to impose or require but still appropriate for consideration in an agency's environmental document. While the lead agency must determine which particular mitigation measures, or suite of measures, is appropriate and feasible for a particular project, proponents of individual private projects are encouraged to take an active role in developing and presenting to lead agencies new and innovative ways to address the impacts of global warming.

### Transportation

- Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights.
- Set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.
- Require construction vehicles to use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board (CARB).
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
- Create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.
- Require clean alternative fuels and electric vehicles.
- Develop the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Increase the cost of driving and parking private vehicles by imposing tolls, parking fees, and residential parking permit limits.
- Develop transportation policies that give funding preference to public transit.
- Design a regional transportation center where public transportation of various modes intersects.
- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations.

- Assess transportation impact fees on new development in order to facilitate and increase public transit service.
- Provide shuttle service to public transit.
- Offer public transit incentives.
- Incorporate bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments.
- Create bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking.
- Require commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.
- Provide public education and publicity about public transportation services.

### **Energy Efficiency and Renewable Energy**

- Require energy efficient design for buildings. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.
- Adopt a “Green Building Program” to promote green building standards.
- Fund and schedule energy efficiency “tune-ups” of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization. (Facilitating or funding the improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.)
- Provide individualized energy management services for large energy users.
- Require the use of energy efficient appliances and office equipment.
- Fund incentives and technical assistance for lighting efficiency.
- Require that projects use efficient lighting. (Fluorescent lighting uses approximately 75% less energy than incandescent lighting to deliver the same amount of light.)
- Require measures that reduce the amount of water sent to the sewer system.
- (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.)
- Incorporate on-site renewable energy production (through, e.g., participation in the California Energy Commission’s New Solar Homes Partnership). Require project proponents to install solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.
- Streamline permitting and provide public information to facilitate accelerated construction of solar and wind power.
- Fund incentives to encourage the use of energy efficient equipment and vehicles.
- Provide public education and publicity about energy efficiency programs and incentives.

## **Land Use Measures**

- Encourage mixed-use and high-density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods. (A city or county could promote “smart” development by reducing developer fees or granting property tax credits for qualifying projects.)
- Discourage “leapfrog” development. Enact ordinances and programs to limit sprawl.
- Incorporate public transit into project design.
- Require measures that take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
- Preserve and create open space and parks. Preserve existing trees and require the planting of replacement trees for those removed in construction.
- Impose measures to address the “urban heat island” effect by, e.g., requiring light colored and reflective roofing materials and paint; light-colored roads and parking lots; shade trees in parking lots; and shade trees on the south and west sides of new or renovated buildings.
- Facilitate “brownfield” development. (Brownfields are more likely to be located near existing public transportation and jobs.)
- Require pedestrian-only streets and plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.

## **Solid Waste Measures**

- Require projects to reuse and recycle construction and demolition waste.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses.
- Increase areas served by recycling programs
- Extend the types of recycling services offered (e.g., to include food and green waste recycling).
- Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.
- Provide public education and publicity about recycling services.

**Attachment B**  
**Agency Correspondence**

## **Sarah Kirchgessner**

---

**From:** Kate Rosenlieb  
**Sent:** Monday, June 04, 2007 10:44 AM  
**To:** Sarah Kirchgessner; Hossein Khatami; Christine Crawford; Jim Estep  
**Cc:** Andrew Griffin; Michael McGrane; Joe Aguilar; McGuire, Dennis  
**Subject:** Fiscal Impact of the Proposed Zone Change for the Laguna Ridge Town Center

Sarah is circulating a project proposal to change the zoning in the Laguna Ridge Town Center which would result in a loss of 285 units, and an increase in commercial acreage of 23.2 acres.

The financial impacts to the Laguna Ridge CFD 2005-1 using 2007/08 rates are:

A loss of approximately \$208,000 in 2007/08 rates for the infrastructure component of this CFD (these rates are automatically escalated by 2% per year).

A loss of approximately \$191,000 in 2007/08 rates for the maintenance component of this CFD (these rates are automatically adjusted by inflation each year).

I know planning is considering whether or not you may want to require these units be made up elsewhere in the Specific Plan so I am providing you this information early in the process.

Please let me know if anyone has any questions.

Kate

## Sarah Kirchgessner

---

**From:** Dorothy Kam  
**Sent:** Friday, June 08, 2007 3:37 PM  
**To:** Sarah Kirchgessner  
**Cc:** Hossein Khatami; Gwen Owens; Fritz Buchman; Ray Manger  
**Subject:** Laguna Ridge Town Center 07-066

Sarah,

Ray has reviewed the Town Center project (07-066) and has discovered that the rezone exhibit does not match the recently approved final map (5/9/2007). The existing parcels do not take into account the well sites. I believe the final map is in the process of recording, see links below. This is a Planning issue.

Additionally, the proposed zoning will require a lot line adjustment so the parcels match.

[http://www.elkgrovecity.org/documents/agendas/attachments/Resolutions/2007/05-09-07\\_6.9\\_2007-94.pdf](http://www.elkgrovecity.org/documents/agendas/attachments/Resolutions/2007/05-09-07_6.9_2007-94.pdf)

*Dorothy Kam*

*Design Engineer*

*City of Elk Grove - Public Works*

*8401 Laguna Palms Way*

*Elk Grove, CA 95758*

*(916)478-3604*

*(916) 691-3173 (fax)*

*[dkam@elkgrovecity.org](mailto:dkam@elkgrovecity.org)*



June 26, 2007  
E225.000

10545 Armstrong Avenue

Mather

California

95655

Tele: [916] 876-6000

Fax: [916] 876-6160

www.csd-1.com

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

RECEIVED

JUN 28 2007

CITY OF ELK GROVE  
PLANNING

**Subject: Laguna Ridge Town Center Rezone**  
**APN: 132-0270-019 & 078 (formerly 132-0270-024)**  
**Control No. EG-07-066**

**Board of Directors**  
**Representing:**

County of Sacramento

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

Mary K. Snyder  
District Engineer

Christoph Dobson  
Acting Collection Systems Manager

Wendell H. Kido  
District Manager

Marcia Maurer  
Chief Financial Officer

Dear Ms. Kirchgessner:

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

It is noted that this application is requesting a Rezone to enlarge the Town Center commercial area in the Laguna Ridge Specific Plan area. The project is located at the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road, in the City of Elk Grove.

CSD-1 Conditions:

- Connection to CSD-1's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to any on and off-site sewer construction.
- Each lot and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.
- In order to obtain sewer service, construction of CSD-1 sewer infrastructure will be required.
- Sewer easements will be required. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. CSD-1 will provide maintenance only in public right-of-ways and in easements dedicated to CSD-1.

Sarah Kirchgessner  
June 26, 2007  
Page 2

CSD-1 Advisories:

Please note that CSD-1 has received improvement plans for the 21 inch and 24 inch sewer lines along Civic Center Drive. Private sewer service laterals will not be permitted to connect directly to these trunk sewer lines.

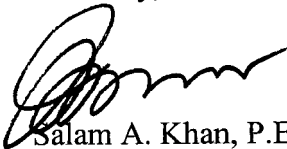
Private sewer service laterals will not be permitted to connect directly to the 12 inch and 16 inch diameter force main sewer lines in Bruceville Road.

Trunk sewer design and construction may be reimbursed by CSD-1 under the terms of a Reimbursement Agreement. Collector sewer design and construction may qualify to participate in future reimbursement (as in-lieu fee) from adjacent landowners. Prior to initiating design of any sewer facility, contact CSD-1 for details. It will be necessary to schedule a meeting to discuss reimbursement requirements with appropriate CSD-1 staff prior to any design. Failure to strictly comply with the provisions of the CSD-1 Ordinances may jeopardize all sewer reimbursement.

Developing this property will require the payment of sewer impact fees. Impact fees shall be paid prior to filing and recording the Final Map or issuance of Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

If you have any questions regarding these comments please call A.C. David at 876-6296 or myself at 876-6094.

Sincerely,



Salam A. Khan, P.E.  
Department of Water Quality  
Development Services

SK/CJ:clm

cc: File  
Mike Winn  
Reynen and Bardis  
10630 Mather Blvd.  
Sacramento, CA 95655

Kirchgessner062607.ltr



Department of Water Resources  
Keith DeVore, Director



Including service to the cities of  
Elk Grove and Rancho Cordova

SACRAMENTO COUNTY  
WATER AGENCY

**Date:** July 10, 2007

**To:** Sarah Kirchgessner  
City of Elk Grove - Planning Department

**From:** Bob Gardner *RS for RB*  
Water Supply – Zone 40 Planning and Development

**Subject:** Laguna Ridge Town Center  
EG-07-066

Water Supply has reviewed the above application and submits the following  
Conditions Of Approval:

- Water supply will be provided by the Sacramento County Water Agency.
- Provide public water service to each building.
- Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final Map approval.
- Destroy all abandoned wells on the proposed project site in accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvement plans for the project. Prior to abandoning any existing agricultural wells, applicant shall use water from agricultural wells for grading and construction.

- Provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency. When available, the applicant shall use non-potable water during grading and construction.
- Prior to the issuance of building permits require water intensive commercial and industrial building permit applicants to conduct a water use efficiency review and submit the findings in required environmental documentation for the project.
- Prior to the issuance of building permits require efficient cooling systems, recirculating pumps for fountains and ponds, and water recycling systems for vehicle washing as a condition of service.

The following requirements are project conditions not subject to tentative map approval:

Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.

Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City's Landscape/Oak Tree Coordinator.

If you have any questions, please feel free to call me at (916) 874-8433 or email me at GardnerB@SacCounty.net

Zone 40: Yes

Zone 41: Yes

Cc: file



# Memorandum

To: Sarah Kirchgessner  
From: Trails Committee  
Date: 8-14-07  
Re: Trails Committee Comments - EG-07-066 – Laguna Ridge Town Center

---

On Monday, July 16, 2007 the Trails Committee met and discussed this project. Their comments follow.

Minimize vehicular crossings of the planned trail on the south side of Elk Grove Boulevard by combining parking lots and instituting other appropriate measures designed to ensure cyclist and pedestrian safety along the entire length of this trail. Construct off-street trails along Civic Center Drive, Big Horn Boulevard, and Laguna Springs Drive to ensure safe, off-street pedestrian and cyclist access to the Civic Center from nearby residential and commercial areas. Extend the planned off-street trail from the intersection of Bruceville Road and Elk Grove Boulevard to the south to connect with the planned trail southwest of the Bruceville Road-Elk Grove Boulevard intersection, thereby providing trail connectivity to parks, residences, and commercial centers in accordance with policies in the General Plan and Bicycle and Pedestrian Master Plan that prioritize trails access to these destinations.

If you have any questions, please contact John Smoley, at 916-478-2257 or [jsmoley@elkgrovecity.org](mailto:jsmoley@elkgrovecity.org).

## Sarah Kirchgessner

---

**From:** Kennedy, Donald [DLKn@pge.com]  
**Sent:** Monday, July 16, 2007 9:02 AM  
**To:** Sarah Kirchgessner  
**Cc:** mike.winn@bhome.us; Monroe, Jerry (GT&D)  
**Subject:** Laguna Ridge Town Center (EG-07-066)

July 16, 2007

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

RE: LAGUNA RIDGE TOWN CENTER  
(*SE Intersection of Elk Grove Blvd and Bruceville Rd*)  
APPLICATION NUMBER: EG-07-066

Dear City of Elk Grove:

PG&E has reviewed this project and has the following comments:

PG&E owns and operates gas transmission facilities which are located along the northerly portion of the proposed project boundaries within Elk Grove Boulevard. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities. PG&E will need to maintain a minimum 30 foot corridor around PG&E's gas transmission line, free and clear from any obstructions to ensure access with heavy equipment and sufficient working room around the gas line.

**Please note that PG&E standby personnel is required when potholing gas transmission facilities to confirm depths and/or when construction activities are taking place within 5 feet of the gas line. Please contact Sharon Stephens with PG&E at (916) 386-5247 to schedule PG&E standby to monitor potholing and construction activities.**

Any work being proposed near PG&E's gas transmission facility, such as grading, proposed fences, etc. will need to be reviewed by PG&E's Senior Gas Engineer to ensure consistent uses around PG&E high pressure gas facility and the safety of the public, as well as provide wheel loading calculations to determine maximum wheel loads over the pipe line. Please work with me to obtain the necessary information if any work will be required around the pipe line.

Gas service may be available to this project if desired. The developer should contact PG&E's Service Planning Department at 1-800-743-5000 as soon as possible to coordinate construction so as not to delay the project.

**382**

June 7, 2007

SENT VIA EMAIL

Sarah Kirchgessner  
Development Services – Planning  
City of Elk Grove  
8401 Laguna Palms Way  
Elk Grove, CA 95658

**RE: Laguna Ridge Town Center; EG-07-066**  
SMAQMD #: SAC200701121

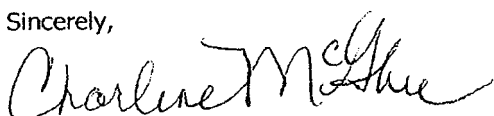
Dear Ms. Kirchgessner:

Thank you for the opportunity for the Sacramento Metropolitan Air Quality Management District (District) to review and comment on the above referenced project. Staff comments are as follows:

1. Implement all air quality mitigation, including the Air Quality Plan, as outlined in the Laguna Ridge Specific Plan.
2. Particularly for an SC use it is important to ensure excellent connectivity for all modes but particularly for bicycles and pedestrians from all the surrounding residential uses to be able to have ease of access to the shopping center.
3. Prior to start of construction, this project must demonstrate compliance with MM 4.3.1f Construction Mitigation requirements.
4. Construction projects are subject to all applicable District rules that may be in affect at the time construction begins. An attachment outlining some those rules is provided for your information. For further details on all rules please consult our website at [www.airquality.org](http://www.airquality.org) or call Compliance Assistance at 9916)874-4883,

Please contact me with any questions regarding these comments at (916) 874-4883 or at [cmcghee@airquality.org](mailto:cmcghee@airquality.org).

Sincerely,



Charlene McGhee  
Associate Air Quality Analyst

Attachment

c: Mike Winn; Reynen & Bardis  
Larry Robinson; Sacramento Metropolitan, AQMD

## **SMAQMD Rules & Regulations Statement** (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for all development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 417: Wood Burning Appliances.** Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

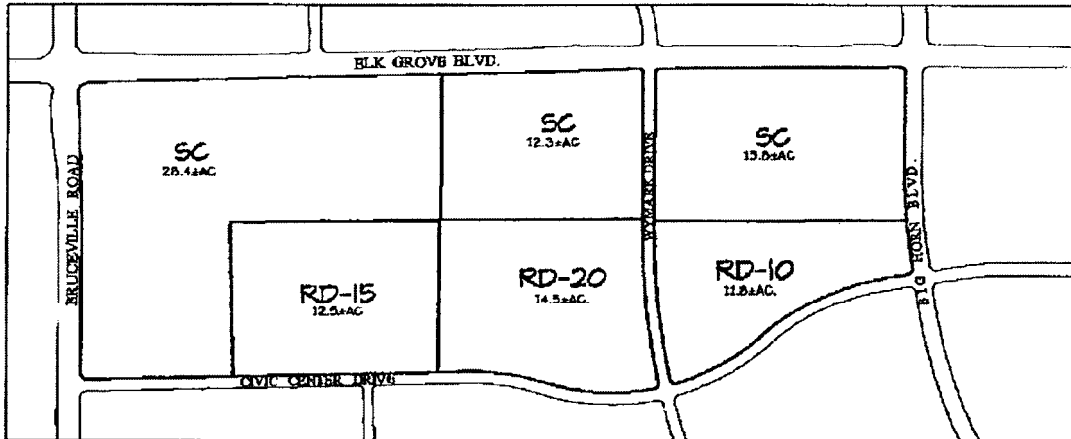
**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

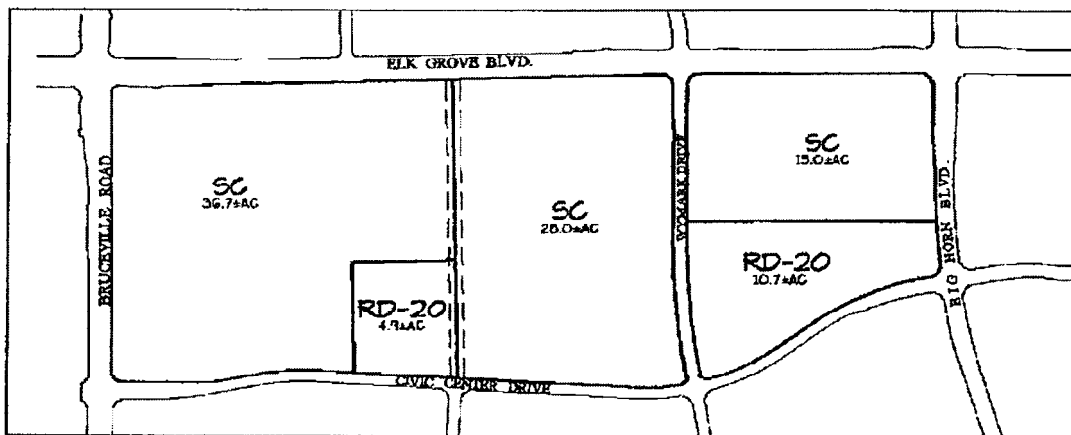
**Attachment C  
Project Exhibits**

# EXISTING & PROPOSED ZONING LR - TOWN CENTER WEST REZONE

CITY OF ELK GROVE, CALIFORNIA  
MAY 11, 2007



**EXISTING ZONING**



**PROPOSED ZONING**



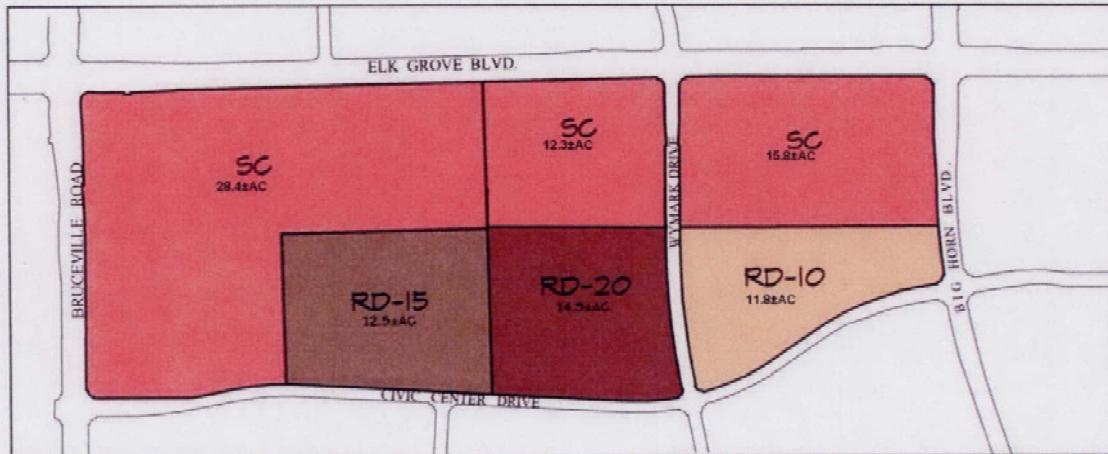
**WOOD RODGERS**  
DEVELOPING INNOVATIVE DESIGN SOLUTIONS  
3301 C St. Bldg. 100-B Tel 916.341.7760  
Sacramento, CA 95816 Fax 916.341.7767

J:\Jobs\081-LRSP\Planning\Exhibits\REZONE.dwg 5/11/07 11:24am jetaurneux

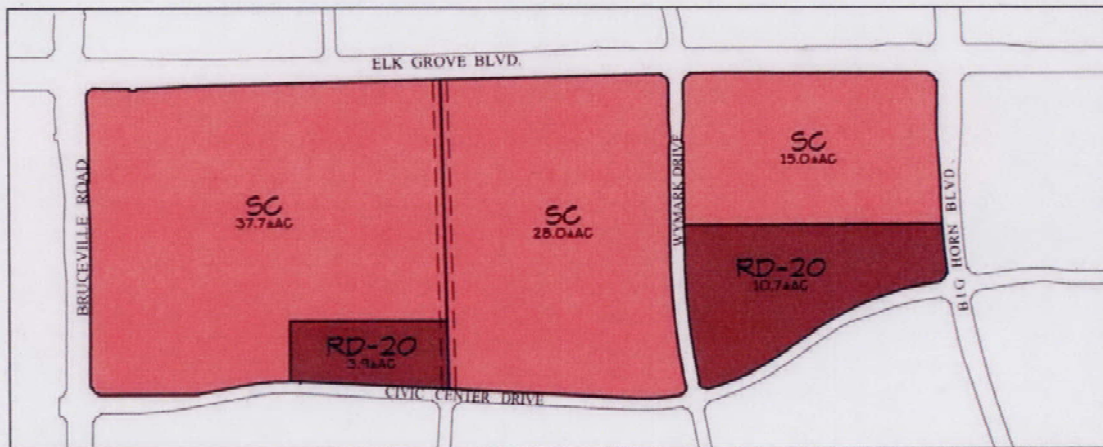


**Attachment 6**  
Project Plan

## Existing and Proposed Specific Plan Land Use Designation/Zoning



**EXISTING ZONING**



**PROPOSED ZONING**

Zoning Designation	Existing Acreage	Proposed Acreage
RD-10	11.8	0
RD-15	12.5	0
RD-20	14.5	14.6
SC	56.5	80.7
<b>Total</b>	<b>95.3</b>	<b>95.3</b>



## **DECLARATION OF MAILING/POSTING**

### **NOTICE OF PUBLIC HEARING TO CONSIDER**

On 6-13-08, in the City of Elk Grove, Sacramento County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing the above subject Notice of Public Hearing attached hereto and marked **Exhibit A**. The mailing list for said matter, which was provided to the City Clerk's Office by the Planning Department containing #2,037 addresses, is attached hereto and marked **Exhibit B**.

In addition, said Public Hearing Notice was also posted (on the exterior posting boards) at 8380 and 8400 Laguna Palms Way, Elk Grove, California.


\_\_\_\_ Posting Only on exterior posting boards at 8380 and 8400 Laguna Palms Way, Elk Grove, CA of attached Notice occurred on date indicated below  
\_\_\_\_ am/pm Time of Posting

I declare under penalty of perjury that the foregoing is true and correct.

Executed on 6-13-08 at Elk Grove, California.

DIRECTED BY:

PEGGY E. JACKSON  
CITY CLERK, CITY OF ELK GROVE

  
\_\_\_\_\_  
Taphne McAlwee  
Administrative Assistant

  
\_\_\_\_\_  
Julie Blanco  
Customer Service Specialist



Incorporated July 1, 2000

8380 Laguna Palms Way  
Elk Grove, California 95758

CITY OF ELK GROVE

Telephone: (916) 683-7111  
Fax: (916) 691-2001  
www.elkgrovecity.org

## City of Elk Grove – City Council NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN** that on **Wednesday, June 25, 2008 at the hour of 6:00 p.m.** or as soon thereafter as the matter may be heard, the Elk Grove City Council will conduct a public hearing at City Hall in the Council Chambers, 8400 Laguna Palms Way, Elk Grove, California, to consider the following matter:

**Laguna Ridge Town Center – EG-07-066 – Specific Plan Amendment and Rezone**

The applicant is requesting a Specific Plan Amendment to change the land use designations from Medium Density Residential/10 dwelling units per acre (RD-10) and Medium Density Residential/15.1 dwelling units per acre (RD-15) to High Density Residential/20 dwelling units per acre (RD-20) and Shopping Center (SC) and Rezone from RD-10 and RD-15 to RD-20 and SC to be consistent with the Laguna Ridge Specific Plan.

**PROPERTY OWNER/APPLICANT**

Reynen & Bardis  
10630 Mather Boulevard  
Sacramento, CA 95655

**AGENT**

Wood Rodgers, Inc.  
3301 C Street, Bldg. 100-B  
Sacramento, CA 95816

PROJECT	The project site is located at the southeast corner of Elk Grove
LOCATION AND	Boulevard and Bruceville Road
APN:	APN(s): 132-2120-001, -003, -004, -005, -006, -008; 132-2110-001, -002; 132-0270-083, -084
ZONING:	High Density Residential – 20 du/acre (RD-20), Medium Density Residential – 15.1 du/acre (RD-15), Medium Density Residential-10 du/acre (RD-10), & Shopping Center (SC)
ENVIRONMENTAL	Subsequent Environmental Impact Report

Information or questions regarding this item should be referred to Gerald Park at 916-478-3671 or to the office of Development Services – Planning, 8401 Laguna Palms Way, Elk Grove, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the close of the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 8380 Laguna Palms Way, Suite 200 Elk Grove, CA, 95758, at or prior to the close of the public hearing.

**This meeting notice is provided pursuant to Section 23.14.040 of the City's Zoning Code.**

Dated/Published: June 13, 2008

<b>GIS_APN</b>	<b>NAME</b>	<b>MAIL_ADDRE</b>	<b>MAIL_CITY</b>	<b>MAIL_MAIL_Z</b>
1160580001	ELK GROVE COMMUNITY SERVICES DISTRICT	8820 ELK GROVE BL	ELK GROVE	CA 95624
1160980080	ELK GROVE COMMUNITY SERVICES DISTRICT	8820 ELK GROVE BL 3	ELK GROVE	CA 95624
1161030058	ELK GROVE COMMUNITY SERVICES DISTRICT	10519 E STOCKTON BL 100	ELK GROVE	CA 95624
1160670054	ACOSTA DAVID/ACOSTA GLADYS IMPERIO	7921 MELFORT WY	ELK GROVE	CA 95758
1160670048	O/E GUIANG FAMILY REVOCABLE TRUST	2622 GLEN COTSWOLD CT	SAN JOSE	CA 95148
1161030054	MICHELL NANCY L	8100 DELFT CT	SACRAMENTO	CA 95829
1161130071	TANNOIA JOSEPH P	9421 WINEWOOD CIR	ELK GROVE	CA 95758
1161130060	CANTILLER GLORIA/NELSON M	115 THRUSH CT	HERCULES	CA 94547
1161030020	VALENCIA FELIPE/JACQUELINE C	7626 KILLDEER WY	ELK GROVE	CA 95758
1160670046	U S BANK NATIONAL ASSOCIATION	10790 RANCHO BERNARDO RD	SAN DIEGO	CA 92127
1160980064	KIMBERLY P DICH TRUST	10052 PRAIRIE DUNES WY	SACRAMENTO	CA 95829
1160580046	LEE WALTER J/REBECCA P H/HOI KWONG YU	436 DUDLEY RD	NEWTON CTR	MA 2459
1160400003	PUGH ROBERT	4410 KENNETH WY	ELK GROVE	CA 95757
1160400006	DELGADILLO FAMILY TRUST/A/D TRUST/ETAL	73 PARKSHORE CIR	SACRAMENTO	CA 95831
1161030036	CHAN EISON H/IRIS K	40 MADISON AV 1	SAN MATEO	CA 94402
1161130052	NGUYEN EUGENE/THUHONG LE	9452 WINEWOOD CIR	ELK GROVE	CA 95758
1161030018	BARFIELD JEENA	3529 FORLI CT	STOCKTON	CA 95212
1160670051	MATEO FAMILY TRUST	10358 KATIE CT	ELK GROVE	CA 95757
1160980066	HARMS DENNIS	3366 DENTON WY	SAN JOSE	CA 95121
1161030006	SOFIA DANIEL A/BITA N	PO BOX 374	ELK GROVE	CA 95759
1161130037	DONALD V/SHIRLEY K MENASCO REVOCABLE TRUST	8849 AHMED AV	ELK GROVE	CA 95624
1161030017	JOSEPH BABY/DORUS J FERNANDEZ	8991 WOOD LILY WY	ELK GROVE	CA 95757
1161030029	SPINELLI DOMENIC D/CATHERINE M	10656 SHELDON WOODS WAY	ELK GROVE	CA 95624
1161030034	HSBC BANK USA	4828 LOOP CENTRAL DR	HOUSTON	TX 77081
1160670058	KANG COLIN/FRANCIS/CAROLINE	4937 WILLOW VALE WY	ELK GROVE	CA 95758
1161030007	BENSON CRAIG D/DOROTHY S	1801 LAKEPOINTE DR 111	LEWISVILLE	TX 75057
1160580034	CYDNEY A BRADFORD LIVING TRUST	3625 STONECREEK DR	SPRING HILL	TN 37174
1160980016	HSBC BANK USA/TR	1757 TAPO CYN RD SVW 88	SIMI VALLEY	CA 93063
1160350105	CHANDRA MUKESH/RANJNA	3513 WEST ISLAND CT	ELK GROVE	CA 95758
1160980061	MUNGUJIA IGNACIO JR/MARTHA LILIANA VERA	406 MILTON AV	SAN BRUNO	CA 94066
1160680069	COMA CAROLYN A	PO BOX 2622	ELK GROVE	CA 95759
1160400019	BERGER MICHAEL L	9329 SKYLINE BL	OAKLAND	CA 94611
1160400017	LORENA E WONG LIVING TRUST	1426 CABRILLO ST	SAN FRANCISCO	CA 94118
1161030015	SALAS MARILYN	10101 WATERFIELD DR	ELK GROVE	CA 95757
1160580049	SAMBAJON ULYSSES A/ADELIA R	10587 FRANKLIN BLVD	ELK GROVE	CA 95757
1160580056	YEE CHUCK S/JENNIFER M	2816 BERTOLANI CIR	ELK GROVE	CA 95758

1160580033	BALANCE TRUST	2190 FIELDSTONE CT	SAN JOSE	CA	95133
1161030009	RAM JITENDRA/PRAMILA	10396 DANICHRIS WY	ELK GROVE	CA	95757
1160580111	LEMUS ADOLFO C/CONCEPCION/EULALIA/JOSE E	1321 MUNGER WAY	SACRAMENTO	CA	95831
1160680047	COUNTY OF SACRAMENTO	827 7TH ST 301	SACRAMENTO	CA	95814
1160680003	INIGUEZ LARRY M/BETTY	9457 WADENA WY	ELK GROVE	CA	95758
1160350137	LINNBORN QUIN L/TIFFANY	301 W ADAMS AV	HUNTINGTON BCH	CA	92648
1160400027	GABRIEL G/ELIZABETH FEENEY REV TRUST	2150 18TH AV	SAN FRANCISCO	CA	94116
1160400028	SCHROEDER WILLIAM H	11522 BADGER COLONY CT	WILTON	CA	95693
1160360090	ARBUCKLE MARILYN H	5150 W CROMWELL AV	FRESNO	CA	93722
1160350074	HANSEN TERESA L	1044 IVERSON ST B	SALINAS	CA	93901
1160360088	LANGDON JIM/ANNE	141 WINTERSTEIN DR	FOLSOM	CA	95630
1160980070	ZARATAN FAMILY TRUST	972 MOSCOW ST	SAN FRANCISCO	CA	94112
1160360084	MC DONALD ROBERT SCOTT	8671 S MCGINNIS LN	W JORDAN	UT	84088
1160350058	WARD PATRICK J/BRENDA C	23 SAPORO CT	PETALUMA	CA	94954
1160580054	JONES THALIA L	1261 LANDMARK DR	VALLEJO	CA	94591
1160350066	EDWARDS MICHAEL B	8817 MACKEY RD	ELK GROVE	CA	95624
1160350130	FONG FAMILY TRUST/REEDMOND YATES FONG	43 NOTTINGHAM CIR	CLAYTON	CA	94517
1160980072	FRAGUELA ADA LENKA/MIGUEL	87 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160870002	FORECAST HOMES OF NORTHERN CALIFORNIA	10670 CIVIC CENTER DR	RCHO CUCAMONGA	CA	91730
1160980041	OMARY ROHULLAH	PO BOX 580802	ELK GROVE	CA	95758
1160400044	VAN WEEMAN VAN NOORD RONALD/MARY F	252 N PEBBLE BEACH DR	CRESCENT CITY	CA	95531
1160400040	ROSE DORIS E/WESLEY	9712 ERALISE WY	ELK GROVE	CA	95624
1160360091	SIMCOCK DINA M/MICHAEL S	7601 KILLDEER WY	ELK GROVE	CA	95758
1160350055	KIM JONG/BUSUN	2595 MILLCREEK DR 10	SACRAMENTO	CA	95833
1160350049	KUSHNER ANNEDORE	10481 JOHNSON AV	CUPERTINO	CA	95014
1160350128	COUNTRYWIDE BANK	1757 TAPO CYN RD SVW 88	SIMI VALLEY	CA	93063
1160680074	CORINA M FORTES 2006 REVOCABLE TRUST	500 BEALE ST 320	SAN FRANCISCO	CA	94105
1160360071	BANFORD KENNETH D	126 GRANADA AV	SAN FRANCISCO	CA	94112
1160980056	ARRIAGA BENJAMIN S/MARIA C	5625 PRAIRIE DAWN WY	ELK GROVE	CA	95757
1160680062	GONZALEZ RUBEN SR/MARIA E	1627 NORTHFIELD DR	YUBA CITY	CA	95993
1160580103	GREEN JOHN S/MARSHA K KRAMER	10433 PALM BEACH DR	SACRAMENTO	CA	95829
1160680061	DONALD H EBBS REVOCABLE TRUST	8859 CHEX CT	ELK GROVE	CA	95624
1160350037	WALDIE JEFFREY J/KIMBERLY J	PO BOX 18312	S LAKE TAHOE	CA	96151
1160980008	ESGUERRA MARIA ANTONETTE/MICHAEL	6621 OSCAR CIR	ELK GROVE	CA	95757
1160350126	WILKENS CHRISTOPHER S/SUE ELLEN	4629 ZINFANDEL AV	SALIDA	CA	95368
1160360093	DEUTSCHE BANK	505 CITY PKWY W 100	ORANGE	CA	92868
1160350035	MCGEE THOMAS	2530 J ST 320	SACRAMENTO	CA	95816

1160980076	LLOYD & ELOISE ACOSTA REVOCABLE TRUST	3758 ARGONAUT AV	ROCKLIN	CA	95677
1160350033	HOWARD DANA L/NATHEN R	9380 CROSSRAIL DR	WILTON	CA	95693
1160360074	YOUNG CHARLES C/ETAL	21690 ALCAZAR AV	CUPERTINO	CA	95014
1160350030	MARTINEZ EARNEST V JR/MARILYN	4 REGENTS CIR	ROHNERT PARK	CA	94928
1160870027	NG FAMILY TRUST	1401 MARINOVICH WY	LOS ALTOS	CA	94024
1160870024	WAI KAY CHEUNG RICK/JOSEPHINE PUI SAI HO	2720 DINWIDDIE WY	ELK GROVE	CA	95758
1160400037	GUILLORY PATRICK WAYNE	740 BOXWOOD RD	WOODLAND	CA	95695
1160400047	REO PROPERTIES CORPORATION	1575 PALM BEACH LAKES BL	WEST PALM BEAC	FL	33401
1160680054	WOLFE JEFF	PO BOX 231128	SACRAMENTO	CA	95823
1160350023	CORTES CARLOS E	PO BOX 187	LINCOLN	CA	95648
1160590057	LIME FINANCIAL SERVICES LTD	3815 S WEST TEMPLE	SALT LAKE CITY	UT	84115
1160360095	HODGE VIVIAN A	PO BOX 293445	SACRAMENTO	CA	95829
1160640009	MARIA/ROGELIO LOPEZ FAMILY 2000 TRUST/ETAL	4816 ROSELIN WY	ELK GROVE	CA	95758
1160350120	ROBERT W FARRIS REVOCABLE LIVING TRUST	PO BOX 710	PINOLE	CA	94564
1160870020	CHRISTOPHER JOSEPH KOEHLER LIVING TRUST	120 WHEELER AV 6	LOS GATOS	CA	95030
1160350116	DEUTSCHE BANK	450 AMERICAN ST SV 70	SIMI VALLEY	CA	93065
1160980050	HIDALGO STEPHANIE R	75 MONTE VERANO CT	SAN JOSE	CA	95116
1160360001	GROVE TRUST	PO BOX 950964	MISSION HILLS	CA	91395
1160360104	GMAC MORTGAGE LLC	1100 VIRGINIA DR	FORT WASHINGTON	PA	19034
1160360097	LEE JOSEPH K/CALLY K	181 CELADA CT	FREMONT	CA	94539
1160590005	SINGH INDARJIT	4744 SURREY LN	EL SOBRANTE	CA	94803
1160360096	VANLONE FAMILY 2006 TRUST	9175 E UNDERWOOD RD	ACAMPO	CA	95220
1160350113	MBARA THOMAS E/EMELDA	10288 PORTO MONIZ WY	ELK GROVE	CA	95757
1160870077	QUINTO SANDRA ZEA	645 EXCELSIOR AV	SAN FRANCISCO	CA	94112
1160970026	AVILA LUCELLE G	7509 HENDON WY	ELK GROVE	CA	95758
1160350019	FRANK TED MARTIN/CHERI DAVIS	632 36TH ST	SACRAMENTO	CA	95816
1160590096	FRANK RUSSELL DEAN/DEBRA S	9614 SOARING OAKS DR	ELK GROVE	CA	95758
1160360123	OMEGA RISA S/RUDOLFO T	9248 EUTHALLA CT	ELK GROVE	CA	95758
1160980003	DEUTSCHE BANK NATIONAL TRUST COMPANY	6501 IRVINE CENTER DR	IRVINE	CA	92618
1160870018	FOSS DEREK E	4301 REDBUD PL	DAVIS	CA	95618
1160360125	LEE MAY S/DENNIS H CHIN/NANCY Y LEE	3335 FIR AV	ALAMEDA	CA	94502
1160640037	ACACIO FAMILY TRUST	10358 KATIE CT	ELK GROVE	CA	95757
1160690019	CITIBANK	2780 LAKE VISTA DR	LEWISVILLE	TX	75067
1160980002	NGO THUONG D B/PHIEN T NGUYEN/CHAU N NGO	1232 MAYHEW DR	SAN JOSE	CA	95121
1160870070	DENIX/JAMEELA ANBIAH FAMILY TRUST	105 VIERRA CIR	FOLSOM	CA	95630
1160870039	PIMENTEL FAMILY TRUST	PO BOX 891	WILTON	CA	95693
1160360106	JEANNETTE TOLBERT FAMILY TRUST	6024 SNOW LEOPARD CIR	ELK GROVE	CA	95757

1160930081	ELK GROVE COMMUNITY SERVICES DISTRICT	8820 ELK GROVE 3	ELK GROVE	CA	95624
1160970047	SURVIVORS TRUST/ROBERT/MARJORIE MURRAY FAMIL	16 FAIRWAY PL	FAIRFIELD	CA	94534
1160870014	COOPER ALAN D/SHARON D	3725 SHERIDAN RD	CAMERON PARK	CA	95682
1160350107	DUONG TONY/MAI NGO	2578 SIERRA VISTA CT	SAN JOSE	CA	95116
1161410003	BEEKZAD FAWZIA L/GUL	7806 MADISON AV 128	FAIR OAKS	CA	95628
1160360115	AZAR JIM	3824 FERNWOOD ST	SAN MATEO	CA	94403
1160360024	RANKINE ARLENE R	284 SWEENEY ST	SAN FRANCISCO	CA	94134
1160930042	MUNOZ CECILIA	1828 CAMARGO DR	SAN JOSE	CA	95132
1160970045	BALBA FRANCISCO D/RODILYN F	1325 52ND AV	OAKLAND	CA	94601
1160360114	HSBC BANK	7485 NEW HORIZON WY 3	FREDERICK	MD	21703
1160970025	MANN NICKOLETT K	2745 ELK GROVE BL	ELK GROVE	CA	95758
1160930073	LAGUNA NEW DIMENSIONS HOMEOWNERS ASSOCIATI	2330 GLENDALE LN	SACRAMENTO	CA	95825
1160070027	PORTER TECOY M SR/KARLETTE P M	9068 QUAIL TERRACE WY	ELK GROVE	CA	95624
1160360109	SHEA BETH A/JULIUS BRIAN GRIFFIN/ETAL	1117 39TH ST	SACRAMENTO	CA	95816
1160061010	STATHOS FRANK	7700 COLLEGE TOWN DR 201	SACRAMENTO	CA	95826
1160360017	JA LAND COMPANY LLC	9890 MONTEGRINO CT	ELK GROVE	CA	95757
1160870043	PADILLA HERMINIGILDA C/DON	2617 RENWICK AV	ELK GROVE	CA	95758
1160930038	SILVESTRI GUIDO R/TERESA M	528 DAVEY GLEN RD	BELMONT	CA	94002
1160930157	LAGUNA NEW DIMENSIONS HOMEOWNERS ASSOCIATI	2330 GLENDALE LN 100	SACRAMENTO	CA	95825
1160360015	BOW TIMOTHY/SHAROL	9320 GRASSY KNOLL WY	ELK GROVE	CA	95758
1160970022	DANG ANDY N/NHAN XUAN	9587 DAPPLE GRAY PL	ELK GROVE	CA	95624
1161410009	TRUONG TOMMY D	3827 MAUI DR	SAN JOSE	CA	95111
1160930143	PAGE/SULLIVAN PROPERTIES LLC	175 ANDOVER ST	SAN FRANCISCO	CA	94110
1160930079	ELK GROVE COMMUNITY SERVICES DISTRICT	8760 ELK GROVE BL	ELK GROVE	CA	95624
1160930051	BAUTISTA FREDERICK S/MARIE FE F MALLARI	401 NEWMAN DR	SOUTH SAN FRAN	CA	94080
1161420001	2006 TU HONG NGUYEN REVOCABLE TRUST	1051 CRESCENT TER	MILPITAS	CA	95035
1160930144	THOMPSON LORI/WILLIAM	13601 GRASSLAND RD	LODI	CA	95240
1160870051	MUTZ GREGORY D/MELISSA J	9566 BIG TIMBER DR	ELK GROVE	CA	95758
1160850026	RAMOS FRANCISCO/SOCORRO M	3353 MARINA COVE CIR	ELK GROVE	CA	95758
1160850023	ANDERSON RYAN	8293 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160850022	NAKAMOTO RONALD/ELAINE	18750 VISTA DE ALMADEN	SAN JOSE	CA	95120
1160930052	OROPEZA MARINA	09536 S COAST LN	ELK GROVE	CA	95758
1160690016	TEJADA KATHY B	9533 ROYSTON WY	ELK GROVE	CA	95758
1161410049	U S BANK NATIONAL ASSOCIATION	1100 VIRGINIA DR	FORT WASHINGTO	PA	19034
1160850027	CHIU CHRISTINE	900 GLDEN WHEEL PK DR 79	SAN JOSE	CA	95112
1160970040	HUANG SHANLI	9243 CAPE MAY CT	ELK GROVE	CA	95758
1160930137	LIU TONG	5808 DEEPPDALE	ELK GROVE	CA	95758



1160870008	LAPOS BERNARD R/SHERRID	9315 NESTANI WY	ELK GROVE	CA	95758
1160850028	BRONS DOUGLAS/AKIKO	8273 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1161410051	CHOW JOHN	2506 22ND AV	SAN FRANCISCO	CA	94116
1160930138	HARLAN T/MARYANN DREWITZ-WINKLE REV LIV 2000 TF	1280 SONNY'S WY	HOLLISTER	CA	95023
1160870090	RONALD L/KAREN A GOESCH LIVING TRUST	9013 EL ORO PLAZA DR	ELK GROVE	CA	95624
1160970019	FERNANDEZ ALVARO/JESSICA	6085 CALVINE RD	SACRAMENTO	CA	95823
1160970034	SALAZAR LILYANN	5535 LILYVIEW WY	ELK GROVE	CA	95757
1160930146	LINDEMAN DARYL M	9468 MANDRAKE CT	ELK GROVE	CA	95624
1160850020	MASANGKAY SUSAN/JOSELITO D VELASCO	8305 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160590070	VANDYKE ELEANOR L	17470 MONTEREY ST	MORGAN HILL	CA	95037
1160590072	GOLEMON JOHN AIDAN/ISHMAEL R RASUL	9404 PEYTON CT	ELK GROVE	CA	95758
1160640018	NG CLIFFORD JR/JUDY WAKAYAMA	2714 MONSERAT AV	BELMONT	CA	94002
1161420005	BUNJUAN ANDRES B JR	1302 ACADIA AV	MILPITAS	CA	95035
1160850031	HUDSON BRIAN/CANDACE	8261 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160930031	QUEEN PAUL J/KAREN L	1885 GRAEAGLE LN	LINCOLN	CA	95648
1160930135	FINDLEY STEPHEN	3082 STAGECOACH CT	VALLEY SPRINGS	CA	95252
1160850046	MAYOL PAZ FAMILY TRUST	8306 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160640087	BOBBY L RAMSEY 2000 TRUST	1106 LOCUST LN	EDMOND	OK	73013
1160850044	GAITAN ILEANA	7440 LOMA VERDE WY	SACRAMENTO	CA	95822
1160870055	MICHAEL B/ADEVIA J MACKES FAMILY TRUST	9531 OAKLEY WY	ELK GROVE	CA	95624
1161420019	VIJAY MADHO L/MOHINI	4406 CALYPSO TER	FREMONT	CA	94555
1160930110	CHANG KAREN M	9550 SOARING OAKS DR	ELK GROVE	CA	95758
1161410030	PAUL VAUNHEFFLYUNN TRUST	PO BOX 582526	ELK GROVE	CA	95758
1160850043	HERNANDEZ MARISOL A/NELSON R	8270 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160930030	REYNOLDS GRANT	12713 TORREYPINE DR	AUBURN	CA	95602
1160640019	MURCIA JUAN ANGEL/ANGELA	9257 FRUITED PLAIN WY	ELK GROVE	CA	95624
1160930065	JPMORGAN CHASE BANK	1270 NORTHLAND DR 200	SANT PAUL	MINN	55120
1160850068	PHILPOTT DENISE R	7905 DEER LEAF CT	SACRAMENTO	CA	95823
1160970005	CAROLYN BAILEY THOMAS LIVING TRUST	3526 PACIFICA LN	ELK GROVE	CA	95758
1160930018	LAGUNA NEW DIMENSION HOMEOWNERS ASSOCIATION	12330 GLENDALE LN 100	SACRAMENTO	CA	95825
1160640079	CHAN JOHNNY WING-WOO/JIMMY WING-PING	73 PARKROSE AV	DALY CITY	CA	94015
1161410013	HUYNH CONNIE C/JOHNNY JIANG	3172 TUSCOLANA WY	SAN JOSE	CA	95125
1160590074	REPUBLIC INVESECOR ATLANTIC	PO BOX 233044	SACRAMENTO	CA	95823
1160640078	TAM FAMILY REVOCABLE TRUST	2516 NEUTRA WY	ELK GROVE	CA	95758
1160930017	VEGA FAMILY TRUST	705 ALAMO LN	ESCONDIDO	CA	92025
1160970065	LAGUNA OAKS SHOPPING CENTER	PO BOX 19909	SACRAMENTO	CA	95819
1160930015	CARRION DIMAGGIO	4100 BOTHWELL CIR	EL DORADO HILL	CA	95762

1160850048	MACMARTIN WAYNE/SAMANTHA SUMARAGA	9590 GENTLE MARE PL	ELK GROVE	CA	95624
1160970010	MATSUMOTO MICHELLE LYNN	2381 INDEPENDENCE TRL	PLUMAS LAKE	CA	95961
1161420016	DEUTSCHE BANK NATIONAL TRUST COMPANY	3476 STATEVIEW BL	FORT MILL	SC	29715
1160850017	HATHAWAY FAMILY REVOCABLE TRUST	4720 GRENADA CT	ROCKLIN	CA	95765
1160970014	MENDEZ LUIS I/FAITH E	4893 BREESE CIR	ELK DORADO HLS	CA	95762
1160970011	KAJLEY STEVE/PHILIP/RESHAM/ETAL	1142 SANTA BARBARA WY	YUBA CITY	CA	95991
1160850085	HALL CALVIN O/SIDNEY I	11400 GREEN RD	WILTON	CA	95693
1161420036	AGUINALDO CLARISAVLEONARD/ROLEX BATAAC/DELAILA	90 GRANDVIEW AV	DALY CITY	CA	94015
1160640068	WILLIAM W/DIANE L RAINS FAMILY TRUST	7924 WYMARK DR	ELK GROVE	CA	95758
1160850049	SCHIRMER PAUL D/CYNTHIA M	7711 LORIN AV	SACRAMENTO	CA	95828
1161230054	CHI PON LIU REVOCABLE TRUST/HOU CHIEH LIU	PO BOX 580542	ELK GROVE	CA	95758
1160640067	HSBC MORTGAGE SERVICES INC	931 CORPORATE CENTER DR	POMONA	CA	91768
1160640065	PASCUA GUADELIA A	6212 PURPLE FINCH CT	ELK GROVE	CA	95757
1160930001	DEUTSCHE BANK NATIONAL TRUST COMPANY	10790 RANCHO BERNARDO RD	SAN DIEGO	CA	92127
1160850065	MAGHONEY ELIZABETH J	9557 DAPPLE CT	ELK GROVE	CA	95624
1160930097	CHAN CORINA	4878 MENDOTA ST	UNION CITY	CA	94587
1160850040	LEW TERESA MARIE	3629 PACIFICA LN	ELK GROVE	CA	95758
1160850039	FRAZIER RICHARD/DEBBIE	1420 RIDGEWOOD DR	MARTINEZ	CA	94553
1160970061	ALMOND TREE ASSOCIATES	6276 JARVIS AVE	NEWARK	CA	94560
1160061103	GRACE EVANGELICAL FREE CHURCH	9766 WATERMAN RD F	ELK GROVE	CA	95624
1160930026	LY JENNY H	7545 SAILFISH WY	SACRAMENTO	CA	95831
1160061104	ERRECARTE JAY/JESS/ETAL	611 NORTH ST	WOODLAND	CA	95695
1160930152	ADAMS DAVID ALBERT/JENNIFER LEE	222 LA PERA CIR	DANVILLE	CA	94526
1160850082	KOPA RONALD J/ELENITA B	8 MIDDLEBURG CT	ELK GROVE	CA	95758
1160850014	DEUTSCHE BANK NATIONAL TRUST COMPANY	6900 BEATRICE DR	KALAMAZOO	MI	49009
1160930125	US BANK NATIONAL ASSOCIATION	3476 STATEVIEW BL	FORT MILL	SC	29715
1160930070	JOHNSON MICHAEL/DIANE	9191 CLAY STATION RD	WILTON	CA	95693
1161230061	GHOSH KANCHAN/ARPITA MUKHERJEE	PO BOX 53596	SAN JOSE	CA	95153
1160850052	PAUL F/A ANNE THOMPSON FAMILY TRUST	5151 LOS CERRITOS DR	STOCKTON	CA	95212
1160850054	CURTIS CYNTHIA A	8358 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1161230050	CATON DELIA	3317 LAKELAND WY	ELK GROVE	CA	95758
1160850057	BELASKI ANDRE B/DESERIE	8370 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160850056	REYES ROSARIO/JOSEPH	961 SUMMERLEAF DR	SAN JOSE	CA	95120
1160850055	ARLENE Y SAKAZAKI FAMILY TRUST	3674 GRAND POINT LN	ELK GROVE	CA	95758
1160850013	BORANIAN REVOCABLE LIVING TRUST	8333 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1161230012	U S BANK NATIONAL ASSOCIATION	4837 WATT AV	NORTH HIGHLAND	CA	95660
1161220070	CHANG LIVING TRUST	3074 ASCOT DR	SAN RAMON	CA	94583

1160930094	HARLAN JENNIFER LYNNE	3608 NIPOMO AV	LONG BEACH	CA	90808
1161220020	OZOMARO EDDY	PO BOX 4182	SANTA CLARA	CA	95056
1160061109	LAGUNA PROMENADE LLC(RITE AID)	PO BOX 550	MILL VALLEY	CA	94942
1160061110	LAGUNA PROMENADE LLC	PO BOX 550	MILL VALLEY	CA	94942
1161230014	DATOR JOSEPHINE G/MENANDRO	7223 OVAR CT	ELK GROVE	CA	95757
1160930117	COLLINS JAMES D/JACQUELYN K	9583 DOMINION WOOD LN	ELK GROVE	CA	95758
1161230067	TURNAGE CARL H/CARMEN B	4826 BAYSIDE WY	OAKLEY	CA	94561
1160930005	GARCIA BOLSER LOUIE/LORELEI ELAINE	4218 CORNFIELD WY	ELK GROVE	CA	95758
1161220066	HOANG WILLIAM Q	972 SILICON DR	SAN JOSE	CA	95126
1160850010	BROUSSEAU ROGER D	8345 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160970062	JOHANN/MARGARETE U S KOHN REV DECLARATION OF 1643 JACOB AV	1643 JACOB AV	SAN JOSE	CA	95124
1160850078	LEWIS BUTTS MELANIE A	8983 RICHBOROUGH WAY	ELK GROVE	CA	95624
1160930019	LAGUNA NEW DIMENSIONS HOMEOWNERS ASSOCIATI	PO BOX 7915	STOCKTON	CA	95267
1160850006	SANCHEZ BELTRAN JOSE R	8361 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160850005	PURSER HENRIETTA/ANH V	7226 BUFFY LN	SACRAMENTO	CA	95828
1160850002	ABREGO VELIA	8377 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160850001	AVALOS JUSTO	8381 BULL MOUNTAIN CIR	ELK GROVE	CA	95758
1160850075	TSAI MEI LIANG MELODY	PO BOX 2262	SARATOGA	CA	95070
1160850087	ELK GROVE COMMUNITY SERVICES DISTRICT	8820 ELK GROVE BLVD 3	ELK GROVE	CA	95624
1161230027	DEUTSCHE BANK NATIONAL TRUST COMPANY	3 ADA	IRVINE	CA	92618
1160930008	LOUIE PETER D/SALLY	8941 WHITE STAR WY	ELK GROVE	CA	95758
1160930020	KING LEONARD/THELDA	200 SEQUOYAH VIEW DR	OAKLAND	CA	94605
1160930088	HERNANDEZ LINDA/FRED C.	459 SAVSTROM WY	SAN JOSE	CA	95111
1160930021	GUADALUPE GURULE REVOCABLE TRUST	9626 SHALE CT	ELK GROVE	CA	95624
1161230034	LUI MAY T	3096 SILVER LAND DR	SAN JOSE	CA	95135
1161230021	HELEN HOA TRAN LIVING TRUST	6930 KILCONNELL DR	ELK GROVE	CA	95758
1161230023	DELEON GREGORIA/VICTOR R	2170 CRESTMOOR DR	SAN BRUNO	CA	94066
1161220045	PUGH FAMILY REVOCABLE TRUST	2703 MERCHANT CT	TRACY	CA	95377
1161220046	DELACRUZ LEONOR/MICHELE MORENO	417 BETTONA WY	AMERICAN CANYO	CA	94503
1161220051	U S BANK	3476 STATEVIEW BL	FORT MILL	SC	29715
1161220047	SAN LU PETER HTAIKE/KHIN WIN LU	37036 ALEXANDER ST	FREMONT	CA	94536
1161220049	JIM/BACH T T NGUYEN REVOCABLE LIVING TRST	7883 SNEAD WY	SACRAMENTO	CA	95829
1161220035	REO PROPERITES CORPORATION	1661 WORTHINGTON RD	WEST PALM BEAC	FL	33409
1161230043	PORCALLA TRUST AGREEMENT	370 EDEN ST	GILROY	CA	95020
1320280018	JJV LLC	5665 POWER INN RD 140	SACRAMENTO	CA	95824
1322130002	STATHOS FRANK G	7700 COLLEGE TOWN DR 201	SACRAMENTO	CA	95826
1320270006	CONNER CURTIS L/LEWIS E/NEVA J	PO BOX 997	ELK GROVE	CA	95759

1321220075	ELK GROVE COMMUNITY SERVICES DISTRICT	8820 ELK GROVE BL 3	ELK GROVE	CA	95758
1321750004	DONAHUE SCHRIBER REALTY GROUP L P	610 NEWPORT CTR DR 1700	NEWPORT BEACH	CA	92660
1321750001	DONAHUE SCHRIBER REALTY GROUP LP(KOHL'S)	610 NEWPORT CTR DR 1700	NEWPORT BEACH	CA	92660
1321210096	LENNAR RENAISSANCE INC	2240 DOUGLAS BL 200	ROSEVILLE	CA	95661
1321220011	MARIN CONVEYANCING CORPORATION	2300 BRKSTN CNTR PKWY	COLUMBUS	GA	31904
1321220013	EARP SAM/NORMA/ADAM	564 GALEN DR	SAN JOSE	CA	95123
1321220073	KHAN MOHAMMED F/SHIANAZ	9614 BOBLYN WY	ELK GROVE	CA	95757
1321220014	NGUYEN DIEM T/KEVIN T LE	2073 LAMEGO WY	EL DORADO HILL	CA	95762
1321220047	PHAN ANDREW K/HAILEY H	1199 MORRILL AV	SAN JOSE	CA	95132
1321220053	OLIVIA TAN 2003 REVOCABLE TRUST	PO BOX 580473	ELK GROVE	CA	95758
1321220054	KWONG-TARVER TAMMY/WENDY KWONG/MICHAEL	9629 BOBLYN	ELK GROVE	CA	95758
1321210075	MORTGAGE GUAR INS CORPORATION	270 E KILBOURN AV	MILWAUKEE	WI	53202
1321220068	CAREY DUANE F/BARBARA E MAEHLER	1402 HIGH NOON DR	PLUMAS LAKE	CA	95961
1321220064	BREWER LISA	9611 CAMBRIE WAY	ELK GROVE	CA	95758
1320270087	REYNEN/BARDIS (LAGUNA RIDGE) LP	9848 BUSINESS PARK DR H	SACRAMENTO	CA	95827
1321990007	REYNEN/BARDIS COMMUNITIES INC	10630 MATHER BL	MATHER	CA	95655
1321210071	TRAN TAMARA	PO BOX 36054	SAN JOSE	CA	95158
1321220022	VU BRIAN/ELAINE NGO	5273 MILL CREEK LN	SAN JOSE	CA	95136
1321220032	MANMANO EVANGELINE R/NELSON	218 WAENA ST	WAHIAWA	HI	96786
1321990001	MBK HOMES NORTHERN CA LIMITED	5955 GRANITE LAKE DR 120	GRANITE BAY	CA	95746
1320270022	FOSTER FAMILY TRUST/FOSTER TRUST/ETAL	2160 LIVE OAK BL	YUBA CITY	CA	95991
1320870018	ELK GROVE COMMUNITY SRVCS DIST	8820 ELK GROVE BLVD 3	ELK GROVE	CA	95624
1321210101	DEUTSCHE BANK	7255 BYMDWS WY JAXB2007	JACKSONVILLE	FL	32256
1321340052	ELK GROVE COMMUNITY SERVS DIST	8820 ELK GROVE BL 3	ELK GROVE	CA	95624
1321890012	VISTANCIA AT LAGUNA RIDGE LLC	1508 EUREKA RD 230	ROSEVILLE	CA	95661
1321340016	LOPEZ ALFREDO	1151 COMALLI ST	SANTA ROSA	CA	95407
1321910001	LAGUNA RIDGE OWNER LLC	10630 MATHER BL	MATHER	CA	95655
1320870019	CONTINENTAL AMERICAN PROPERTIES LTD	3990 RUFFIN RD 110	SAN DIEGO	CA	92123
1321340017	RIVERA RICARDO/MARIE	PO BOX 293840	SACRAMENTO	CA	95829
1321310001	BANK OF NEW YORK	1757 TAPO CYN RD SVW 88	SIMI VALLEY	CA	93063
1321340015	HUYNH THOM T/NAM HOANG THAI	1161 PARK BROOK CT	MILPITAS	CA	95035
1321890092	TIM LEWIS COMMUNITIES	3300 DOUGLAS BL 450	ROSEVILLE	CA	95661
1321340020	GERARDO GARRY/MARIBEL	PO BOX 692791	STOCKTON	CA	95269
1321310014	US BANK NATIONAL ASSOCIATION	4837 WATT AV	NORTH HIGHLAND	CA	95660
1321340043	JOHN MOURIER CONSTRUCTION INC	1430 BLUE OAKS BL 190	ROSEVILLE	CA	95747
1321910044	LENNAR HOMES OF CALIFORNIA INC	1075 CRKSD RDG DR 100	ROSEVILLE	CA	95678
1322000016	MORRISON HOMES INC	1180 IRON POINT RD 100	FOLSOM	CA	95630

1321900001	LENNAR HOMES CA INC	1075 CRKSD RDG DR 100	ROSEVILLE	CA	95678
1321310022	DEUTSCHE BANK NATIONAL TRUST COMPANY	7255 BAYMEADOWS WY	JACKSONVILLE	FL	32256
1321310018	U S BANK NATIONAL ASSOCIATION	3476 STTVW BL 7801 013	FORT MILL	SC	29715
1321900067	ABLOG ANTONIO/JENNIFER KWAN	7504 NASSA CIR	ELK GROVE	CA	95758
1321900002	LENNAR HOMES OF CALIFORNIA INC	1075 CRKSD RDG DR 100	ROSEVILLE	CA	95678
1321890077	TIM LEWIS COMMUNITIES	5750 SUNRISE BL 225	CITRUS HEIGHTS	CA	95610
1321330025	TAN CHRISTINE DOANTRANG	3310 FARTHING WY	SAN JOSE	CA	95132
1322080026	CORINTHIAN HOMES LP	9848 BUSINESS PARK DR H	SACRAMENTO	CA	95827
1321330082	DEUTSCHE BANK	1757 TAPO CYN RD SWW88	SIMI VALLEY	CA	93063
1321330033	WASHINGTON MUTUAL BANK	7255 BAYMEADOWS WY	JACKSONVILLE	FL	32256
1321340029	TRAN NGA V	8476 FELTON CREST WY	ELK GROVE	CA	95624
1321330038	U S BANK	10790 RANCHO BERNARDO RD	SAN DIEGO	CA	92127
1321340002	HMWE MA K/EUGENE N LIM	186 RIO VERDE ST	DALY CITY	CA	94014
1321320037	NATTAH ABDUL A/CYNTHIA J	9764 TOSCONO DR	ELK GROVE	CA	95757
1321340001	ASAGRA CRIS/ERLINDA	33733 HERITAGE WY	UNION CITY	CA	94587
1322090001	LENNAR RENAISSANCE INC	1075 CRKSD RDG DR 100	ROSEVILLE	CA	95678
1320270081	REYNEN/BARDIS LP	10630 MATHER BL	MATHER	CA	95655
1321330059	TRUONG CAPITAL VENTURES LLC	5412 MADISON AV 180	SACRAMENTO	CA	95841
1321330053	CHIN JAMES/RENA/KATHLEEN MAKRANYI	1969 TIMBERLANE WY	SAN MATEO	CA	94402
1321330051	LONG BEACH MORTGAGE	7255 BAYMEADOWS WY	JACKSONVILLE	FL	32256
1321320074	SOARES SCOTT R	2063 SUMMER DR	EL DORADO HILL	CA	95762
1321320072	WELLS FARGO BANK	1270 NORTHLAND DR 200	SAINT PAUL	MN	55120
1321930010	ORA DW VLG 6 LLC	1800 SUTTER ST 500	CONCORD	CA	94520
1321330067	HSBC BANK USA	7485 NEW HORIZON WY	FREDERICK	MD	21703
1321920057	PULTE HOME CORPORATION	4196 DOUGLAS BL 100	GRANITE BAY	CA	95746
1321920011	MERITAGE HOMES CA INCORPORATED	1800 SUTTER ST 500	CONCORD	CA	94520
1321920008	MERITAGE HOMES CALIFORNIA INC	1800 SUTTER ST 500	CONCORD	CA	94520
1321920016	MERITAGE HOMES OF CALIFORNIA INC	1800 SUTTER ST 500	CONCORD	CA	94520
1320770018	TRUONG HONG Q/HUE T NGUYEN	9574 BLUE THISTLE WAY	ELK GROVE	CA	95624
1320770048	BOYCE MICHAEL W	9868 VALGRANDE WAY	ELK GROVE	CA	95757
1320770044	PRICE HAROLD/BERTHA MARTIN	9861 CASTELLI WAY	ELK GROVE	CA	95757
1320760077	CLARO R/ANITA S GALANG REV TRUST	310 HILLCREST BLVD	MILLBRAE	CA	94030
1321920038	MERITAGE HOMES CALIFNOA INC	1800 SUTTER ST 500	CONCORD	CA	94520
1320760075	CHEUNG KAU W/AMY LING	9885 CASTELLI WAY	ELK GROVE	CA	95757
1320770022	CALVETTI ABRAHAM M/RAQUEL R	9917 VALGRANDE WY	ELK GROVE	CA	95757
1320760074	MELINDA M HUYNH REVOCABLE LIVING TRUST	9168 SCRUGGS CT	ELK GROVE	CA	95758
1160670044	HONG BONG HEE/WILL ANN ROSS	7904 MELFORT WY	ELK GROVE	CA	95758

1160670045	O'DONNELL JAMES E/BRENDA J	9441 MEDSTEAD WY	ELK GROVE	CA	95758
1160980031	PATEL UMESH C/ZANKHANA U	9417 VILLAGE TREE DR	ELK GROVE	CA	95758
1160670037	FUNAKOSHI KEATS/MARY ANN	9568 WADENA WY	ELK GROVE	CA	95758
1160980032	BACOD TESSIE	9421 VILLAGE TREE DR	ELK GROVE	CA	95758
1160670055	DANO DAVID B/TERESA MONTAGNE	9513 SOARING OAKS DR	ELK GROVE	CA	95758
1160980033	GOLPAYEGANI AMIR/MARK GOLPA/AZAR GOLPAYEGANI	9425 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580116	A RICHARD/CYNTHIA S FASANO REV TRUST	9440 FAIRLIGHT CT	ELK GROVE	CA	95758
1160980034	BROWN SUSAN E/ROGER L	9429 VILLAGE TREE DR	ELK GROVE	CA	95758
1160980035	SUTTERFIELD JANICE E	9433 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580117	SHARPE FAMILY REVOCABLE TRUST	9447 FAIRLIGHT CT	ELK GROVE	CA	95758
1160580037	PHAM ANDY T	9514 SOARING OAKS DR	ELK GROVE	CA	95758
1160670049	METTEER JEFF W/LISA A STEELE	9441 WADENA WY	ELK GROVE	CA	95758
1161030056	VALENCIA PATRICIA	9448 OAK VILLAGE WY	ELK GROVE	CA	95758
1160680042	SAEZ FAMILY TRUST	9569 WADENA WY	ELK GROVE	CA	95758
1161030038	LOFLAND 1992 TRUST	9451 OAK VILLAGE WY	ELK GROVE	CA	95758
1161130072	ALBAUGH DEAN C/MICKY L	9461 WINEWOOD CR	ELK GROVE	CA	95758
1160680015	YEE PARKER/ALICIA M	7909 BALDUR CT	ELK GROVE	CA	95758
1160680016	COSTAN JOHN M/MELODY E	7913 BALDUR CT	ELK GROVE	CA	95758
1160680017	COHEN STEVEN L/SHERRY L	7917 BALDUR CT	ELK GROVE	CA	95758
1160580115	RIVET FAMILY TRUST	9448 FAIRLIGHT CT	ELK GROVE	CA	95758
1160580045	CORREA ROBERT S/MARIE L	7616 WYNDEL WY	ELK GROVE	CA	95758
1161030003	MC BRIDE LEE A SR/BEATRIZ M	8086 PRIMOAK WY	ELK GROVE	CA	95758
1160580060	ARROYO JOE FERNANDO JR/PHYLLIS H	7619 WYNDEL WY	ELK GROVE	CA	95758
1160580070	MCFALL ROBERT J/ELIZABETH H	9447 DENHOLM CT	ELK GROVE	CA	95758
1160680014	MURPHY-SODERLUND FAMILY TRUST	7905 BALDUR CT	ELK GROVE	CA	95758
1160980020	MCPHEARSON RICK J	9458 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580086	CRUZ CYNTHIA	9446 DENHOLM CT	ELK GROVE	CA	95758
1160680043	NGUYEN B/AMEN THI	9564 WADENA WY	ELK GROVE	CA	95758
1160580118	BRUNETT JOHN F/JOZEL L	9451 FAIRLIGHT CT	ELK GROVE	CA	95758
1161030026	NZE PRINCE N/STELLA C	9452 OAK VILLAGE WY	ELK GROVE	CA	95758
1160580091	HOWARD R/MIRGINIA H NEWMAN LIVING TRUST	7461 WYNDEL WY	ELK GROVE	CA	95758
1160670056	FUA DOLREICH S/MARLISA B	9517 SOARING OAKS DR	ELK GROVE	CA	95758
1161030037	MIRANDA JAYSON G	9455 OAK VILLAGE WY	ELK GROVE	CA	95758
1161030004	SWAMY SALES R/SHALINI D	8090 PRIMOAK WY	ELK GROVE	CA	95758
1160670047	WILLIAM J WIEDNER 2003 REVOCABLE TRUST	9444 MEDSTEAD WY	ELK GROVE	CA	95758
1161130059	BULLLUCK JACQUELINE B	9424 WINEWOOD CR	ELK GROVE	CA	95758
1160670050	MICHAEL L/MARY P HARMON REVOCABLE TRUST	9445 WADENA WY	ELK GROVE	CA	95758

1160980036	BERNETT ANTHONY	9461 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680041	FURUIKE TRUST	9563 WADENA WY	ELK GROVE	CA	95758
1161030019	MC CLINTON JEFFERY J	8095 PRIMOAK WY	ELK GROVE	CA	95758
1160980065	ROSALES AGUSTIN	9459 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160980063	THOMAS LESHANOR SR	9451 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1161130051	JOHNSON NATALIE/PAUL	9456 WINEWOOD CR	ELK GROVE	CA	95758
1160980019	ANDERSON JOSEPH M	9462 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580071	MEANS DAVID/KARIN	9451 DENHOLM CT	ELK GROVE	CA	95758
1160580036	NELSON BRET S/TERI	9518 SOARING OAKS DR	ELK GROVE	CA	95758
1160580059	VIEITES JOHN E/SUSAN CARLSON	7615 WYNNDEL WY	ELK GROVE	CA	95758
1160400001	BRIDGES CARRIE/BENJAMIN HARRELL	7237 SUTHERLAND WY	ELK GROVE	CA	95758
1160680013	OXONIAN ALBERTO C	9449 MEDSTEAD WY	ELK GROVE	CA	95758
1161030027	SEYK JEANETTE I	9456 OAK VILLAGE WY	ELK GROVE	CA	95758
1160400002	STEPHEN P MCCURDY REVOCABLE TRUST	7233 SUTHERLAND WY	ELK GROVE	CA	95758
1160670053	TERNASKY ALTON C/LORNA R	9444 WADENA WY	ELK GROVE	CA	95758
1160400004	GROSSMAN JEFFREY W/LAURA A	7225 SUTHERLAND WY	ELK GROVE	CA	95758
1160400005	POWELL JOHN R/EILEEN HECKERT	7221 SUTHERLAND WY	ELK GROVE	CA	95758
1160400007	NYERERE JAMAAL/KAORU	7213 SUTHERLAND WY	ELK GROVE	CA	95758
1160400008	MARTIN TAMBRIA L	7209 SUTHERLAND WY	ELK GROVE	CA	95758
1160400009	NINKE MARVIN L/GENEVIEVE N	7205 SUTHERLAND WY	ELK GROVE	CA	95758
1160580085	BARBA LOLA	9450 DENHOLM CT	ELK GROVE	CA	95758
1161130038	GILBERG FAMILY 1998 TRUST	9448 PLAINOAK WY	ELK GROVE	CA	95758
1161030005	BANATHY BELA A/MARGUERITE C/ETAL	8094 PRIMOAK WY	ELK GROVE	CA	95758
1160580010	LEE JEANNE	7464 WYNNDEL WY	ELK GROVE	CA	95758
1161130053	BRIDGE KAREN L/RONALD L	9448 WINEWOOD CR	ELK GROVE	CA	95758
1160680044	CHAPMAN EVELYN M	9560 WADENA WY	ELK GROVE	CA	95758
1161130058	SERRAO WILLIAM B JR/ANNE MARIE	9428 WINEWOOD CR	ELK GROVE	CA	95758
1160980037	HERNANDEZ HERMAN A/ANGELICA M	9465 VILLAGE TREE DR	ELK GROVE	CA	95758
1161130054	HUNTER HARVEY LEE JR	9444 WINEWOOD CR	ELK GROVE	CA	95758
1160580092	MCCOMB FAMILY TRUST	7465 WYNNDEL WY	ELK GROVE	CA	95758
1161130055	SHAW BERNARD E/DEDRIA J	9440 WINEWOOD CR	ELK GROVE	CA	95758
1160670057	BROWN GERIE	9521 SOARING OAKS DR	ELK GROVE	CA	95758
1161130056	LAWSON RON L/NICOLE D	9436 WINEWOOD CR	ELK GROVE	CA	95758
1160680012	BROWN MARVIN/DIANA	7829 INSTOW CT	ELK GROVE	CA	95758
1160980018	JAGURDZIJA MEHMED/AJSA	9466 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580119	RAMSDELL TONY/ANGELA	9455 FAIRLIGHT CT	ELK GROVE	CA	95758
1161130057	SANDLIN JERRY W JR/JENNIFER L	9432 WINEWOOD CR	ELK GROVE	CA	95758

1160580114	SAYERS-FAY KIMBERLY R/ANDREW L	9452 FAIRLIGHT CT	ELK GROVE	CA	95758
1161030028	RIPPEL RICHARD/SCARLETT	9460 OAK VILLAGE WY	ELK GROVE	CA	95758
1161030035	CATTUZZO SHARON M	9463 OAK VILLAGE WY	ELK GROVE	CA	95758
1160580047	TOWNSEND-SMITH ELLEN M	7608 WYNNDEL WY	ELK GROVE	CA	95758
1160580072	DELAROSA LAURA	9455 DENHOLM CT	ELK GROVE	CA	95758
1160680040	SALERNO CAROL	9559 WADENA WY	ELK GROVE	CA	95758
1160580035	OAKLAND APRIL	9522 SOARING OAKS DR	ELK GROVE	CA	95758
1160580058	BROOKS TRACEY LYNN/JEFFREY DWAYNE	7611 WYNNDEL WY	ELK GROVE	CA	95758
1160680018	FORSYTH EARL RAY/ANNE M	7916 BALDUR CT	ELK GROVE	CA	95758
1160580084	MOORE PHYLLIS A	9454 DENHOLM CT	ELK GROVE	CA	95758
1160670052	FLORES MIRNA/JESUS	9450 WADENA WY	ELK GROVE	CA	95758
1160680011	GONZALES RONALD B/DINA L	7825 INSTOW CT	ELK GROVE	CA	95758
1161130036	CRAFT RHONDA L	9453 PLAINOAK WY	ELK GROVE	CA	95758
1160580009	ASBERRY ROBERT J/JOYCE W	7468 WYNNDEL WY	ELK GROVE	CA	95758
1160580093	VELASQUEZ JERILYN J/ROBERT A	7469 WYNNDEL WY	ELK GROVE	CA	95758
1160980017	TORRES VICTOR/DEANNA	9470 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680020	CASEY LISA C/STEVE V	7908 BALDUR CT	ELK GROVE	CA	95758
1160680019	TROXLER LAWRENCE L JR/KELLY	7912 BALDUR CT	ELK GROVE	CA	95758
1160680045	VIVIAN E DIXON REVOCABLE LIVING TRUST	9556 WADENA WY	ELK GROVE	CA	95758
1160580120	GONDOLF CARLE/KIMBERLEE B	9459 FAIRLIGHT CT	ELK GROVE	CA	95758
1160680021	FUENTES PEDRO/MARIA L RAMIREZ	9465 MEDSTEAD WY	ELK GROVE	CA	95758
1160580113	JEFFRIES DONNIE GLEN/JOAN RENEE JEFFRIES	9456 FAIRLIGHT CT	ELK GROVE	CA	95758
1160680001	CRUMP FAMILY TRUST	9455 WADENA WY	ELK GROVE	CA	95758
1160580048	NYMAN FAMILY 2005 REVOCABLE TRUST	7604 WYNNDEL WY	ELK GROVE	CA	95758
1160580057	TRASCHER SOPHIE	7607 WYNNDEL WY	ELK GROVE	CA	95758
1160350076	HAROLD KAREN	8225 BURLOAK WY	ELK GROVE	CA	95758
1160980038	DABAGHIAN PETER/CATHERINE	9479 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580073	DE NU RAYMOND F/JANET L	9459 DENHOLM CT	ELK GROVE	CA	95758
1161030016	OGBODO SUNDAY C/SHARON	8107 PRIMOAK WY	ELK GROVE	CA	95758
1160350077	RIVERA JAMIE	8221 BURLOAK WY	ELK GROVE	CA	95758
1160350078	JANET LYNN LEWIS REVOCABLE TRUST	8217 BURLOAK WY	ELK GROVE	CA	95758
1160350079	PETTIS RUSS C JR/SATURNINA R	8211 BURLOAK WY	ELK GROVE	CA	95758
1160350140	JEFFERSON EDWARD/TINA	8265 PRIMOAK WY	ELK GROVE	CA	95758
1160680039	BROCK VIJAY	9553 WADENA WY	ELK GROVE	CA	95758
1160350147	WHEELER SANDRA L	9457 PLAINOAK WY	ELK GROVE	CA	95758
1160350080	GONSALVES LIESELOTTE	8205 BURLOAK WY	ELK GROVE	CA	95758
1161030033	VELEGA ASIASI/MICHHELLE	9471 OAK VILLAGE WY	ELK GROVE	CA	95758



1160980067	HILL DONALD/ALETHA	9467 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160580083	HATCHER MICHAEL D/JULIE D	9458 DENHOLM CT	ELK GROVE	CA	95758
1160350081	ESCOBAR MARIA	8201 BURLOAK WY	ELK GROVE	CA	95758
1161030030	FITZGERALD RONALD A/MARIA B	9468 OAK VILLAGE WY	ELK GROVE	CA	95758
1160980062	STEARNS LORID	9452 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160580008	BROWN MICHAEL LYLE	7472 WYNDEL WY	ELK GROVE	CA	95758
1160580094	JOHNSON KRISTY M/DAVID	7473 WYNDEL WY	ELK GROVE	CA	95758
1160350104	ALEXANDER ROBERT W/NICOLE A	8193 BURLOAK WY	ELK GROVE	CA	95758
1160350103	HOLT ADAM B	8189 BURLOAK WY	ELK GROVE	CA	95758
1160400021	KELLY RALPH P JR/RITA A	9591 DUNKERRIN WY	ELK GROVE	CA	95758
1161030008	ASUNCION LUISITO G/LINDA O	8106 PRIMOAK WY	ELK GROVE	CA	95758
1160400020	MOTT MICHAEL T/MARGIE R	7214 SUTHERLAND WY	ELK GROVE	CA	95758
1160400018	JOHNSON SKYE P/STEPHANIE P	7204 SUTHERLAND WY	ELK GROVE	CA	95758
1160350102	BACA DANA	8185 BURLOAK WY	ELK GROVE	CA	95758
1160400016	DAUB SUSAN M	7118 SUTHERLAND WY	ELK GROVE	CA	95758
1160400015	LACAYO ALEJANDRO J/MARIA E	7114 SUTHERLAND WY	ELK GROVE	CA	95758
1160400014	MURILLO LONDON	7110 SUTHERLAND WY	ELK GROVE	CA	95758
1160580121	ANGUIANO JOSE R/CLAUDIA	9463 FAIRLIGHT CT	ELK GROVE	CA	95758
1160360056	BRENNAN PATRICIA	7106 SUTHERLAND WY	ELK GROVE	CA	95758
1160360057	SIMON DEREK J/MEGAN KALB	7104 SUTHERLAND WY	ELK GROVE	CA	95758
1160360058	RALPH J MARTY REVOCABLE LIVING TRUST	7102 SUTHERLAND WY	ELK GROVE	CA	95758
1160400057	SEBASTIAN MICHAEL E/SHARON L	9590 DUNKERRIN WY	ELK GROVE	CA	95758
1160360059	RICHARD W JARETT FAMILY TRUST	7100 SUTHERLAND WY	ELK GROVE	CA	95758
1160580112	ALBELO JUAN F/KELLY L	9460 FAIRLIGHT CT	ELK GROVE	CA	95758
1160680046	NGUYEN HONG	9552 WADENA WY	ELK GROVE	CA	95758
1160350141	SMITH SHERILYN	8259 PRIMOAK WY	ELK GROVE	CA	95758
1160680070	SALDANA ROY R	9529 SOARING OAKS DR	ELK GROVE	CA	95758
1160680008	COMA ALAN L	7828 INSTOW CT	ELK GROVE	CA	95758
1160680022	DAHDOUH ALFONS/AIDA	9469 MEDSTEAD WY	ELK GROVE	CA	95758
1160980068	ESCOBAR JOSE R	9471 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160350146	DELOFFI CHRISTOPHER J/TAMARA L	9461 PLAINOAK WY	ELK GROVE	CA	95758
1161030031	DOW RYAN R	9472 OAK VILLAGE WY	ELK GROVE	CA	95758
1160350101	MARTY & STEPHANIE HINELINE TRUST	8181 BURLOAK WY	ELK GROVE	CA	95758
1160580074	MOORE BRIAN GREGORY/MARCELLE LOUISE	9463 DENHOLM CT	ELK GROVE	CA	95758
1160980015	WONG KA G/AIHERA CHEN	9478 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680002	LARRY M/BEATRICE INIGUEZ FAMILY REVOCABLE TRUS	9457 WADENA WY	ELK GROVE	CA	95758
1160680036	TANG HUNG	8005 GLADMAR CT	ELK GROVE	CA	95758

1160680037	LIM HENRY S/REBECCA L	8009 GLADMAR CT	ELK GROVE	CA	95758
1160350100	CHAN YIU HO/MEE KING NG	8177 BURLOAK WY	ELK GROVE	CA	95758
1160680010	RICHARDSON KATHRYN D/ROBERT S	7820 INSTOW CT	ELK GROVE	CA	95758
1160580095	GOREE JEFF R/SANDRA J	7477 WYNDEL WY	ELK GROVE	CA	95758
1160580082	KAY MITCHELL STEPHEN	9464 DENHOLM CT	ELK GROVE	CA	95758
1160680038	ZAHRIYA ALI/MUFTIYEH	8013 GLADMAR CT	ELK GROVE	CA	95758
1160580007	XAVIER N/ANN MARIE RIVERA REVOCABLE TRUST	7476 WYNDEL WY	ELK GROVE	CA	95758
1160350138	DELROSARIO DEBORAH D	8260 PRIMOAK WY	ELK GROVE	CA	95758
1161030014	CASILLAS BENIGNO/EVA CHUY	8115 PRIMOAK WY	ELK GROVE	CA	95758
1160680035	COOPER RODNEY E/SUSAN P	8001 GLADMAR CT	ELK GROVE	CA	95758
1160400022	FERGUSON VIRGINIA L	9587 DUNKERRIN WY	ELK GROVE	CA	95758
1160580122	WEBB EDWARD G/LINDA	9467 FAIRLIGHT CT	ELK GROVE	CA	95758
1160350142	MARQUEZ YOLANDA A/LUCIA A	8253 PRIMOAK WY	ELK GROVE	CA	95758
1160400056	MELERO ROSA MARIE	9586 DUNKERRIN WY	ELK GROVE	CA	95758
1160980069	RENDON ELVA/JAIME/TRANQUILIANO JR	9475 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1161030052	OKPALA MESHACK C	9476 OAK VILLAGE WY	ELK GROVE	CA	95758
1160680009	OLEN JULIA J/STEVEN M	7824 INSTOW CT	ELK GROVE	CA	95758
1160680068	ADAMS FAMILY TRUST	9458 WADENA WY	ELK GROVE	CA	95758
1160350145	KITTY L DEFREEUW TRUST	9469 PLAINOAK WY	ELK GROVE	CA	95758
1160980014	DAVIES VICKI D	9482 VILLAGE TREE DR	ELK GROVE	CA	95758
1161030010	LUPIEN CHRISTOPHER T/LYNETTE	8114 PRIMOAK WY	ELK GROVE	CA	95758
1160580055	WILLSON LAURIE	7569 WYNDEL WY	ELK GROVE	CA	95758
1160580050	MAYNARD DON L	7568 WYNDEL WY	ELK GROVE	CA	95758
1160680071	MOULTRIE GEORGE E/EVELYN	9533 SOARING OAKS DR	ELK GROVE	CA	95758
1160580075	CORREIA BRIAN J/ALICIA M	9467 DENHOLM CT	ELK GROVE	CA	95758
1161030051	CHEN JIAXI	8121 PRIMOAK WY	ELK GROVE	CA	95758
1160980060	CHAVEZ RAUL	9476 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160400025	BOLDEN MICHAEL A	7209 BALLYGAR WY	ELK GROVE	CA	95758
1160400026	JAMILLE MOENS LIVING TRUST	7205 BALLYGAR WY	ELK GROVE	CA	95758
1160580096	WYNKOOP NICHOLAS T/HIROKO S	7481 WYNDEL WY	ELK GROVE	CA	95758
1160350143	SINGH DILRAJ	8247 PRIMOAK WY	ELK GROVE	CA	95758
1160400023	ALLGOOD ROBERT	9583 DUNKERRIN WY	ELK GROVE	CA	95758
1160400029	MALLARI OFELIA	7117 BALLYGAR WY	ELK GROVE	CA	95758
1160680023	PLANK TIMOTHY W/SANDY	9473 MEDSTEAD WY	ELK GROVE	CA	95758
1160350075	WOODARD BRUCE	8224 BURLOAK WY	ELK GROVE	CA	95758
1160400030	SPIGNER DAVID	7113 BALLYGAR WY	ELK GROVE	CA	95758
1160580006	RENOWDEN STEPHEN JOHN/REGINA	7480 WYNDEL WY	ELK GROVE	CA	95758

1160400031	WILLIAMS CONNIE M	7109 BALLYGAR WY	ELK GROVE	CA	95758
1160350132	2004 JESS/CATALINA TRUJILLO FAMILY TRUST	8265 RED ELK DR	ELK GROVE	CA	95758
1160580081	YARBER GERALD J/SHERRIE	9468 DENHOLM CT	ELK GROVE	CA	95758
1160360089	MOONEY STEVEN WALTER/MARIA LOURDES	7103 BALLYGAR WY	ELK GROVE	CA	95758
1160400055	SAMUEL RUSSELL D/KARENA	9582 DUNKERRIN WY	ELK GROVE	CA	95758
1160980039	ELIZARRARAS VERONICA/MARIO A PRADO	9485 VILLAGE TREE DR	ELK GROVE	CA	95758
1160360087	STEVENS DERRICK L	7029 RATHMORE CT	ELK GROVE	CA	95758
1160350073	HALVERSTADT DANA/DON	8216 BURLOAK WY	ELK GROVE	CA	95758
1160360086	VIOLETT LINNELL G	7027 RATHMORE CT	ELK GROVE	CA	95758
1160360085	PHILLIPS CHARLES E/JENNIFER N	7025 RATHMORE CT	ELK GROVE	CA	95758
1160350072	SPONSELLER JOSEPH W/CAROL A	8212 BURLOAK WY	ELK GROVE	CA	95758
1160350071	PEEK CHARLOTTE DARLENE	8208 BURLOAK WY	ELK GROVE	CA	95758
1160350070	HAROLD ANDREA/JASON	8204 BURLOAK WY	ELK GROVE	CA	95758
1160680048	SAHOTA FAMILY TRUST	9544 WADENA WY	ELK GROVE	CA	95758
1160580123	SULLIVAN COLIN HAYES/BEVERLY A J	9471 FAIRLIGHT CT	ELK GROVE	CA	95758
1160980013	LYZA SALVADOR LIVING TRUST	9486 VILLAGE TREE DR	ELK GROVE	CA	95758
1160580110	GARRETT BOBBY EUGENE/DORIS RENIA	9468 FAIRLIGHT CT	ELK GROVE	CA	95758
1160350069	PHILLIPS ROBERT L/TERRY L	8200 BURLOAK WY	ELK GROVE	CA	95758
1160360083	JOHNSON KEN	7021 RATHMORE CT	ELK GROVE	CA	95758
1161030011	DAVIS CONSTANCE J	8118 PRIMOAK WY	ELK GROVE	CA	95758
1160350068	LEDESMA JESSE Y	8196 BURLOAK WY	ELK GROVE	CA	95758
1160680067	NOVAK KELLI A	7809 FLINTOFT CT	ELK GROVE	CA	95758
1160680004	CAVANAGH ANNE R	9467 WADENA WY	ELK GROVE	CA	95758
1160350136	SALO MARISA A/TOREN W VALONE	8252 PRIMOAK WY	ELK GROVE	CA	95758
1160350144	SPINKS KENNETH	8241 PRIMOAK WY	ELK GROVE	CA	95758
1160580051	CHARGUALAF TOMAS M JR	7564 WYNDEL WY	ELK GROVE	CA	95758
1160580031	ESCOTO JOSEFINO/MILAGROS	9542 SOARING OAKS DR	ELK GROVE	CA	95758
1160350067	PEGGY NGIE HUANG LIVING TRUST	8188 BURLOAK WY	ELK GROVE	CA	95758
1160400024	SIMPSON TAMMY	9579 DUNKERRIN WY	ELK GROVE	CA	95758
1160580076	MURRAY DAVID P/COLEEN R	9471 DENHOLM CT	ELK GROVE	CA	95758
1160400054	SARWARI WASI/SHUGOFA	9578 DUNKERRIN WY	ELK GROVE	CA	95758
1160350131	LEE NOEL/DAVID SCHMIDT	8261 RED ELK DR	ELK GROVE	CA	95758
1160980071	HAVERS FAMILY TRUST	9483 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160350059	ECKLEY TERRI L	9484 OAK VILLAGE WY	ELK GROVE	CA	95758
1160680072	DAGOSTINI FAMILY TRUST	9537 SOARING OAKS DR	ELK GROVE	CA	95758
1160580097	MIZZI CARYN E/JOHN S	7485 WYNDEL WY	ELK GROVE	CA	95758
1160680034	ELSIE NAKAMOTO 2002 REVOCABLE TRUST	8000 GLADMAR CT	ELK GROVE	CA	95758

1160680007	LEE DAVID/SUZETTE	9478 MEDSTEAD WY	ELK GROVE	CA	95758
1160580005	WITT FAMILY 2007 LIVING TRUST	7484 WYNNDEL WY	ELK GROVE	CA	95758
1160350057	MICHEL LUIS F/MICHEL SARA RIOS J	8127 PRIMOAK WY	ELK GROVE	CA	95758
1160980012	SHIN ERNEST	9490 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680066	MARK A/PAULA J MENDENHALL REVOCABLE TRUST	7805 FLINTOFT CT	ELK GROVE	CA	95758
1160580080	RODRIGUES FRANK MATTHEW	9472 DENHOLM CT	ELK GROVE	CA	95758
1161030012	WONG RICHARD N	8122 PRIMOAK WY	ELK GROVE	CA	95758
1160980059	PIMENTEL RICARDO C/JUDITH T	9482 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160580053	SHAVER JERRY L/JANICE L HOLT-SHAVER	7551 WYNNDEL WY	ELK GROVE	CA	95758
1160680024	SANTOS OSCAR F/MARIA ELISA C	9477 MEDSTEAD WY	ELK GROVE	CA	95758
1160680005	RODRIGUEZ MARCO A/ELVA	9471 WADENA WY	ELK GROVE	CA	95758
1160350135	KUHNERT TIM	8248 PRIMOAK WY	ELK GROVE	CA	95758
1160580109	YOUNG JOSEPH	9472 FAIRLIGHT CT	ELK GROVE	CA	95758
1160980040	MCKEAND CAROLYN	9493 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680049	LEANO AYLAN C	9540 WADENA WY	ELK GROVE	CA	95758
1160350065	RITA P DARDEN 2000 TRUST	8180 BURLOAK WY	ELK GROVE	CA	95758
1160350064	PERRY JAMES E/PHILOMENA H	8176 BURLOAK WY	ELK GROVE	CA	95758
1160590033	MARTIN REVOCABLE LIVING TRUST	7560 WYNNDEL WY	ELK GROVE	CA	95758
1160680031	ASPIRAS RICHARD	9539 WADENA WY	ELK GROVE	CA	95758
1160350060	ABELLERA EMMANUEL/MIRIAM	9488 OAK VILLAGE WY	ELK GROVE	CA	95758
1160400053	MALIKE MOHAMMAD N/TAHIRA NASEEM	9574 DUNKERRIN WY	ELK GROVE	CA	95758
1160590034	HERNANDEZ EDDIE	9546 SOARING OAKS DR	ELK GROVE	CA	95758
1160680032	MARTIN LUC A/JULIE BARBARY	8008 GLADMAR CT	ELK GROVE	CA	95758
1160350039	SAMI RAGHU NANDAN	8231 PRIMOAK WY	ELK GROVE	CA	95758
1160580077	WOOD DAVID J/KAREN	9475 DENHOLM CT	ELK GROVE	CA	95758
1160580052	PFEIFFER BRADLEY J/ANNETTE I	7545 WYNNDEL WY	ELK GROVE	CA	95758
1160580079	PIETERSEN JUANITA/RAYMOND	9476 DENHOLM CT	ELK GROVE	CA	95758
1160980011	SINGH RANJINI	9494 VILLAGE TREE DR	ELK GROVE	CA	95758
1160350056	LAU ANGELA	8133 PRIMOAK WY	ELK GROVE	CA	95758
1160680033	JULICET/MARY AANN CLEMENTE FAMILY TRUST	8004 GLADMAR CT	ELK GROVE	CA	95758
1160350096	LEAL ANTONIO	8126 PRIMOAK WY	ELK GROVE	CA	95758
1160980058	WAGNER JOHN D	9486 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160350134	LLOYD CAROLYN J/SCOTT M	8244 PRIMOAK WY	ELK GROVE	CA	95758
1160350040	HIMLEY BARBARA A	8225 PRIMOAK WY	ELK GROVE	CA	95758
1160580098	ELIASON DONALD A/LUISA E	7489 WYNNDEL WY	ELK GROVE	CA	95758
1160680073	GLORIA MORAGA REVOCABLE TRUST	9543 SOARING OAKS DR	ELK GROVE	CA	95758
1160350041	KANTNER SUSAN D/ELIZABETH K COOPER	8219 PRIMOAK WY	ELK GROVE	CA	95758

1160580078	LEACH MARK EDWARD/SUSAN K/ETAL	9480 DENHOLM CT	ELK GROVE	CA	95758
1160580004	MCPEAK WILLIAM LEON JR/JOYCE L	7488 WYNDEL WY	ELK GROVE	CA	95758
1160350042	ARNAIZ CYNTHIA V/FRANCIS C	8215 PRIMOAK WY	ELK GROVE	CA	95758
1160350043	JOAN L BUCHANAN REVOCABLE TRUST	8211 PRIMOAK WY	ELK GROVE	CA	95758
1160680006	FONG GEORGE ART/HELEN MAY	9482 MEDSTEAD WY	ELK GROVE	CA	95758
1160350044	CISTER ROCHELLE H/ROBERTO HERMANDEZ/ETAL	8207 PRIMOAK WY	ELK GROVE	CA	95758
1160870034	LIZARDO BENJAMIN	9462 HIDDEN HOLLOW CT	ELK GROVE	CA	95758
1160350045	RAASCH BRIAN M/SABRINA A	8203 PRIMOAK WY	ELK GROVE	CA	95758
1160590032	MICHAEL E ARCHER TRUST	7566 WYNDEL WY	ELK GROVE	CA	95758
1160580124	DIMATARIS JAMES J/BRENDA G	7535 WYNDEL WY	ELK GROVE	CA	95758
1160350129	ANGEL M/SUSAN R SEVILLA TRUST ESTATE	8253 RED ELK DR	ELK GROVE	CA	95758
1160350061	CHAVEZ LAURA/LUIS	9492 OAK VILLAGE WY	ELK GROVE	CA	95758
1160980073	PARENT RICHARD A JR/MI HWA	9491 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160350046	GOMEZ JOSE S/MARIA E	8199 PRIMOAK WY	ELK GROVE	CA	95758
1160680025	FONG SILVA FAMILY TRUST	9501 WADENA WY	ELK GROVE	CA	95758
1160400052	JONES DAVID P/MARIE L	9570 DUNKERRIN WY	ELK GROVE	CA	95758
1160400043	MASHBURN ALLEGRA K/MICHAEL S MASBURN	7212 BALLYGAR WY	ELK GROVE	CA	95758
1160400042	SAMS MARK	7208 BALLYGAR WY	ELK GROVE	CA	95758
1160590035	MILLIE W CHANG 2003 REVOCABLE TRUST	9550 SOARING OAKS DR	ELK GROVE	CA	95758
1160400041	BLOCKEVELYN	7204 BALLYGAR WY	ELK GROVE	CA	95758
1160360070	DAVIES BRYCE A	9487 DUNKERRIN WY	ELK GROVE	CA	95758
1160350047	JAIYEOPA TAIWO	8195 PRIMOAK WY	ELK GROVE	CA	95758
1160400032	LEW ROBERT/SUSAN LEW-SHIMIZU/MARY LEW-YEE	9470 DARTRY CT	ELK GROVE	CA	95758
1160680063	GILLAM RICHARD	7808 FLINTOFT CT	ELK GROVE	CA	95758
1160350133	FREEMAN SARAH/WILLIAM	8240 PRIMOAK WY	ELK GROVE	CA	95758
1160360080	BURLEIGH CECIL/TRACY	9482 PORTLAW WY	ELK GROVE	CA	95758
1160980010	JACOBS JOHN/JOYCE	9498 VILLAGE TREE DR	ELK GROVE	CA	95758
1160360082	SULLIVAN MICHAEL ERIC/LORRAINE MARIE PANTLE	7020 RATHMORE CT	ELK GROVE	CA	95758
1160350097	CHEN JEFFERY F/YULIAN	8130 PRIMOAK WY	ELK GROVE	CA	95758
1160680026	FRAUSTO NAYDE	9505 WADENA WY	ELK GROVE	CA	95758
1160680050	DAVID/JANICE KAGEYAMA LIVING TRUST	9536 WADENA WY	ELK GROVE	CA	95758
1160580099	PEREZ JOHN VIRGIL	7501 WYNDEL WY	ELK GROVE	CA	95758
1160350048	MORGAN JAMES S/TERESITA C	8191 PRIMOAK WY	ELK GROVE	CA	95758
1160980057	ROBERTS JAY H/CAROLYN L	9490 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160870031	BEALS FAMILY TRUST	9474 HIDDEN HOLLOW CT	ELK GROVE	CA	95758
1160870032	GUDIEL LIDIA	9470 HIDDEN HOLLOW CT	ELK GROVE	CA	95758
1160580106	LITTLEFIELD AREON	7531 WYNDEL WY	ELK GROVE	CA	95758

1160870033	CURRIE PHILLIP J	9466 HIDDEN HOLLOW CT	ELK GROVE	CA	95758
1160980042	JACKSON CHARLES JAMES	9501 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680030	CHAPMAN DAN/NIKKI	9533 WADENA WY	ELK GROVE	CA	95758
1160590031	PAYNE DARRELL SCOTT	7552 WYNNDL WY	ELK GROVE	CA	95758
1160350062	MANAPAT RESTITUTO C/LILIA F	9496 OAK VILLAGE WY	ELK GROVE	CA	95758
1160980074	HUANG SHAO WEN/XIU FEN ZENG	9495 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360081	ALDRETE PAUL ANTHONY/CHRISTA NICOLE MADEIROS	7024 RATHMORE CT	ELK GROVE	CA	95758
1160580003	MOSCOE DAVID A	7492 WYNNDL WY	ELK GROVE	CA	95758
1160350050	DO ANGELINA	8183 PRIMOAK WY	ELK GROVE	CA	95758
1160580105	ANGEJA MARK S	7527 WYNNDL WY	ELK GROVE	CA	95758
1160400051	GUNNING ANDREW C/JESSICA C	9566 DUNKERRIN WY	ELK GROVE	CA	95758
1160680027	MITCHELL DOUGLAS W/STEPHANIE D	9509 WADENA WY	ELK GROVE	CA	95758
1160580100	CRUZ MARIA BELLA	7505 WYNNDL WY	ELK GROVE	CA	95758
1160590036	BRIGGS CHARLES H/KEARY A	9554 SOARING OAKS DR	ELK GROVE	CA	95758
1160680065	WALKER BRENDA B	7800 FLINTOFT CT	ELK GROVE	CA	95758
1160980009	EVANGELISTA AMALIA	9502 VILLAGE TREE DR	ELK GROVE	CA	95758
1160350098	GUTIERREZ ALEJO/TRINIDAD	8134 PRIMOAK WY	ELK GROVE	CA	95758
1160580104	COLLEY LINDA R/WILLIAM R	7523 WYNNDL WY	ELK GROVE	CA	95758
1160350054	IMMEKER SHAUN GERRIT/CAROLYN ANN	8141 PRIMOAK WY	ELK GROVE	CA	95758
1160400033	REED FAMILY TRUST	9474 DARTRY CT	ELK GROVE	CA	95758
1160360092	MCCORMICK BRENDA G	9483 PORTLAW WY	ELK GROVE	CA	95758
1160590030	LEAKE STEVEN J/PAULA D	7548 WYNNDL WY	ELK GROVE	CA	95758
1160580101	YOUNG WILL	7509 WYNNDL WY	ELK GROVE	CA	95758
1160350127	LIVSEY K MICHELLE	8245 RED ELK DR	ELK GROVE	CA	95758
1160980043	NELSON PETER T	9505 VILLAGE TREE DR	ELK GROVE	CA	95758
1160680064	CADOGAN DARRYL MAURICE	7804 FLINTOFT CT	ELK GROVE	CA	95758
1160680029	VASQUEZ SOCORRO	9523 WADENA WY	ELK GROVE	CA	95758
1160680051	ERIAS CHRISTOPHER/PENNY	9501 ROYSTON WY	ELK GROVE	CA	95758
1160680028	ENRIQUEZ HELEN A/ANTONIO	9513 WADENA WY	ELK GROVE	CA	95758
1160350063	COOPER MARY M	9500 OAK VILLAGE WY	ELK GROVE	CA	95758
1160980075	WILLIAMS VENNIE J/GILFOND J/DESSIE R PRESTON	9499 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360072	LASELL WILLIAM W	9491 DUNKERRIN WY	ELK GROVE	CA	95758
1160580102	LJS TRUST	7515 WYNNDL WY	ELK GROVE	CA	95758
1160350038	MUNSAYAC ALEJANDRO/JOSEFINA	8234 PRIMOAK WY	ELK GROVE	CA	95758
1160400050	HUNT FAMILY TRUST	9562 DUNKERRIN WY	ELK GROVE	CA	95758
1160590037	SCHERER RICHARD C JR/DEBORAH J	9558 SOARING OAKS DR	ELK GROVE	CA	95758
1160360079	BENSON MICHAEL E	9484 PORTLAW WY	ELK GROVE	CA	95758

1160590056	ANDERSON BROOKS N	7701 WYMARK DR	ELK GROVE	CA	95758
1160590029	STOVALL LYNDA J	7544 WYNNDEL WY	ELK GROVE	CA	95758
1160350099	SESSION JOE L/PAT	8138 PRIMOAK WY	ELK GROVE	CA	95758
1160580002	WALTON DEBORAH L	7500 WYNNDEL WY	ELK GROVE	CA	95758
1160400045	BIRD JEANNINE C	9561 DUNKERRIN WY	ELK GROVE	CA	95758
1160350053	HALL MARGUERITE	8145 PRIMOAK WY	ELK GROVE	CA	95758
1160360073	NISONGER PATRICIA A	9495 DUNKERRIN WY	ELK GROVE	CA	95758
1160980055	DEBRA LYNN JACOBS REVOCABLE TRUST	9498 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160400039	SIEMENS RONALD THOMAS/GAIL L	9479 DARTRY CT	ELK GROVE	CA	95758
1160680060	WILLIAMS CURLEY DUKE/REBECCA J NIEC	9480 WADENA WY	ELK GROVE	CA	95758
1160350036	POWELL JOSHUA	8226 PRIMOAK WY	ELK GROVE	CA	95758
1160870022	GRACE SEAN BRYAN/LATISHA	8270 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870023	RONNOW JAN/JOHN	8274 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160360033	HAYES MERIBETH K	9492 DUNKERRIN WY	ELK GROVE	CA	95758
1160590028	SANDERS JOHN STEPHEN/ARRUTHA B	7540 WYNNDEL WY	ELK GROVE	CA	95758
1160400034	CRAIG D/SHARON J HANSON REV LIVING TRUST	9478 DARTRY CT	ELK GROVE	CA	95758
1160980044	COULOURES CHRISTOPHER	9509 VILLAGE TREE DR	ELK GROVE	CA	95758
1160460021	ZIEMANN DAVID G/MELODY J	9481 KIRKCADY DR	ELK GROVE	CA	95758
1160350051	TANG TUNG CHUEN/KIT SHING YUE	9504 OAK VILLAGE WY	ELK GROVE	CA	95758
1160350034	MACDONALD ROBERT/JUVY	8218 PRIMOAK WY	ELK GROVE	CA	95758
1160590038	JOHNSON LASHAWN	9562 SOARING OAKS DR	ELK GROVE	CA	95758
1160350032	HARDING RICHARD R/JENNY L	8210 PRIMOAK WY	ELK GROVE	CA	95758
1160680059	THERESA M LILLY REVOCABLE TRUST	9500 WADENA WY	ELK GROVE	CA	95758
1160640001	SHUKLA UPENDRA/MIRA U	7705 WYMARK DR	ELK GROVE	CA	95758
1160350031	WILKERSON GERALD B	8206 PRIMOAK WY	ELK GROVE	CA	95758
1160400049	PERARD JAMIE A	9558 DUNKERRIN WY	ELK GROVE	CA	95758
1160590027	SULLIVAN DANIEL J/MERYLE M	7536 WYNNDEL WY	ELK GROVE	CA	95758
1160360075	MORETTI MICHAEL/DIANE	9501 DUNKERRIN WY	ELK GROVE	CA	95758
1160690001	CHOCALAS DENNIS/ELOISE	9505 ROYSTON WY	ELK GROVE	CA	95758
1160350015	GONZALEZ ERNESTO JR/KARLA L	8142 PRIMOAK WY	ELK GROVE	CA	95758
1160350029	PALMER T W/DONNA M	8198 PRIMOAK WY	ELK GROVE	CA	95758
1160870026	ARMSTRONG CHARLTON C/JUSTIN C	8286 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870025	LANDIN JUAN CUELLAR/MARTIN CUELLAR	8282 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160980007	VENDITTI KRISTINA M	9510 VILLAGE TREE DR	ELK GROVE	CA	95758
1160980054	GNIADEK KEVIN D/JULIE M	9502 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160350052	FUJII JULINE DAWN	8149 PRIMOAK WY	ELK GROVE	CA	95758
1160680058	GONZALEZ ANDRES J/SILVIA C	9504 WADENA WY	ELK GROVE	CA	95758

1160980045	FURUOKA NEAL K	9515 VILLAGE TREE DR	ELK GROVE	CA	95758
1160400046	BURLESON DENISE	9557 DUNKERRIN WY	ELK GROVE	CA	95758
1160360078	LARAMIER CHRISTINA C/FRANCISCO J	9486 PORTLAW WY	ELK GROVE	CA	95758
1160640002	JONES RUTHIE L	7711 WYMARK DR	ELK GROVE	CA	95758
1160360076	SAXBY FAMILY TRUST	9503 DUNKERRIN WY	ELK GROVE	CA	95758
1160350028	BENTON JOSEPH	8194 PRIMOAK WY	ELK GROVE	CA	95758
1160360094	CHUNG SUNG HI	9487 PORTLAW WY	ELK GROVE	CA	95758
1160590003	GABELIC NIKSA/ANNA	7504 WYNDEL WY	ELK GROVE	CA	95758
1160360032	HINKLE BRENDAN/MERIBETH K HAYES	9494 DUNKERRIN WY	ELK GROVE	CA	95758
1160590039	SMITHERS SANDY R/TIMOTHY M	9566 SOARING OAKS DR	ELK GROVE	CA	95758
1160400038	CRAIN PATRICK/BRENDA LYN	9483 DARTRY CT	ELK GROVE	CA	95758
1160640003	SOLANKI YATIN	7715 WYMARK DR	ELK GROVE	CA	95758
1160350027	VALDEZ ERICA	8190 PRIMOAK WY	ELK GROVE	CA	95758
1160980077	DEARMAN JOHN E/KARIN E	9507 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160870028	EMERSON PATRICIA A	9492 HIDDEN HOLLOW CT	ELK GROVE	CA	95758
1160400035	ALEXANDER JAMES E	9482 DARTRY CT	ELK GROVE	CA	95758
1160350125	GOMBOS FAMILY LIVING TRUST	8235 RED ELK DR	ELK GROVE	CA	95758
1160640004	GIL ANABEL/GILBERTO	7719 WYMARK DR	ELK GROVE	CA	95758
1160680057	WONG HAMILTON/ELISABETH TOY	9508 WADENA WY	ELK GROVE	CA	95758
1160350026	ROLFE KATHLEEN M/ROBERT E	8186 PRIMOAK WY	ELK GROVE	CA	95758
1160590097	WALTE WILLIAM E/CAROLE A	9500 ARBORFIELD DR	ELK GROVE	CA	95758
1160870021	JEAN L GORDON REVOCABLE TRUST	8266 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160350016	ONATSOY GALINA D	8146 PRIMOAK WY	ELK GROVE	CA	95758
1160640005	PEREIRA MICHAEL J	7801 WYMARK DR	ELK GROVE	CA	95758
1160590040	ABESAMIS RODOLFO S/LETICIA S	9600 SOARING OAKS DR	ELK GROVE	CA	95758
1160980006	YEE SHIRLEY GUNN/MICHAEL THOMAS TOFANELLI	9514 VILLAGE TREE DR	ELK GROVE	CA	95758
1160980053	COSSEY DONALD E	9506 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160980046	SLASKI THOMAS M A	9519 VILLAGE TREE DR	ELK GROVE	CA	95758
1160350124	TOMLINS TIMOTHY J	8231 RED ELK DR	ELK GROVE	CA	95758
1160350025	GULLEY MONIKA L	8182 PRIMOAK WY	ELK GROVE	CA	95758
1160680053	DACUYAN CONSUELO/FELIX M GALVAN	9524 WADENA WY	ELK GROVE	CA	95758
1160640006	KUO ANN S	7805 WYMARK DR	ELK GROVE	CA	95758
1160640007	GLENN/BETTY CHEUNG LIVING TRUST	7809 WYMARK DR	ELK GROVE	CA	95758
1160590098	PALETTA RONALD R	9501 ESMONT CT	ELK GROVE	CA	95758
1160680056	HOWENSTEIN G ALBERT JR/CAROL S	9512 WADENA WY	ELK GROVE	CA	95758
1160350024	VENTURA REBECCA P	8178 PRIMOAK WY	ELK GROVE	CA	95758
1160980078	SAUVAIN BARBARA ANNE	9511 LITTLE RAPIDS WY	ELK GROVE	CA	95758



1160350123	BRYANT VERONICA T	8227 RED ELK DR	ELK GROVE	CA	95758
1160590041	MARTIN SOLIMAN JR/GAYLE A	9604 SOARING OAKS DR	ELK GROVE	CA	95758
1160400048	FOX VALERIE/ROGER	9552 DUNKERRIN WY	ELK GROVE	CA	95758
1160640008	VILLEGAS LORETTA J	7813 WYMARK DR	ELK GROVE	CA	95758
1160590100	NGUYEN BRUCE/KATHERINE A	9501 DELBURNS CT	ELK GROVE	CA	95758
1160400036	COVARRUBIAS MARK A/SARA L	9486 DARTRY CT	ELK GROVE	CA	95758
1160350122	WITCHER CURTIS/ELNORA C	8223 RED ELK DR	ELK GROVE	CA	95758
1160590004	MICHAEL/SUSAN BURGETT LIVING TRUST	9504 DELBURNS CT	ELK GROVE	CA	95758
1160350017	ALGODON CLOTILDE	8150 PRIMOAK WY	ELK GROVE	CA	95758
1160360077	MUSCAN ISAC/ELENA	9490 PORTLAW WY	ELK GROVE	CA	95758
1160980005	ROYSTON JEWEL	9518 VILLAGE TREE DR	ELK GROVE	CA	95758
1160350121	MCDERMOTT ROBERT F/JOANNE	8219 RED ELK DR	ELK GROVE	CA	95758
1160360031	LEWIS & KATHY FEDOR 2004 TRUST	9500 TARBERT DR	ELK GROVE	CA	95758
1160350119	SHARMA DEO D/SHERIN R	8211 RED ELK DR	ELK GROVE	CA	95758
1160680055	HOMMAN TANYA L	9516 WADENA WY	ELK GROVE	CA	95758
1160980052	EDWARDS DONALD RAYNARD	8131 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160980047	MATA ROBERTO A/OFELIA S	9523 VILLAGE TREE DR	ELK GROVE	CA	95758
1160590042	GIORGI SANDRA/GREGORY	9606 SOARING OAKS DR	ELK GROVE	CA	95758
1160350118	BRADY MERLYN WEST/LAURENCE ROBERT	8207 RED ELK DR	ELK GROVE	CA	95758
1160690002	HEDLUND FAMILY TRUST	9509 ROYSTON WY	ELK GROVE	CA	95758
1160460020	GALL CHARLES E JR/JACQUELYN L	9485 KIRKCADY DR	ELK GROVE	CA	95758
1160350117	STANTON LAWRENCE R/TERRI M	8203 RED ELK DR	ELK GROVE	CA	95758
1160350022	BALL VAUGHN R/SVETLANA	8170 PRIMOAK WY	ELK GROVE	CA	95758
1160590099	KONKEL RANDY D/LISA K	9500 ESMONT CT	ELK GROVE	CA	95758
1160980079	CASHIER KARL H	9515 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160640010	JUDITH A SABELLA REVOCABLE TRUST	7901 WYMARK DR	ELK GROVE	CA	95758
1160980051	EVANS JAMES O/THERESA R	8127 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160590026	TOLMAN CARRI M/MARK A	9506 ARBORFIELD DR	ELK GROVE	CA	95758
1160350115	WILL ERIC	8195 RED ELK DR	ELK GROVE	CA	95758
1160350021	CHRISTIE FAMILY TRUST	8166 PRIMOAK WY	ELK GROVE	CA	95758
1160870019	RUTLEDGE BRIAN K/JENNIFER B	8258 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160590058	BEHRENDT FAMILY TRUST	9567 SOARING OAKS DR	ELK GROVE	CA	95758
1160980004	WHITE LISA Y W	9522 VILLAGE TREE DR	ELK GROVE	CA	95758
1160350018	BROOKS DIANA L	8154 PRIMOAK WY	ELK GROVE	CA	95758
1160350114	TAYLOR BRUCE	8191 RED ELK DR	ELK GROVE	CA	95758
1160640041	HERNANDEZ ELOISA T/HECTOR	7704 WYMARK DR	ELK GROVE	CA	95758
1160360103	GONZALEZ JOSE LUIS/ELIZABETH	9529 DUNKERRIN WY	ELK GROVE	CA	95758

1160360102	MARTINEZ ALEXANDER	9527 DUNKERRIN WY	ELK GROVE	CA	95758
1160360124	SKELTON JOSHUA/JULIE	9501 TARBERT DR	ELK GROVE	CA	95758
1160360101	DAY MIKE F/JEANETTE K	9525 DUNKERRIN WY	ELK GROVE	CA	95758
1160360100	BRANHAM SHELLY A/DENNIS H	9523 DUNKERRIN WY	ELK GROVE	CA	95758
1160360030	FENNING VICTORIA A	9502 TARBERT DR	ELK GROVE	CA	95758
1160360099	LEVARIO CHRISTOPHER	9521 DUNKERRIN WY	ELK GROVE	CA	95758
1160360098	JUSTINICH GENESSA R/JEREMIAH B MAESTAS	9519 DUNKERRIN WY	ELK GROVE	CA	95758
1160640011	LORRAINE M ROGERS TRUST	7905 WYMARK DR	ELK GROVE	CA	95758
1160680052	HARRIS ALAN R/BECKY L	9510 ROYSTON WY	ELK GROVE	CA	95758
1160350020	ACTON BRUCE E/SUSAN E	8162 PRIMOAK WY	ELK GROVE	CA	95758
1160870072	WHITE MICHAEL JOHN/JENNIFER ROSE	8299 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160980049	ROGERS VICTORIA E	8119 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160870073	HODGE GEORGE/CONNIE	8295 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870074	ALVAREZ REVOCABLE LIVING TRUST	8291 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870075	KRAFT RICHARD M/MARY K	8287 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160590013	LUCIDO GREGORY M/TRACEY A	9509 DELBURNS CT	ELK GROVE	CA	95758
1160870076	MUNSON MICHAEL J/SUSAN G	8283 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160590021	HINDE JANICE M/WILLIAM E JR	9507 ESMONT CT	ELK GROVE	CA	95758
1160870078	REES CAROL	8271 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160460019	NYAMADZAWO HATITYE MORGAN/BERTHA	9489 KIRKCADY DR	ELK GROVE	CA	95758
1160640040	KEOGH KIM	7708 WYMARK DR	ELK GROVE	CA	95758
1160690003	FREDLUND ANDREW W/CHERYL A	9513 ROYSTON WY	ELK GROVE	CA	95758
1160980048	MOORE DEBRA A	8115 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160350112	WESSON YOLANDA N	8183 RED ELK DR	ELK GROVE	CA	95758
1160590059	PASTOR I/NECITA I RUIZ FAMILY TRUST	9573 SOARING OAKS DR	ELK GROVE	CA	95758
1160640012	DICKSON GLENN	7909 WYMARK DR	ELK GROVE	CA	95758
1160640039	GREER 1983 FAMILY TRUST	7712 WYMARK DR	ELK GROVE	CA	95758
1160360029	PADILLA RAYMOND JR	9504 TARBERT DR	ELK GROVE	CA	95758
1160360002	MARTIN JOYCE	9546 DUNKERRIN WY	ELK GROVE	CA	95758
1160870079	DAVIS WILLIE/BERTIE	8263 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160350111	OLDEN LADONNA	8179 RED ELK DR	ELK GROVE	CA	95758
1160360122	GONZALES GILBERTO M/NATALIE R	9504 DUNKERRIN WY	ELK GROVE	CA	95758
1160640038	NIXON BRENDA D/CRAIG A	7716 WYMARK DR	ELK GROVE	CA	95758
1160970027	DUNBAR MICHAEL C/CHRISTIE J	9523 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360105	MANDUJANO JOSE LUIS	9545 DUNKERRIN WY	ELK GROVE	CA	95758
1160590018	FREITAS LAURENCE/CARRIE	9506 ESMONT CT	ELK GROVE	CA	95758
1160460018	KEOMORAKOTH SIM	6901 KILCONNELL DR	ELK GROVE	CA	95758

1160360121	VARGAS ROBERT	9506 DUNKERRIN WY	ELK GROVE	CA	95758
1160590006	KOREN WIMBERLY LIVING TRUST	9512 DELBURNS CT	ELK GROVE	CA	95758
1160350110	TORNEROS CYNTHIA B	8175 RED ELK DR	ELK GROVE	CA	95758
1160640036	MEDINA ALLEN	7800 WYMARK DR	ELK GROVE	CA	95758
1160640013	KANIPE EARL M/MASLYN L	7913 WYMARK DR	ELK GROVE	CA	95758
1160590020	PROST DARRYL/NANCY	9511 ESMONT CT	ELK GROVE	CA	95758
1160360120	EVOY MICHAEL/L GAIL	9508 DUNKERRIN WY	ELK GROVE	CA	95758
1160870017	KELLEY DONALD E/JANE M	8242 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640035	1996 JOHN LORDA FAMILY TRUST	7804 WYMARK DR	ELK GROVE	CA	95758
1160590019	ELDIB ASHRAF M/LESLIE A	9510 ESMONT CT	ELK GROVE	CA	95758
1160870080	STONE MICHAEL L/LISA K	8259 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160360028	JACKSON ERNIE L/JOHNNIE M	9506 TARBERT DR	ELK GROVE	CA	95758
1160590045	ARCHIBALD THOMAS B/MICHELLE L	9618 SOARING OAKS DR	ELK GROVE	CA	95758
1160350109	SOLIZ RAUL FERNANDEZ	8171 RED ELK DR	ELK GROVE	CA	95758
1160590060	MICHAEL HYOLANDA C WICKS REV TRST	9601 SOARING OAKS DR	ELK GROVE	CA	95758
1160360003	KLARZUK REVOCABLE TRUST 2005	9544 DUNKERRIN WY	ELK GROVE	CA	95758
1160640034	SOOMANN WILLIAM W/SANDRA R	7808 WYMARK DR	ELK GROVE	CA	95758
1160970049	ELAZEGUI JOSE/EDITHA	8132 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160360119	MILLER EDWARD L	9510 DUNKERRIN WY	ELK GROVE	CA	95758
1160590012	WOODMAN ROSS L	9515 DELBURNS CT	ELK GROVE	CA	95758
1160640014	COX JULIANE C	7917 WYMARK DR	ELK GROVE	CA	95758
1160360026	MARTIN ALAN DALE	9505 TARBERT DR	ELK GROVE	CA	95758
1160970028	COLTER EARNESTINE	9527 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160640043	DENNEY RUSSELL/CECILLE	7709 HAZENMORE CT	ELK GROVE	CA	95758
1160870016	MANGUM CHARLES/MELISSA	8238 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640033	GABLE JOHN A/DEBORAH V	7812 WYMARK DR	ELK GROVE	CA	95758
1160640042	JAMES J/MRYTLE C BOGDAN 1997 REVOCABLE TRUST	7705 HAZENMORE CT	ELK GROVE	CA	95758
1160690004	HARDY MICHAEL EDWARD	9517 ROYSTON WY	ELK GROVE	CA	95758
1160360118	MORALES ANGELICA G/LINDA	9512 DUNKERRIN WY	ELK GROVE	CA	95758
1160970048	SMART STEVEN M/FLORENCE M	8128 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160870071	BRAUN BARBARA JEAN	9526 BIG TIMBER DR	ELK GROVE	CA	95758
1160350108	LEWIS DIONE	8167 RED ELK DR	ELK GROVE	CA	95758
1160870069	STEVENS APRIL M	9534 BIG TIMBER DR	ELK GROVE	CA	95758
1160870068	MULLOY SUSAN MERKLIN	9538 BIG TIMBER DR	ELK GROVE	CA	95758
1160870067	WINNINGTON CHRISTOPHER DAVID/JULIE	9542 BIG TIMBER DR	ELK GROVE	CA	95758
1160640032	KANG FRANCIS/CAROLINE A	7818 WYMARK DR	ELK GROVE	CA	95758
1160870081	YEE MAY C	8255 CARIBOU PEAK WY	ELK GROVE	CA	95758

1160590061	HUBER CHARLES R/VIOLA N	9607 SOARING OAKS DR	ELK GROVE	CA	95758
1160870015	GREELEY LURETTA/STEVEN	8234 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160360117	SILVA CORY	9514 DUNKERRIN WY	ELK GROVE	CA	95758
1160640044	LAMBUTH RYAN S/AMY E	7713 HAZENMORE CT	ELK GROVE	CA	95758
1160980001	FOWLER GORDON D/DAMARIS O	9534 VILLAGE TREE DR	ELK GROVE	CA	95758
1160870066	MORENO ERNESTO/LORRAINE	9546 BIG TIMBER DR	ELK GROVE	CA	95758
1160590007	BOYD JOHN TOBIN	9516 DELBURNS CT	ELK GROVE	CA	95758
1160640015	PATTENAUDE HAROLD E/RUTH E	7921 WYMARK DR	ELK GROVE	CA	95758
1161410002	LU YINH HUNG	6820 KILCONNELL DR	ELK GROVE	CA	95758
1160590046	DIFFEY KEITH/JILL	9622 SOARING OAKS DR	ELK GROVE	CA	95758
1160590087	O'SULLIVAN EMMETT	7701 HAZENMORE CT	ELK GROVE	CA	95758
1160360025	LEMIRE BRETT J/JOAN L/NANCY L	7003 KILCONNELL DR	ELK GROVE	CA	95758
1160360116	BOOTHE KATHERINE/CHRISTOPHER	9516 DUNKERRIN WY	ELK GROVE	CA	95758
1160360004	DEOCA RAMON MONTES/LEIA EVANS	9542 DUNKERRIN WY	ELK GROVE	CA	95758
1160640031	SULLERA EMMA MARIE	7904 WYMARK DR	ELK GROVE	CA	95758
1160970029	NGHIEM LEWIS	9531 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160870013	HARPER VIVIAN N	8226 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160360027	SMITH NICHOLE	9507 TARBERT DR	ELK GROVE	CA	95758
1160970046	SOLRZANO FAMILY TRUST	8120 VILLAGE BROOK WY	ELK GROVE	CA	95758
1160870012	SAULTER MICHAEL J	8222 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870082	MOSELEY ANTHONY VERNON/CONSTANCE L	8251 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640045	SOLANO LUIS ORLANDO	7717 HAZENMORE CT	ELK GROVE	CA	95758
1160930041	BECK JAYMESON MAIN	8225 STARBURST LN	ELK GROVE	CA	95758
1160350106	NGUYEN PETER (Est Of)	8159 RED ELK DR	ELK GROVE	CA	95758
1160590011	KOWSKI JOHN H	9519 DELBURNS CT	ELK GROVE	CA	95758
1160640046	BROSTERHOUS RAYMOND L II/LAURALEE	7721 HAZENMORE CT	ELK GROVE	CA	95758
1160590062	MARGATE RYAN G	9613 SOARING OAKS DR	ELK GROVE	CA	95758
1160870065	GERALD S/OLGA A KING REVOCABLE TRUST	9550 BIG TIMBER DR	ELK GROVE	CA	95758
1160930043	DANGERFIELD CHRISTINA M	8217 STARBURST LN	ELK GROVE	CA	95758
1161410004	TORRES ROSA	6900 KILCONNELL DR	ELK GROVE	CA	95758
1160870040	BOLAN BARBARA A	9513 BIG TIMBER DR	ELK GROVE	CA	95758
1160690018	BANFORD ERROL G/MELANIE A	9524 ROYSTON WY	ELK GROVE	CA	95758
1160360023	HUDSON RICHARD	7007 KILCONNELL DR	ELK GROVE	CA	95758
1160930044	LU HELEN NJAMES W HU	8213 STARBURST LN	ELK GROVE	CA	95758
1160360113	STEVES KENNETH FRANK/RUBY	9522 DUNKERRIN WY	ELK GROVE	CA	95758
1160870083	NORRIS WILLIAM J/LISA D	8247 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640030	COOPER JUSTIN/JULEE	7910 WYMARK DR	ELK GROVE	CA	95758

1161410005	LY VANESSA	6910 KILCONNELL DR	ELK GROVE	CA	95758
1160640095	LEE PINGLETON TRUST	7801 CHAPLIN CT	ELK GROVE	CA	95758
1160970030	MALIK JAMAL V	9535 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160590047	CHAPMAN DARCIE/MARK A	9626 SOARING OAKS DR	ELK GROVE	CA	95758
1160640096	BERSAMINA THERESA P	7805 CHAPLIN CT	ELK GROVE	CA	95758
1160360022	MYOSE KEVIN	7009 KILCONNELL DR	ELK GROVE	CA	95758
1160690005	FRITZSCHE FAMILY REVOCABLE 1999 TRUST	9521 ROYSTON WY	ELK GROVE	CA	95758
1160930045	PFEIFFER NICOLE	8209 STARBURST LN	ELK GROVE	CA	95758
1160970050	LEE FLOYD PRESTON SR/ALTHEA	9526 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360112	O'BRIEN MARY L	9524 DUNKERRIN WY	ELK GROVE	CA	95758
1160590086	KEUSCHER-BARKMAN CHARLOTTE M	7621 GLENBAIN WY	ELK GROVE	CA	95758
1160870064	DIXON RICHARD/ESTHER HUIZAR	9554 BIG TIMBER DR	ELK GROVE	CA	95758
1160590008	SOTELO RALPH J II	9520 DELBURNS CT	ELK GROVE	CA	95758
1160360021	BYNUM GREGG E	7101 KILCONNELL DR	ELK GROVE	CA	95758
1161410006	KJUANG AMY H/YU F	6920 KILCONNELL DR	ELK GROVE	CA	95758
1160930046	THOMAS DONNA	8205 STARBURST LN	ELK GROVE	CA	95758
1160590010	MONHEIM HARRY/JANET L	9523 DELBURNS CT	ELK GROVE	CA	95758
1160870084	NELSON WENDY	8243 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640097	ROSA-TEDLA ANDREA	7809 CHAPLIN CT	ELK GROVE	CA	95758
1160360005	LINSTEAD GREGORY J	9538 DUNKERRIN WY	ELK GROVE	CA	95758
1160640047	JORDAN MARY	7725 HAZENMORE CT	ELK GROVE	CA	95758
1160590063	MEI PHILIP/LISA TANG	9619 SOARING OAKS DR	ELK GROVE	CA	95758
1160360020	KUHN DAVID/JANNA C	7103 KILCONNELL DR	ELK GROVE	CA	95758
1160870041	WALKER TROY R	9517 BIG TIMBER DR	ELK GROVE	CA	95758
1160970024	BREWER BESS MURCHISON	9542 VILLAGE TREE DR	ELK GROVE	CA	95758
1160590009	BLAS ZAYDA	9524 DELBURNS CT	ELK GROVE	CA	95758
1160640098	TAPELLA CRAIG H/CARLENA L	7813 CHAPLIN CT	ELK GROVE	CA	95758
1160360111	NESSELBUSH JAMES K	9528 DUNKERRIN WY	ELK GROVE	CA	95758
1160930047	ADKINS CYNTHIA	8201 STARBURST LN	ELK GROVE	CA	95758
1160930040	JUNKIN TODD	8226 STARBURST LN	ELK GROVE	CA	95758
1161410046	HELEN H TRAN LIVING TRUST	6930 KILCONNELL DR	ELK GROVE	CA	95758
1160870063	YUHRE ROBERTA L	9558 BIG TIMBER DR	ELK GROVE	CA	95758
1160690017	BYALL WILLIAM E	9532 ROYSTON WY	ELK GROVE	CA	95758
1160930039	MURO HERIBERTO/ESTHER FIGUEROA	8222 STARBURST LN	ELK GROVE	CA	95758
1160640029	NEWMAN ROBERT W/JERRY	7916 WYMARK DR	ELK GROVE	CA	95758
1160590085	SAECHAO NAI L/MEUY C SAETEURN	7617 GLENBAIN WY	ELK GROVE	CA	95758
1160360110	PELLEGRINI JOE M/RENEE R	9530 DUNKERRIN WY	ELK GROVE	CA	95758

1160870085	FOX JAMES A/GERALDINE	8239 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160590048	BARNUM CARL J	9632 SOARING OAKS DR	ELK GROVE	CA	95758
1160970051	NGUYEN TOM	9530 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360019	CLEMENTS CALVIN J III/JENNIFER	7105 KILCONNELL DR	ELK GROVE	CA	95758
1160970031	MASSAGLI KERRY/KOLOTITA	9539 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1161410040	DO FAMILY LIVING TRUST	6805 FOX CLIFF WY	ELK GROVE	CA	95758
1160360108	FILAN AMY/DAVID	9534 DUNKERRIN WY	ELK GROVE	CA	95758
1160870011	LANDIN MANUEL C	8218 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160970044	NORTON BRUCE ALMER	9549 VILLAGE TREE DR	ELK GROVE	CA	95758
1160360107	SCHLITTENHART GAYLA	9536 DUNKERRIN WY	ELK GROVE	CA	95758
1160360018	HARTLEY KAREN	7107 KILCONNELL DR	ELK GROVE	CA	95758
1160870086	GRECU INGRID/GARY STEWART	8235 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640099	DELEO MARY K	7817 CHAPLIN CT	ELK GROVE	CA	95758
1161410041	TA KIM HOATHUY TRUONG	6809 FOX CLIFF WY	ELK GROVE	CA	95758
1160690007	SUZUKI MARY T	9535 ROBLIN CT	ELK GROVE	CA	95758
1160870062	SPAULDING JOSHUA ELI/HEIDI B	9562 BIG TIMBER DR	ELK GROVE	CA	95758
1160930048	TROUT KAREN J	8191 STARBURST LN	ELK GROVE	CA	95758
1160590049	PEA LEROY F/ROSANA O	9638 SOARING OAKS DR	ELK GROVE	CA	95758
1160690006	BAGANZ FAMILY TRUST	9531 ROBLIN CT	ELK GROVE	CA	95758
1160870042	PEREIRA MANUEL F/ALISE M	9521 BIG TIMBER DR	ELK GROVE	CA	95758
1160640016	DEMENT LIVING TRUST	9540 ROYSTON WY	ELK GROVE	CA	95758
1160870044	ARSENault MARK T/MARGARET B	9529 BIG TIMBER DR	ELK GROVE	CA	95758
1160870045	GONSALEZ JULIO JR/GONSALEZ REGINA DEMELO S	9533 BIG TIMBER DR	ELK GROVE	CA	95758
1160870046	NOLASCO SILVERIO/ALICIA JAIME	9537 BIG TIMBER DR	ELK GROVE	CA	95758
1160870047	POLANSKI JONATHAN J/ANITA M	9543 BIG TIMBER DR	ELK GROVE	CA	95758
1160590064	JOHNSON KENNETH W	9625 SOARING OAKS DR	ELK GROVE	CA	95758
1160970023	DOUGAL MARGARET E/TORI L TRASK	9546 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410047	ARDISSON DAVID	7000 KILCONNELL DR	ELK GROVE	CA	95758
1160870087	SCHNEIDER WILLIAM CHARLES II/ANNMARIE	8231 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161410042	GEACH RODD/KARLA	6813 FOX CLIFF WY	ELK GROVE	CA	95758
1160970052	LOPEZ MARIE A	9534 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160360016	WEEKS JOHN C/MARTA M	7111 KILCONNELL DR	ELK GROVE	CA	95758
1160590084	LEON HILARY R/ROBERT A	7613 GLENBAIN WY	ELK GROVE	CA	95758
1160930141	FRASER JOSEPH/HIN CHUNG PUT	8227 DIMENSIONS LN	ELK GROVE	CA	95758
1160870061	NOAKES ROBERT B/CYNTHIA	9566 BIG TIMBER DR	ELK GROVE	CA	95758
1160930142	TERESA M KAHL TRUST	8223 DIMENSIONS LN	ELK GROVE	CA	95758
1160930049	LOUIE BENNY/SEMI HSU	8187 STARBURST LN	ELK GROVE	CA	95758

1160970043	MARTIN TANYA	9553 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410007	EBUEN ANTONIO E/OFELIA E/TR	7002 KILCONNELL DR	ELK GROVE	CA	95758
1160930037	WATSON SCOTT	9531 DOMINION WOOD LN	ELK GROVE	CA	95758
1160640028	ALVARADO SERVIN RICARDO	7920 WYMARK DR	ELK GROVE	CA	95758
1160870088	STRUTNER KOOGEE	8227 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160970032	WADE PAMELA	9543 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160640100	TRUONG MY-HANH THI/NAM BINH NGUYEN	7821 CHAPLIN CT	ELK GROVE	CA	95758
1160590050	BARKLEY BRUCE/LACINDA	9644 SOARING OAKS DR	ELK GROVE	CA	95758
1161410043	WHITEHURST CHRISTOPHER S/PAMELA S	6817 FOX CLIFF WY	ELK GROVE	CA	95758
1160930036	CASANOVA LEONEL C/LESA M	9530 DOMINION WOOD LN	ELK GROVE	CA	95758
1160870048	AMEY NYMIA	9549 BIG TIMBER DR	ELK GROVE	CA	95758
1160640051	GEORGE J RUST TRUST	7710 HAZENMORE CT	ELK GROVE	CA	95758
1160640052	MARTINEZ DICK J/DONNA M	7704 HAZENMORE CT	ELK GROVE	CA	95758
1160360014	HOOD MARY O	7115 KILCONNELL DR	ELK GROVE	CA	95758
1160640050	BILSTAD VICTORIA REA/DAVE LEE	7714 HAZENMORE CT	ELK GROVE	CA	95758
1160870060	APIA KANO/AMELISSA	9570 BIG TIMBER DR	ELK GROVE	CA	95758
1161410008	PADDOCK JUSTIN/ELIZABETH TINDELL	7004 KILCONNELL DR	ELK GROVE	CA	95758
1160930050	SERNA DARYL J	8183 STARBURST LN	ELK GROVE	CA	95758
1160590088	MILLER MATTHEW B/ELIZABETH S	7700 HAZENMORE CT	ELK GROVE	CA	95758
1160930035	EDWARDS ANN T	9533 SUNLIGHT LN	ELK GROVE	CA	95758
1161410044	BEAUCHAMP DONALD J/NINA D	6821 FOX CLIFF WY	ELK GROVE	CA	95758
1160970053	LEMONS LANCE/SUKANYA	9538 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1160590051	CLOUD ROBERT M/NADINE R	9658 SOARING OAKS DR	ELK GROVE	CA	95758
1160870010	FARLEY RHONDA JEAN	8214 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160870049	BHAN IRENE/GARY C/CHANDRA/RAJ M	9553 BIG TIMBER DR	ELK GROVE	CA	95758
1160870059	COOK CAYCE M	9574 BIG TIMBER DR	ELK GROVE	CA	95758
1160590052	DENTON NEAL G	9666 SOARING OAKS DR	ELK GROVE	CA	95758
1160590089	BAGHESTANIAN KAMRAN	7622 GLENBAIN WY	ELK GROVE	CA	95758
1160640049	SALDIVAR LETICIA D/WILLIAM	7720 HAZENMORE CT	ELK GROVE	CA	95758
1160360013	CHEUNG VINCENT KA MING/MICKY MEI	7201 KILCONNELL DR	ELK GROVE	CA	95758
1160970042	GOEREND FREDERICK A/NANCY J GUZMAN	9557 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640048	PARKER CHRYS TAL	7724 HAZENMORE CT	ELK GROVE	CA	95758
1161410045	PERCY O/JANA N TEJEDA REV TRUST	6825 FOX CLIFF WY	ELK GROVE	CA	95758
1160590053	THOMAS LOUISE M	9672 SOARING OAKS DR	ELK GROVE	CA	95758
1160590083	MANRIQUEZ GERARDO/REYNA REYES-MANRIQUEZ	7609 GLENBAIN WY	ELK GROVE	CA	95758
1160590054	GONZALEZ FELIX/JENNIE L	9678 SOARING OAKS DR	ELK GROVE	CA	95758
1160590055	CALORA DOUGLAS A/CHRISTINE M	9684 SOARING OAKS DR	ELK GROVE	CA	95758

1160360012	JAMES E/DENISE M GOULART REV LIVING TRUST	7203 KILCONNELL DR	ELK GROVE	CA	95758
1160590065	CHIMA AMRIK S/SHAMSHER K	9631 SOARING OAKS DR	ELK GROVE	CA	95758
1160640101	MICKELSEN HARVEY P/STEPHANIE B	7825 CHAPLIN CT	ELK GROVE	CA	95758
1160360006	TAYLOR DEANNA M	7215 KILCONNELL DR	ELK GROVE	CA	95758
1160930106	MAY DENYSE	9534 DOMINION WOOD LN	ELK GROVE	CA	95758
1160690008	JOSEPH T GARCIA/JAN L GARCIA REVOCABLE LIVING TR	119539 ROBLIN CT	ELK GROVE	CA	95758
1160930105	HAAE MEHRDAD	9535 DOMINION WOOD LN	ELK GROVE	CA	95758
1160360007	MERIAN RENEE SUZANNE	7213 KILCONNELL DR	ELK GROVE	CA	95758
1160360011	BONNER MICHAEL J	7205 KILCONNELL DR	ELK GROVE	CA	95758
1160870058	SALINAS JEFF B/DANIELLE F LOPEZ	9578 BIG TIMBER DR	ELK GROVE	CA	95758
1160360010	LING TRUST	7207 KILCONNELL DR	ELK GROVE	CA	95758
1160930140	DOMINGOS JENNIFER/CINDY/RONALD	8228 DIMENSIONS LN	ELK GROVE	CA	95758
1160640094	REDDICK GLENN M	7800 CHAPLIN CT	ELK GROVE	CA	95758
1160360008	ANGELINA M RATTI REVOCABLE TRUST	7211 KILCONNELL DR	ELK GROVE	CA	95758
1160360009	CONOVER CASSANDRA	7209 KILCONNELL DR	ELK GROVE	CA	95758
1160870050	GARTNER ERNST/KATHARINE	9557 BIG TIMBER DR	ELK GROVE	CA	95758
1160970021	GUTIERREZ ARTURO L/ARTURO L ALCANTARA	9554 VILLAGE TREE DR	ELK GROVE	CA	95758
1160930034	COOLEY DENNIS A	9537 SUNLIGHT LN	ELK GROVE	CA	95758
1160970054	SMITH PEARSON JANICE/JOE PEARSON	9542 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1161420002	DENNIS DIAMONON FAMILY TRUST	7102 KILCONNELL DR	ELK GROVE	CA	95758
1160930139	GINN ALICIA D/ROBIN E TUCK	8224 DIMENSIONS LN	ELK GROVE	CA	95758
1160590090	GARCIA MICHAEL/JULIE	7601 MENDHAM CT	ELK GROVE	CA	95758
1160930061	WALKER DAVID R	9534 SUNLIGHT LN	ELK GROVE	CA	95758
1161410048	LOVELACE CHRISTOPHER	6901 FOX CLIFF WY	ELK GROVE	CA	95758
1160970041	WALLACE LINDA J	9561 VILLAGE TREE DR	ELK GROVE	CA	95758
1160870009	FURUOKA TOBY	8210 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160640092	DAVID W/PAULA C ANDERSON FAMILY TRUST	7810 CHAPLIN CT	ELK GROVE	CA	95758
1160850025	NEWBOLD D'ARTAGNAN/KAY ELLEN	8285 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850024	SMITH DANA M/LANCE D	8289 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161420003	RUDOLPH MARGARET/FREDERICK ELLIS TOUSSAINT	7104 KILCONNELL DR	ELK GROVE	CA	95758
1160850021	ROLTSCH WILLIAM J/IRENE A	8301 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160640093	EN MIN/HELEN CHIA FAMILY TRUST	7804 CHAPLIN CT	ELK GROVE	CA	95758
1160930104	BUTLER STEPHANIE	9539 DOMINION WOOD LN	ELK GROVE	CA	95758
1160870089	MCCARTHY THOMAS R/CYNTHIA	8205 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930060	RALSTON CINDY K	9539 S COAST LN	ELK GROVE	CA	95758
1160930107	CHACON DENNIS JR/JAMIE GARCIA	9538 DOMINION WOOD LN	ELK GROVE	CA	95758
1160590082	CHIMA JAGDIP/MAYA W	7605 GLENBAIN WY	ELK GROVE	CA	95758



1160840091	GRUBBS ERIC/LAURA	7818 CHAPLIN CT	ELK GROVE	CA	95758
1160970001	MOORE DONALD J/KYOKO	9634 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640102	TANG CHEN/HERMIA C CHOW	7829 CHAPLIN CT	ELK GROVE	CA	95758
1161420010	APOSTOL VIVIAN/LEONARDO	7108 KILCONNELL DR	ELK GROVE	CA	95758
1160640055	MCHUGH NORMA L	7625 MENDHAM CT	ELK GROVE	CA	95758
1160870057	FRECHETTE DONALD E/LINDA M	9582 BIG TIMBER DR	ELK GROVE	CA	95758
1160970020	SMITH SAMMIE J	9558 VILLAGE TREE DR	ELK GROVE	CA	95758
1160870052	ARAUZA SERGIO	9565 BIG TIMBER DR	ELK GROVE	CA	95758
1160970055	SWEDIN MICHAEL A/ROSA L	9546 LITTLE RAPIDS WY	ELK GROVE	CA	95758
1161410037	LAW EDMUND KIZENA L	6800 FOX CLIFF WY	ELK GROVE	CA	95758
1161410036	CECIL JEFFREY L/SUSAN R	6804 FOX CLIFF WY	ELK GROVE	CA	95758
1160930033	FREY JOYCE/MARK/WILLIAM E	9541 SUNLIGHT LN	ELK GROVE	CA	95758
1160640056	SMITH FAMILY TRUST	7629 MENDHAM CT	ELK GROVE	CA	95758
1161410050	VIRGINIA J YEE REVOCABLE TRUST	6909 FOX CLIFF WY	ELK GROVE	CA	95758
1160640054	KNUTSEN LARS B	7621 MENDHAM CT	ELK GROVE	CA	95758
1160930062	HUGHES DAZZA D	9538 SUNLIGHT LN	ELK GROVE	CA	95758
1161410035	RAMIREZ GUILLERMO E/GUADALUPE M	6812 FOX CLIFF WY	ELK GROVE	CA	95758
1160640017	BARTLETT RANDALL K/DENICE D	8001 WYMARK DR	ELK GROVE	CA	95758
1160930145	RANDALL LOUIS J III/BETTYE C STEVENS/WILLIAM/ETAL	9542 NEW TRADITION LN	ELK GROVE	CA	95758
1160590095	LYNN MICHAEL R/LYNN SUSAN EARL	7607 MENDHAM CT	ELK GROVE	CA	95758
1160870053	TENER TRUST	9569 BIG TIMBER DR	ELK GROVE	CA	95758
1160590066	RODRIGUEZ RUBEN F/MARINA T	9641 SOARING OAKS DR	ELK GROVE	CA	95758
1160640083	CHISUM DEAN M/MICHIKO M	7807 BARDSWELL CT	ELK GROVE	CA	95758
1161420021	NGUYEN STEPHANIE	7020 FOX CLIFF WY	ELK GROVE	CA	95758
1160930059	PITTMAN QUENTIN	9543 S COAST LN	ELK GROVE	CA	95758
1160930053	TANNER BYRON L/LENA JOLEEN	9540 S COAST LN	ELK GROVE	CA	95758
1160690009	JOHN/JUDY JAEGER FAMILY TRUST	9543 ROBLIN CT	ELK GROVE	CA	95758
1160640053	TAM BENJAMIN	7615 MENDHAM CT	ELK GROVE	CA	95758
1160640090	CROYLE WARRINGTON R/PATRICIA E	7824 CHAPLIN CT	ELK GROVE	CA	95758
1161410034	DONOVAN BRIAN P/KIMBERLEY C	6816 FOX CLIFF WY	ELK GROVE	CA	95758
1160930103	WHITE ANTHONY/MILANE	9543 DOMINION WOOD LN	ELK GROVE	CA	95758
1160590081	RAYMOND E/WANDA L WILMOTH FAMILY TRUST	7601 GLENBAIN WY	ELK GROVE	CA	95758
1160640082	STYRON FRANCES G/ROBERT L	7801 BARDSWELL CT	ELK GROVE	CA	95758
1160970033	YOUNGREN RICHARD ALLEN	9615 VILLAGE TREE DR	ELK GROVE	CA	95758
1160970002	MENDOZA ARMANDO/KARI L	9630 VILLAGE TREE DR	ELK GROVE	CA	95758
1161420006	RESLER CHRISTINE M	6917 FOX CLIFF WY	ELK GROVE	CA	95758
1160930108	ROMEIO MARY	9542 DOMINION WOOD LN	ELK GROVE	CA	95758

1161420022	NGUYEN TUAN C/THAO D HO	9534 FOX WIND CT	ELK GROVE	CA	95758
1160870054	ROMEO COURTNEY D/JOSEPH JOHN	9573 BIG TIMBER DR	ELK GROVE	CA	95758
1160850029	ISERI ANDY TAKUZO/TAMMY TAMIKO HAMAKAWA-ISERI	8269 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160970039	BRANDES MICHAEL	9569 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410033	PARENTEAU SCOTT L	6820 FOX CLIFF WY	ELK GROVE	CA	95758
1160640084	HEYWARD HARVEY L/SHARON H	7811 BARDSWELL CT	ELK GROVE	CA	95758
1160590067	MC GILLVRAY LAUREL	9653 SOARING OAKS DR	ELK GROVE	CA	95758
1160690015	YEE WAYMAN	9538 ROBLIN CT	ELK GROVE	CA	95758
1160930063	BIGLEY CYNTHIA J	9542 SUNLIGHT LN	ELK GROVE	CA	95758
1161420007	SE ALYSSA/KIET	6921 FOX CLIFF WY	ELK GROVE	CA	95758
1160930032	GUGLIEMO BRYAN	9545 SUNLIGHT LN	ELK GROVE	CA	95758
1160870007	MAGANA JHANIS L W	8202 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161410032	ROBERT S/BETTY B SALAMANCA LVNG TRUST	6824 FOX CLIFF WY	ELK GROVE	CA	95758
1160930054	WRIGHT SEAN E/AVILMA IRIS RIOS WRIGHT	9544 S COAST LN	ELK GROVE	CA	95758
1160850030	PALMER IDA G/OTIS D	8265 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160970035	PARKER NICOLAS C	9607 VILLAGE TREE DR	ELK GROVE	CA	95758
1160930102	TIMBERLAKE GILBERT L/CHRISTINA CEPRIANO	9547 DOMINION WOOD LN	ELK GROVE	CA	95758
1160870091	TRAINA GARY/MARGARET/JENNIFER	8197 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160590068	ON ANH LAN	9659 SOARING OAKS DR	ELK GROVE	CA	95758
1160590091	MARCH FAMILY TRUST	7600 MENDHAM CT	ELK GROVE	CA	95758
1160870056	ZAMUDIO MIRTHA S/JUAN E	9586 BIG TIMBER DR	ELK GROVE	CA	95758
1161420008	LUI JOHN YANANG/JASON LICHI	6925 FOX CLIFF WY	ELK GROVE	CA	95758
1160970018	JUN SANG Y/SOOK-MI	9566 VILLAGE TREE DR	ELK GROVE	CA	95758
1160930136	THIO EDDY	8230 NEW HOME LN	ELK GROVE	CA	95758
1160930058	ROBINSON SHANNON C	9547 S COAST LN	ELK GROVE	CA	95758
1160640085	GRIMSLEY PATRICIA M	7815 BARDSWELL CT	ELK GROVE	CA	95758
1161420020	CHEN SHU CHEN/KE HSIUNG HSIEH	7016 FOX CLIFF WY	ELK GROVE	CA	95758
1161420029	HO BAO DONG	7200 KILCONNELL DR	ELK GROVE	CA	95758
1160070026	OLSEN RICHARD L/JOAN G	9554 SABRINA LN	ELK GROVE	CA	95758
1160640089	CONWAY MICHAEL J/BELINDA	7828 CHAPLIN CT	ELK GROVE	CA	95758
1160590069	DELIZO RUDY/SONIA	9665 SOARING OAKS DR	ELK GROVE	CA	95758
1160640057	ELMER M/EVELYN C IGNACIO 2004 R	7628 MENDHAM CT	ELK GROVE	CA	95758
1161420004	RAMIREZ JOSE/ANEL ROA	7202 KILCONNELL DR	ELK GROVE	CA	95758
1160970036	CHI LILY N	9603 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640086	CLIFFORD A CHOW/CAROL F TANAKA REVOCABLE TRU	7819 BARDSWELL CT	ELK GROVE	CA	95758
1160640026	RANEY SID R/CANDACE S	8000 WYMARK DR	ELK GROVE	CA	95758

1160590071 DENNIS W ARNAL REVOCABLE TRUST	9677 SOARING OAKS DR	ELK GROVE	CA	95758
1161420009 CHARITAR MAHENDRAMUNITA	7001 FOX CLIFF WY	ELK GROVE	CA	95758
1160930109 MATRANGA TERESA	9546 DOMINION WOOD LN	ELK GROVE	CA	95758
1160640081 BALBIANI MARIO A/CAROL R	7800 BARDSWELL CT	ELK GROVE	CA	95758
1160970003 KAHTERAN MUHAMED/JEANNIE	9626 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410026 JEANETTE TSUTSUI TRUST	9574 TARBERT DR	ELK GROVE	CA	95758
1161410027 RODRIGUEZ LIWANAG T	9570 TARBERT DR	ELK GROVE	CA	95758
1161420038 TALANI MICHAEL J JR/MICHELE L	9541 MEADOW CLIFF CT	ELK GROVE	CA	95758
1160690010 KIM KIL ROK/SUNG YEO	9547 ROBLIN CT	ELK GROVE	CA	95758
1160970037 TRITZ RICHARD J IV	9597 VILLAGE TREE DR	ELK GROVE	CA	95758
1160590080 EMILYN B HAYNIE LIVING TRUST	7437 GRENFELL CT	ELK GROVE	CA	95758
1161410016 JIMENEZ HENRY/IRIS	6900 FOX CLIFF WY	ELK GROVE	CA	95758
1160690014 SARETTE JOHN A/PRESELY R	9542 ROBLIN CT	ELK GROVE	CA	95758
1160870006 NEWELL ASHLEY/DUSTIN	8198 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930147 HALE ROBERT T/LYNN E M	9550 NEW TRADITION LN	ELK GROVE	CA	95758
1160850045 TALLEY MAURICE/CINDY	8284 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160640103 TSCHIDA KENNETH G/DEE ANN	7914 KILLDEER WY	ELK GROVE	CA	95758
1161410028 NAYIBKHIL MOHAMMAD	9566 TARBERT DR	ELK GROVE	CA	95758
1160930064 VAN AIRSDALE PATRICIA A/DONALD J	9548 SUNLIGHT LN	ELK GROVE	CA	95758
1160970017 GUIMA LUIS R	9570 VILLAGE TREE DR	ELK GROVE	CA	95758
1160930055 HENDRICKSON WARD THOMAS	9548 S COAST LN	ELK GROVE	CA	95758
1160870092 SNYDER PAMELA MICHELE	8193 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161420023 AFLATOONI BIJAN/FARZANEH	9538 FOX WIND CT	ELK GROVE	CA	95758
1160590094 GARCIA LILY	7604 MENDHAM CT	ELK GROVE	CA	95758
1160970038 TREVINO BLANCA/ELAINE OGLE	9593 VILLAGE TREE DR	ELK GROVE	CA	95758
1160850032 ALLEY NICOLE/JEFFERY	8255 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160930101 KEMMER BETTY K	9551 DOMINION WOOD LN	ELK GROVE	CA	95758
1160930057 JOSE MICKY	9551 S COAST LN	ELK GROVE	CA	95758
1161410015 LI HAILI/DANIEL T TZE	6904 FOX CLIFF WY	ELK GROVE	CA	95758
1161410029 PEEK FAMILY TRUST	9562 TARBERT DR	ELK GROVE	CA	95758
1160930133 GUMS DAVID/DIANE HELEN/MICHAEL LLOYD	8231 WOODS EDGE LN	ELK GROVE	CA	95758
1160590092 HAYNES RAYMOND N JR/PAMELA	7521 KILLDEER WY	ELK GROVE	CA	95758
1160850033 ROSAS-PETTITT DELMIRA	8249 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160590079 PEARSON WILLIAM EDWARD/JOLEEN R	7431 GRENFELL CT	ELK GROVE	CA	95758
1161410014 LOR CHOR/XAY THAO	9544 FOX FLOWER CT	ELK GROVE	CA	95758
1160930134 MULLOCK BRANDON/ELIZABETH M SCHLOSSER	8227 WOODS EDGE LN	ELK GROVE	CA	95758
1160850019 ARESON THOMAS E/LINDA G	8309 BULL MOUNTAIN CI	ELK GROVE	CA	95758

1160970004	MUNOZ GALLEGOS RAMONA/JOE V GALLEGOS	9622 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640058	ALLEN/FAITH KING REVOCABLE TRUST	7624 MENDHAM CT	ELK GROVE	CA	95758
1160870005	RADER LYNN/COBA	8194 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930148	HALL JENNIFER M	9554 NEW TRADITION LN	ELK GROVE	CA	95758
1160640025	DALE D/BARBARA J SMITH REVOCABLE TRUST	8006 WYMARK DR	ELK GROVE	CA	95758
1160640062	BOWERS KAREN/SCOTT	7608 MENDHAM CT	ELK GROVE	CA	95758
1160640104	SABATONI BRAD L	7908 KILLDEER WY	ELK GROVE	CA	95758
1160970016	HANKS RONALD RALPH/ROXANNE MARIE MUNOZ	9574 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410031	PABALATE EDMUND/SUSANA E	9554 TARBERT DR	ELK GROVE	CA	95758
1160640088	PRICE BRENDA	7827 BARDSWELL CT	ELK GROVE	CA	95758
1160690011	BUTLER MARK WILLIAM/KRISTIANA VIDUYA-BUTLER	9551 ROBLIN CT	ELK GROVE	CA	95758
1160640059	ELLIS ROBERT ALLAN	7620 MENDHAM CT	ELK GROVE	CA	95758
1160590078	ON NAM CANH/JOANNA M YEE	7425 GRENFELL CT	ELK GROVE	CA	95758
1160930056	GILCHRIST DIANE PATRICIA	9552 S COAST LN	ELK GROVE	CA	95758
1160930100	LIDSKIN AMBER/MICHAEL I	9555 DOMINION WOOD LN	ELK GROVE	CA	95758
1161420031	VARGAS DENNIS/LORETTA S	9544 MEADOW CLIFF CT	ELK GROVE	CA	95758
1160870093	FERREIRA JENNIFER L	8189 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160690013	REAGER JULIE H/KEVIN W	9546 ROBLIN CT	ELK GROVE	CA	95758
1161420037	BRIDGEWATER ERICKA	9545 MEADOW CLIFF CT	ELK GROVE	CA	95758
1160970006	GARCIA JANINE DENISE	9614 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640060	CRANDELL JAMES D/PATRICIA M	7616 MENDHAM CT	ELK GROVE	CA	95758
1160930016	PEREZANNA M	9555 S COAST LN	ELK GROVE	CA	95758
1160850047	PEDRON SERAFIN P JR	8312 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160640061	TRACEY A SAIZAN 1997 SEPARATE PROP REVOCABLE	T 7612 MENDHAM CT	ELK GROVE	CA	95758
1161420024	HUYNH NGAN/PAUL YEH	9542 FOX WIND CT	ELK GROVE	CA	95758
1160640080	PETERSON SARAH	7804 BARDSWELL CT	ELK GROVE	CA	95758
1160930111	MALICKI MICHAEL/KELLEY CLARK	9554 DOMINION WOOD LN	ELK GROVE	CA	95758
1161420018	JANDA KULVINDER/PUMMY	7008 FOX CLIFF WY	ELK GROVE	CA	95758
1160590077	RAFFERTY FAMILY TRUST	7419 GRENFELL CT	ELK GROVE	CA	95758
1160970007	VALADEZ JOSE A/NANCY	9610 VILLAGE TREE DR	ELK GROVE	CA	95758
1160590093	PAMINTUAN HERMINIO R/NORMITA G	7527 KILLDEER WY	ELK GROVE	CA	95758
1160590076	HUYNH CUONG/MUOI LU	7413 GRENFELL CT	ELK GROVE	CA	95758
1161420014	ERES JACOB PETER JR/PHYLLIS	9545 FOX FLOWER CT	ELK GROVE	CA	95758
1160930132	BOGGESS DIANE R	8232 WOODS EDGE LN	ELK GROVE	CA	95758
1160850018	JOHNSON COREY	8313 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160930029	GARY BEVERLY	9557 SUNLIGHT LN	ELK GROVE	CA	95758
1160590075	RONALD M/LISA D ONETO TRUST	7407 GRENFELL CT	ELK GROVE	CA	95758

1160970015	LOZADO BONIFACIO JR/ANA MARIA LOZADA	9578 VILLAGE TREE DR	ELK GROVE	CA	95758
1160870004	WUNSCHEL KAREN M	8190 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930149	CATRIS RYAN A/JOYCE L	9558 NEW TRADITION LN	ELK GROVE	CA	95758
1160970008	AMOX TODD D	9606 VILLAGE TREE DR	ELK GROVE	CA	95758
1161410017	LAI HAI NGOC	9543 TARBERT DR	ELK GROVE	CA	95758
1160850042	WIRT JOSEPH G/CHRISTINE M	9559 BEAVER TAIL CT	ELK GROVE	CA	95758
1160930066	STEIN TIMOTHY D/TERESA A	9556 SUNLIGHT LN	ELK GROVE	CA	95758
1160850036	WANG PETER Y	9550 BEAVER TAIL CT	ELK GROVE	CA	95758
1160850069	SCHREIBER JEAN	8185 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850067	SWIFT ANASTACIA M	9598 BIG TIMBER DR	ELK GROVE	CA	95758
1161420028	COBB RICHARD	9547 FOX WIND CT	ELK GROVE	CA	95758
1160930131	AZEVEDO MARGARET C	8228 WOODS EDGE LN	ELK GROVE	CA	95758
1161420015	LU ANH DAO	6926 FOX CLIFF WY	ELK GROVE	CA	95758
1160930099	MCKAUGHAN NARCILES M/LENORA M	9559 DOMINION WOOD LN	ELK GROVE	CA	95758
1160640077	MC GOWAN ROBERT F/MAXINE L	7818 BARDSWELL CT	ELK GROVE	CA	95758
1160970009	SCHMIDT PAUL A/MARIE L	9602 VILLAGE TREE DR	ELK GROVE	CA	95758
1160640024	NANTUNA REYNALDO E/LEONIDO C/SABINA E	8010 WYMARK DR	ELK GROVE	CA	95758
1160640020	BERNARD M/SHEILA F WALKER LIVING TRUST	8013 WYMARK DR	ELK GROVE	CA	95758
1160640105	TODD TANYA/MICHAEL A	7905 DYMENT CT	ELK GROVE	CA	95758
1161420032	TRAN HUNG Q/LIEN/TRACEY	9548 MEADOW CLIFF CT	ELK GROVE	CA	95758
1161220009	BUCK DAVID/MICHELE	7438 GRENFELL CT	ELK GROVE	CA	95758
1160690012	HAGINS DAVID A/DAWN L	9550 ROBLIN CT	ELK GROVE	CA	95758
1160640063	SIMCOCK MICHAEL S/DINA M MEDEIROS	7601 KILLDEER WY	ELK GROVE	CA	95758
1160930112	GIAMBASTIANI LEAH	9558 DOMINION WOOD LN	ELK GROVE	CA	95758
1161420025	GREEN KAREN L	9546 FOX WIND CT	ELK GROVE	CA	95758
1161410025	ENRIQUEZ ANTONIO/EDNA	9575 TARBERT DR	ELK GROVE	CA	95758
1161420017	LEKANDER DAVID/RHIANON	7004 FOX CLIFF WY	ELK GROVE	CA	95758
1161410024	NGUY HUNG BA	9571 TARBERT DR	ELK GROVE	CA	95758
1160930028	WASHINGTON EDWARD D/ANGELA J WARDEN	9561 SUNLIGHT LN	ELK GROVE	CA	95758
1160850037	FERGUSON JEFFREY T/TRACY L S	9554 BEAVER TAIL CT	ELK GROVE	CA	95758
1160930150	FORD MARY R	9562 NEW TRADITION LN	ELK GROVE	CA	95758
1161230052	CHANG JAMES C/PANSY C	8113 FANGIO CT	ELK GROVE	CA	95758
1160850035	WARE DEREK/CHERI	8254 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161220008	HENNESSY JOHN W/LUCIE M	7434 GRENFELL CT	ELK GROVE	CA	95758
1160640076	DANIEL PAUL R/MARGIE L	7821 KILLDEER WY	ELK GROVE	CA	95758
1160930067	BALTAZAR IRINEO	9560 SUNLIGHT LN	ELK GROVE	CA	95758
1161410023	NGUYEN ANDREW V/TAMMY T DINH	9567 TARBERT DR	ELK GROVE	CA	95758

1160930129	EVANS STEPHANIE E	8233 NEW GATEWAY LN	ELK GROVE	CA	95758
1160850070	TANAKA RONALD/JANICE	8181 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850066	VELASQUEZ KEITH/BREANA	9602 BIG TIMBER DR	ELK GROVE	CA	95758
1160930098	FERNANDEZ ANTONIO JR	9563 DOMINION WOOD LN	ELK GROVE	CA	95758
1160640110	CRISTOFANI FAMILY 2004 TRUST	7900 DYMENT CT	ELK GROVE	CA	95758
1161230053	POLICARPIO MICHAEL/JOSEPHINE	8109 FANGIO CT	ELK GROVE	CA	95758
1160640064	RASH FAMILY TRUST	7607 KILLDEER WY	ELK GROVE	CA	95758
1161420013	IYASERE FLORENCE/FRED	9553 FOX FLOWER CT	ELK GROVE	CA	95758
1160640069	HERNANDEZ EVER	7707 KILLDEER WY	ELK GROVE	CA	95758
1160970012	TELLEZ MAX/SUSAN	9590 VILLAGE TREE DR	ELK GROVE	CA	95758
1160850034	THORESEN MARK R/JEANNETTE	8250 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160930014	CEREZO EUNICE ESTRADA	9563 S COAST LN	ELK GROVE	CA	95758
1160970013	DENICO MICHAEL B/BONNIE J	9586 VILLAGE TREE DR	ELK GROVE	CA	95758
1160930130	SKEEN LINDA K	8229 NEW GATEWAY LN	ELK GROVE	CA	95758
1161410018	RUIZ BRENDA/RODERICK I	9547 TARBERT DR	ELK GROVE	CA	95758
1160850041	FERRER JAVIER C/ESTHER C	9563 BEAVER TAIL CT	ELK GROVE	CA	95758
1161410012	PETILLA MICHAEL/ANNIE	9552 FOX FLOWER CT	ELK GROVE	CA	95758
1161220007	ROBERTS DUANE A/MARGARET	7430 GRENFELL CT	ELK GROVE	CA	95758
1160640070	CHI LANCE/CHI IRENE WONG L	7713 KILLDEER WY	ELK GROVE	CA	95758
1161420027	BADWALZ IQBAL S/JASVINDER/RINKU	9551 FOX WIND CT	ELK GROVE	CA	95758
1160930113	ARCE-COLOMA ATILIO A/PATRICIA LAKOMY-ARCE	9562 DOMINION WOOD LN	ELK GROVE	CA	95758
1161410022	MCCAIN HARRY LYNN	9563 TARBERT DR	ELK GROVE	CA	95758
1160640023	BERTRAM ROBERT D/JOE ANN	8014 WYMARK DR	ELK GROVE	CA	95758
1161420033	NGUYEN TINA	9552 MEADOW CLIFF CT	ELK GROVE	CA	95758
1160640106	GRUBER ERIC/KAREN	7909 DYMENT CT	ELK GROVE	CA	95758
1160640021	CHRISTIE L GONZALES REVOCABLE TRUST	8017 WYMARK DR	ELK GROVE	CA	95758
1161420026	MATAGA-SHIMANE KATHRYN/STEPHEN SHIMANE	9550 FOX WIND CT	ELK GROVE	CA	95758
1160640071	SHIRLEY MEDEIRS-ZIEMAN REVOCABLE TRUST	7719 KILLDEER WY	ELK GROVE	CA	95758
1160930027	HOWARD CHARLES G	9565 SUNLIGHT LN	ELK GROVE	CA	95758
1160640066	LUCERO RUBEN	7619 KILLDEER WY	ELK GROVE	CA	95758
1160850016	LOCKE CHRISTOPHER LYLE	8321 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850084	SCRIBNER DAMIAN L/JENNIFER L	8182 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161230055	ELLINGTON ELVIA C	8101 FANGIO CT	ELK GROVE	CA	95758
1161220006	HARBRIDGE LANCE	7426 GRENFELL CT	ELK GROVE	CA	95758
1160930151	CARLTON KIMBERLY G	9566 NEW TRADITION LN	ELK GROVE	CA	95758
1160850038	RANGEL PABLO	9558 BEAVER TAIL CT	ELK GROVE	CA	95758
1160640072	PASCUA NICASIO A/EMERLINDA D/GUILLERMO A/MARIL`	7725 KILLDEER WY	ELK GROVE	CA	95758

1161220010	MELIN MARC R/MELISSA	7525 UNSER WY	ELK GROVE	CA	95758
1160850071	CARTER GABRIELA	8177 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930068	BULFORD RAYMOND A/MARY MIDANIEL DEAN WORTHLI	9564 SUNLIGHT LN	ELK GROVE	CA	95758
1160640109	PARIS GERRY/MARC A	7904 DYMMENT CT	ELK GROVE	CA	95758
1160640073	FONG JERRY Y/CAROL	7801 KILLDEER WY	ELK GROVE	CA	95758
1161230056	DACEY ANN E	8027 DREYFUS WY	ELK GROVE	CA	95758
1160930128	CARLOS M/MARIA D SILVA 1996 REVOCABLE TRUST	8234 NEW GATEWAY LN	ELK GROVE	CA	95758
1161410021	HUANG GARY MENG CHIEH/HUI LING CHEN	9559 TARBERT DR	ELK GROVE	CA	95758
1161220005	JONES GREGORY M/KELLY A	7422 GRENFELL CT	ELK GROVE	CA	95758
1160640075	VINE JASON B	7815 KILLDEER WY	ELK GROVE	CA	95758
1160930013	VALDEZ ROBERTO	9567 S COAST LN	ELK GROVE	CA	95758
1161410019	MARVIN/AVELIN LEE FAMILY TRUST	9551 TARBERT DR	ELK GROVE	CA	95758
1160640074	FLEMING LINH/PAUL	7807 KILLDEER WY	ELK GROVE	CA	95758
1160850050	GOULART NATHAN M/VALERIE M	8324 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161410020	TRAMPOSH LISA	9555 TARBERT DR	ELK GROVE	CA	95758
1161230057	TERRITO FAMILY TRUST	8023 DREYFUS WY	ELK GROVE	CA	95758
1160930114	VINCENT RICK J	9566 DOMINION WOOD LN	ELK GROVE	CA	95758
1161420012	RUIDERA LUIS R/ANITA L	9557 FOX FLOWER CT	ELK GROVE	CA	95758
1161420035	NGO CHINH/GAI NGUYEN	9557 MEADOW CLIFF CT	ELK GROVE	CA	95758
1160930127	SAMIMI HIDA/SHEKIB TAMANA	8230 NEW GATEWAY LN	ELK GROVE	CA	95758
1161410011	NGO HAO T	9556 FOX FLOWER CT	ELK GROVE	CA	95758
1161230058	HULT CYNTHIA	8019 DREYFUS WY	ELK GROVE	CA	95758
1160850083	VAIL MICHAEL ALLEN	8178 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160070025	ERNEST J HYDEN 2004 FAMILY TRUST	9564 SABRINA LN	ELK GROVE	CA	95758
1161220011	MURRAY JACQUELINE B/ANA M WEEKLEY	7521 UNSER WY	ELK GROVE	CA	95758
1160850015	RUEB MELINDA ELLEN	8325 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161220004	GAZOLA ALEXANDRE/LENISE M	7418 GRENFELL CT	ELK GROVE	CA	95758
1161420034	SANDHU GURMUKH SINGH/KULDEEP KAUR/GURDEV K	9556 MEADOW CLIFF CT	ELK GROVE	CA	95758
1161230072	KESSLER MEGGAN A	7801 MANSELL WY	ELK GROVE	CA	95758
1161220001	DECELLE DAVID	7400 GRENFELL CT	ELK GROVE	CA	95758
1160640022	TAUCHUS THOMAS J/GAIL A	8018 WYMARK DR	ELK GROVE	CA	95758
1161220003	VILLANUEVA BRIAN/ANN	7412 GRENFELL CT	ELK GROVE	CA	95758
1160850072	BOOTH MACE F	8173 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850061	CASTELLANOS GEORGINA/JOSE P	9613 BIG TIMBER DR	ELK GROVE	CA	95758
1160850064	CASTILLO RACHEL	9610 BIG TIMBER DR	ELK GROVE	CA	95758
1160930002	CHARLTON TIMOTHY/THERESA	9568 S COAST LN	ELK GROVE	CA	95758
1160930096	DAVIS BOBBIE J	9571 DOMINION WOOD LN	ELK GROVE	CA	95758

1161230059	WINN RICHARD T JR/MONICA M	8015 DREYFUS WY	ELK GROVE	CA	95758
1161220012	KALINOSKI DELORIS/DIANE L GLEN	7517 UNSER WY	ELK GROVE	CA	95758
1160930069	LOPICCOLO CHRISTA L	9568 SUNLIGHT LN	ELK GROVE	CA	95758
1160930012	YU RUOLAN	9571 S COAST LN	ELK GROVE	CA	95758
1161220002	WHIPS VERL GENE/BILLIE D	7406 GRENFELL CT	ELK GROVE	CA	95758
1161230060	BHANDAL GURBONSO/SUKHJINDER SINGH/ETAL	8011 DREYFUS WY	ELK GROVE	CA	95758
1160850051	WALTERS BARBARA JONES/JOHN C JONES	8328 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161220013	FREDERICKSEN TRACY L	7513 UNSER WY	ELK GROVE	CA	95758
1160640107	TAM DANNY/SUDANA KWOK	7913 DYMENT CT	ELK GROVE	CA	95758
1160640108	ARMSTRONG STEVE ATINA V	7908 DYMENT CT	ELK GROVE	CA	95758
1161230051	KU IKE IN	8112 FANGIO CT	ELK GROVE	CA	95758
1160930115	BARTLETT MARCIA A	9570 DOMINION WOOD LN	ELK GROVE	CA	95758
1161220014	RAMIREZ GEORGIA	7509 UNSER WY	ELK GROVE	CA	95758
1161420011	LE KATE	9561 FOX FLOWER CT	ELK GROVE	CA	95758
1160930025	VENTURA FAMILY TRUST	9573 SUNLIGHT LN	ELK GROVE	CA	95758
1161410010	CARRILLO RUTH ROLDAN	9560 FOX FLOWER CT	ELK GROVE	CA	95758
1161220071	JENKINS VICTORIA L	7602 KILLDEER WY	ELK GROVE	CA	95758
1160930126	LAWFORD-ANDERSEN SHANTA	9575 NEW TRADITION LN	ELK GROVE	CA	95758
1160930124	LENON MICHAEL J/DENISE	8229 NEW COMMONS LN	ELK GROVE	CA	95758
1161220015	LARNACH EUNICE L/JOHN M	7505 UNSER WY	ELK GROVE	CA	95758
1160930003	HENRY VERNON C JR	9572 S COAST LN	ELK GROVE	CA	95758
1161230071	CHANG MARGARET C/OLIVE A KAVLE	7805 MANSELL WY	ELK GROVE	CA	95758
1160850060	ROMERO RUBEN/MARIA G CALERON ROMERO	9617 BIG TIMBER DR	ELK GROVE	CA	95758
1161220072	SUNDBERG ALAN/PATTI	7606 KILLDEER WY	ELK GROVE	CA	95758
1161220079	GUECO ENER S/MARIA ELENA R	7706 KILLDEER WY	ELK GROVE	CA	95758
1161220078	BASIL ROSA MIRIAM/PATRICIA AUSTIN	7700 KILLDEER WY	ELK GROVE	CA	95758
1161220080	HERNANDEZ CESAR/GINA	7712 KILLDEER WY	ELK GROVE	CA	95758
1160930095	CHABOT GARY A/MINERVA C	9575 DOMINION WOOD LN	ELK GROVE	CA	95758
1160930011	SPEARMAN LYNN	9575 S COAST LN	ELK GROVE	CA	95758
1160930153	HILLSMAN DAVID FRANK	9574 NEW TRADITION LN	ELK GROVE	CA	95758
1161220077	VALENCIA JACQUELINE C	7626 KILLDEER WY	ELK GROVE	CA	95758
1161220081	COFER RICHARD L	7718 KILLDEER WY	ELK GROVE	CA	95758
1161230049	MASH THOMAS C	8104 FANGIO CT	ELK GROVE	CA	95758
1160850063	KINNARD CLAYTON A	9614 BIG TIMBER DR	ELK GROVE	CA	95758
1160850074	SOLIS CASIMIRA	8151 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850053	GARCIA NELSON A/ERICA	8354 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850073	RILEY BOBBI J	8155 CARIBOU PEAK WY	ELK GROVE	CA	95758



1161230048	ABDUL AHAD ALFREDA S	8100 FANGIO CT	ELK GROVE	CA	95758
1161220076	ZAPATA DALILA	7622 KILLDEER WY	ELK GROVE	CA	95758
1161220073	WILLIAMS JOE L/JOY-LYNN J	7610 KILLDEER WY	ELK GROVE	CA	95758
1161230002	WOLFF KAREN S	9574 ANDRETTI WY	ELK GROVE	CA	95758
1161230062	GOBLE DAVID J/KRISTEN/JANET L/JOHN L	8001 MANSELL WY	ELK GROVE	CA	95758
1160850058	SPILLMAN SUZANNE M	8374 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161220075	SINGH ANGELIKA	7618 KILLDEER WY	ELK GROVE	CA	95758
1161220074	ESPOSITO B MAXINE	7614 KILLDEER WY	ELK GROVE	CA	95758
1161220017	WELLER JASON/STACEY	7437 FOYT CT	ELK GROVE	CA	95758
1160930116	SHANKS FAMILY TRUST	9574 DOMINION WOOD LN	ELK GROVE	CA	95758
1161230070	TUSI PAULINE M	7809 MANSELL WY	ELK GROVE	CA	95758
1160930024	MATHEWS DARYL	9577 SUNLIGHT LN	ELK GROVE	CA	95758
1161230063	PETERSEN DUANE F/ESTHER	7925 MANSELL WY	ELK GROVE	CA	95758
1161230013	FAVILA BARBARA D/JESSE L	7800 MANSELL WY	ELK GROVE	CA	95758
1161220018	KARDY MARNIE J	7433 FOYT CT	ELK GROVE	CA	95758
1160850081	MCCARTY DOLORES JEANNE	8170 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160930004	BRILHART VERONICA	9576 S COAST LN	ELK GROVE	CA	95758
1161230064	BRYANT RAMONA L/ANTHONY D	7919 MANSELL WY	ELK GROVE	CA	95758
1161230039	HO NIKKI K	8024 DREYFUS WY	ELK GROVE	CA	95758
1161220019	HERNANDEZ MANUEL	7429 FOYT CT	ELK GROVE	CA	95758
1160930071	HOSINO DEBORAH ANN	9578 SUNLIGHT LN	ELK GROVE	CA	95758
1160930010	MAR BRIAN H/CLAUDIA	9579 S COAST LN	ELK GROVE	CA	95758
1160850059	STOUGHTON JEFFREY WAYNE/SARA JO KNIGHT	9621 BIG TIMBER DR	ELK GROVE	CA	95758
1160930154	AGUILERA MARY ANN	9578 NEW TRADITION LN	ELK GROVE	CA	95758
1160930123	FERNANDEZ HERIBERTO/CARMEN MELGOZA	8228 NEW COMMONS LN	ELK GROVE	CA	95758
1160850062	WARE JEDEDIAH/MELANIE	9618 BIG TIMBER DR	ELK GROVE	CA	95758
1161230038	KUBOI GAIL F	8020 DREYFUS WY	ELK GROVE	CA	95758
1161230065	LEWIS FAMILY TRUST	7913 MANSELL WY	ELK GROVE	CA	95758
1161220022	HOWARD LAVINE JENNIFER DIANNE/MARC D LAVINE	7417 FOYT CT	ELK GROVE	CA	95758
1160930121	RICHARDSON KEVIN/KAREN	9579 NEW TRADITION LN	ELK GROVE	CA	95758
1161220021	PETTY LISA C/STEVEN T JR	7421 FOYT CT	ELK GROVE	CA	95758
1160930122	GORMAN BARRY	8224 NEW COMMONS LN	ELK GROVE	CA	95758
1161230069	BROWN JOSEPH H/JOANNE E	7813 MANSELL WY	ELK GROVE	CA	95758
1160850012	AGUIRRE KEVIN J/LYNN E	8337 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161230037	CLEOFED M	8101 WYMARK DR	ELK GROVE	CA	95758
1160930023	MATEO SEAN R	9581 SUNLIGHT LN	ELK GROVE	CA	95758
1161230066	RYMEL TIM	7909 MANSELL WY	ELK GROVE	CA	95758

1161220069	LEHMAN AMBER R/JAMES C	7523 BRABHAM WY	ELK GROVE	CA	95758
1161230003	CORDIMA DOMINIC F/NATLY K	9578 ANDRETTI WY	ELK GROVE	CA	95758
1161220068	TUVELL KENNETH E/SUSAN E	7601 BRABHAM WY	ELK GROVE	CA	95758
1160850080	HERSETH BARBARA	8166 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161230047	CRADDOCK CHRIS/CONNIE KIRBY	9583 AMON CT	ELK GROVE	CA	95758
1160930155	MILLIGAN ROBERT B	9582 NEW TRADITION LN	ELK GROVE	CA	95758
1160930009	HENDRIX ELIZABETH NICOLE	9583 S COAST LN	ELK GROVE	CA	95758
1160930072	MCINTURF KENNETH B/JACLYN L	9582 SUNLIGHT LN	ELK GROVE	CA	95758
1161220058	FREITAS ANNE E	7709 BRABHAM WY	ELK GROVE	CA	95758
1161220059	PHILLIPS TRISHA M/MICHAEL L	7705 BRABHAM WY	ELK GROVE	CA	95758
1161220060	LI HOA MY/MANUEL	7701 BRABHAM WY	ELK GROVE	CA	95758
1161220057	BOYD REVOCABLE TRUST	7713 BRABHAM WY	ELK GROVE	CA	95758
1161230015	LEE DONALD/B ALICIA	7808 MANSELL WY	ELK GROVE	CA	95758
1161230011	SALINGER MARK	9579 ANDRETTI WY	ELK GROVE	CA	95758
1161220061	MOSES DELPHINE W/MARK	7629 BRABHAM WY	ELK GROVE	CA	95758
1161220040	GASS DANA W	7512 UNSER WY	ELK GROVE	CA	95758
1161220067	SANCHEZ FAMILY TRUST	7605 BRABHAM WY	ELK GROVE	CA	95758
1161220056	MUSLIC NEDZAD/MIRZA SECERBEGOVIC	7717 BRABHAM WY	ELK GROVE	CA	95758
1161230068	CHAN DARREN K	7817 MANSELL WY	ELK GROVE	CA	95758
1160850011	SCHMIDT KATHY	8341 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160930092	FEDRO JOAN L	9583 NEW TRADITION LN	ELK GROVE	CA	95758
1161220039	EIPPER KATHARINA K	7508 UNSER WY	ELK GROVE	CA	95758
1161220065	HO JOHNNY KAI MING/EMERALD YAP	7613 BRABHAM WY	ELK GROVE	CA	95758
1161220062	MANGOLD GRACE/STEVE	7625 BRABHAM WY	ELK GROVE	CA	95758
1161220063	CLELAND NAANA	7621 BRABHAM WY	ELK GROVE	CA	95758
1160930118	SYRACUSE AMBER L/RUSSELL W	9582 DOMINION WOOD LN	ELK GROVE	CA	95758
1160930022	ROBINSON TONYA	8201 SHANNON OAK LN	ELK GROVE	CA	95758
1161220064	DELIZO ROLAND D/MYRA A BOCO	7617 BRABHAM WY	ELK GROVE	CA	95758
1160930090	KUWAMOTO GEORGE	8229 SHANNON OAK LN	ELK GROVE	CA	95758
1160930091	HOULEMARD CHRIS J	8225 SHANNON OAK LN	ELK GROVE	CA	95758
1161230036	CABLE CHRISTIE	8105 WYMARK DR	ELK GROVE	CA	95758
1161220038	SCARDINA SCOTT C	7504 UNSER WY	ELK GROVE	CA	95758
1160850079	DAVID L/BARBARA J WOODDEL TRUST	8162 CARIBOU PEAK WY	ELK GROVE	CA	95758
1161230028	JOSE/LUZ GARCIA FAMILY TRUST	8100 WYMARK DR	ELK GROVE	CA	95758
1161230040	LAFFERTY JEANNE V	9580 AMON CT	ELK GROVE	CA	95758
1161220037	CABRERA EDDIE M/CARMENCITA C DECASTRO-CABREF	7500 UNSER WY	ELK GROVE	CA	95758
1160930006	TAM M T NGUYEN REVOCABLE FAMILY TRUST	9586 S COAST LN	ELK GROVE	CA	95758

1161230004	MARTINEZ MELINDA M	9582 ANDRETTI WY	ELK GROVE	CA	95758
1160850077	CASTANEDA ALMICAR RUGGERO	8154 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850009	WOOTEN JIMMIE D/BRENDA L	8349 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161230016	MORENO IMELDA/CHRISTINA F RAMOS	7812 MANSELL WY	ELK GROVE	CA	95758
1160850008	MARTINEZ MICHAEL A JR/DONNA M	8353 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850076	PARKER DOUGLAS J/CATHRYN F	8150 CARIBOU PEAK WY	ELK GROVE	CA	95758
1160850007	PALMER EDWARD/KATHRYN MARY	8357 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850004	YAMAMOTO EVELYN YAEKO	8369 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1160850003	LOPEZ GABE JR/JOANN GONZALEZ	8373 BULL MOUNTAIN CI	ELK GROVE	CA	95758
1161230046	RAMOS RAY M	9587 AMON CT	ELK GROVE	CA	95758
1161220023	WILKERSON SHELLIE	7413 FOYT CT	ELK GROVE	CA	95758
1161230010	TRACEY A SACKETT TRUST	9583 ANDRETTI WY	ELK GROVE	CA	95758
1161220030	BISHOP CRAIG S/MELODY K	9582 GURNEY CT	ELK GROVE	CA	95758
1161230035	ASLAM AIJAZ/LAILA AJAZ	8109 WYMARK DR	ELK GROVE	CA	95758
1161230041	VERBICK DONALD L/EMIKO	9584 AMON CT	ELK GROVE	CA	95758
1161220029	WIN NAY/SAN SAN YIN	7408 FOYT CT	ELK GROVE	CA	95758
1160930089	POWELL LORNA DENISE	8228 SHANNON OAK LN	ELK GROVE	CA	95758
1161230017	PINEHAVEN TRUST	7816 MANSELL WY	ELK GROVE	CA	95758
1160930007	SANDERS PAULETTE	9590 S COAST LN	ELK GROVE	CA	95758
1160930084	FIGUEIRA MARY BETH	8208 SHANNON OAK LN	ELK GROVE	CA	95758
1160930085	TEDLOS LUZANO DANAH/BRYAN LUZANO	8212 SHANNON OAK LN	ELK GROVE	CA	95758
1160930086	HARRISON LARRY L/TONYA ANN	8216 SHANNON OAK LN	ELK GROVE	CA	95758
1160930087	BRADFORD LAURETTE RENEE	8220 SHANNON OAK LN	ELK GROVE	CA	95758
1161230029	SATHE JUI/RISHIKESH	8110 WYMARK DR	ELK GROVE	CA	95758
1160930083	DUNLAP KATHY GAIL	8204 SHANNON OAK LN	ELK GROVE	CA	95758
1161220041	CEJA GRACIELA	7516 BRABHAM WY	ELK GROVE	CA	95758
1161230009	ROWLAND BRIAN/DAWN	9587 PROST CT	ELK GROVE	CA	95758
1161230045	NGUYEN WILLIAM V/LAN H MA	9591 AMON CT	ELK GROVE	CA	95758
1161230026	HARRISON MARK T	7922 MANSELL WY	ELK GROVE	CA	95758
1161230042	PEREZ DAVID/PEREZ SONIA JARAMILLO	9588 AMON CT	ELK GROVE	CA	95758
1161220031	SLINK BRIAN R	9586 GURNEY CT	ELK GROVE	CA	95758
1161220042	DORSH ROSEMARIE/CLAUDIA ROMERO	7520 BRABHAM WY	ELK GROVE	CA	95758
1161220036	HERNANDEZ GABRIEL	9589 GURNEY CT	ELK GROVE	CA	95758
1161230025	CISNEROS RAUL/MARITZA	7918 MANSELL WY	ELK GROVE	CA	95758
1161220024	BIRCKELBAW TODD ERIK/LISA M	7409 FOYT CT	ELK GROVE	CA	95758
1161220043	PENAGOS MARIO C/MIRGINIA A	7524 BRABHAM WY	ELK GROVE	CA	95758
1161230020	CALVERT ROBERT T	7828 MANSELL WY	ELK GROVE	CA	95758

1161230024	TSE CHUNG T/SIU L	7914 MANSELL WY	ELK GROVE	CA	95758
1161230022	VERDA C WEST REVOCABLE LIVING TRUST	7906 MANSELL WY	ELK GROVE	CA	95758
1161230005	HUNG CHI C L/HAN C	9588 PROST CT	ELK GROVE	CA	95758
1161220044	LORRAINE RADKE TRUST 1996	7600 BRABHAM WY	ELK GROVE	CA	95758
1161220028	ESTRADA EDUARDO J/MARIA E NOVELLA	7404 FOYT CT	ELK GROVE	CA	95758
1161230019	EVANGELISTA ROMMEL/LEONARDO/CORAZON	7824 MANSELL WY	ELK GROVE	CA	95758
1161230008	ON STEVE C/JIANGCHUAN Z	9591 PROST CT	ELK GROVE	CA	95758
1161230001	ALBORO PATRICK P/SUSAN M	7720 BRABHAM WY	ELK GROVE	CA	95758
1161220054	PERALES FAMILY TRUST	7714 BRABHAM WY	ELK GROVE	CA	95758
1161220053	BUI MICHAEL T/TERESA H NGUYEN	7710 BRABHAM WY	ELK GROVE	CA	95758
1161220032	PHILLIPS FAMILY 2007 LIVING TRUST	9590 GURNEY CT	ELK GROVE	CA	95758
1161220052	OSTLUND JOAN M	7706 BRABHAM WY	ELK GROVE	CA	95758
1161220050	JEFFRIES DAVID	7630 BRABHAM WY	ELK GROVE	CA	95758
1161230030	DORIS LEGGETT LIVING TRUST	8116 WYMARK DR	ELK GROVE	CA	95758
1161220048	BISHOP LOWELL L/SHARON C	7622 BRABHAM WY	ELK GROVE	CA	95758
1161230033	MELENCIO MANUEL	8117 WYMARK DR	ELK GROVE	CA	95758
1161220025	MATSUMOTO KEVIN/CHERYL L	7405 FOYT CT	ELK GROVE	CA	95758
1161230044	TRAN THI/THUY NGO	9595 AMON CT	ELK GROVE	CA	95758
1161230007	TONIS KRISTINA MARIE	9595 PROST CT	ELK GROVE	CA	95758
1161230006	JUDITH E GERKE TRUST	9594 PROST CT	ELK GROVE	CA	95758
1161220027	BOOTH DEBORAH A	7400 FOYT CT	ELK GROVE	CA	95758
1161220033	DRAKE VIVIAN D/ERIC HODGSON	9594 GURNEY CT	ELK GROVE	CA	95758
1161220026	ALMAZAN CHRIS FLORES/NELLIE	7401 FOYT CT	ELK GROVE	CA	95758
1161220034	BAUMGARTEN JAMES E/GAIL A	9595 GURNEY CT	ELK GROVE	CA	95758
1321220010	VICKERS CLEVELAND/JEWEL	9605 RAMSDELL CT	ELK GROVE	CA	95757
1321220009	KOONTZ STEPHEN C	9601 RAMSDELL CT	ELK GROVE	CA	95757
1321220008	FOLEY FAMILY TRUST	6909 RAWLEY WY	ELK GROVE	CA	95757
1321220007	JAMES BRANDY	6905 RAWLEY WY	ELK GROVE	CA	95757
1321220006	KHAN MUNIR	6901 RAWLEY WY	ELK GROVE	CA	95757
1321220005	BURNS DAVID A/STACIA	6817 RAWLEY WY	ELK GROVE	CA	95757
1321220004	DUCUSIN WINCHILE W/TEREFIL P/TERESITA S PACQUIN	6813 RAWLEY WY	ELK GROVE	CA	95757
1321220003	PHAM PHUONG THANH	6809 RAWLEY WY	ELK GROVE	CA	95757
1321220002	NGHIEM QUANG	6805 RAWLEY WY	ELK GROVE	CA	95757
1321220001	CHAU TUAN	6801 RAWLEY WY	ELK GROVE	CA	95757
1321210089	CATUDAN FLORENTINE BATUGO	6717 RAWLEY WY	ELK GROVE	CA	95757
1321220012	TYBORSKY ADELAIDE/EDWARD M	9610 RAMSDELL CT	ELK GROVE	CA	95757
1321220042	HOANG JENNIFER N	6904 RAWLEY WY	ELK GROVE	CA	95757

1321220043	GUTIERREZ ANGELICAVICTOR VALDIVIA	6900 RAWLEY WY	ELK GROVE	CA	95757
1321220044	TILLMAN SHELLEY B	6814 RAWLEY WY	ELK GROVE	CA	95757
1321220045	BARCA JONATHON VINCENT/DANIELLE ELISA	6810 RAWLEY WY	ELK GROVE	CA	95757
1321220074	THOMPSON STUART LITTLE/ROSALIE BERTRAND	9610 BOBLYN WY	ELK GROVE	CA	95757
1321210090	BOATENG SAMPSON/BRIDGET	6716 RAWLEY WY	ELK GROVE	CA	95757
1321220041	NZE PRINCE N/STELLA C	6910 RAWLEY WY	ELK GROVE	CA	95757
1321220040	PEDROZA BERTHA	6914 RAWLEY WY	ELK GROVE	CA	95757
1321220048	DERR LANCE R/EILEEN J PFISTER	6911 CANTON CT	ELK GROVE	CA	95757
1321220046	SHIMASAKI ALLEN/ANH KIM PHAN	6901 CANTON CT	ELK GROVE	CA	95757
1321210079	JAIMEZ GERARDO	9637 DARLEY WY	ELK GROVE	CA	95757
1321220049	AZEVEDO CAROL O/AMERICO F	6917 CANTON CT	ELK GROVE	CA	95757
1321220072	WANDELL NATE/GINA	9618 BOBLYN WY	ELK GROVE	CA	95757
1321220039	ALBERT/DEBORAH KENNEDY TRUST	6918 RAWLEY WY	ELK GROVE	CA	95757
1321210078	BROWN ELLEN	9641 DARLEY WY	ELK GROVE	CA	95757
1321220071	HENRICKSEN EUGENE L/STEPHANIE R	9622 BOBLYN WY	ELK GROVE	CA	95757
1321220015	HERNANDEZ LISA	6923 RAWLEY WY	ELK GROVE	CA	95757
1321220050	AIROLDI WENDY R/KEVIN T	6920 CANTON CT	ELK GROVE	CA	95757
1321220038	LOPEZ LAO ARMANDO/MICHELLE LAO	6922 RAWLEY WY	ELK GROVE	CA	95757
1321220052	LIU FAMILY TRUST	6908 CANTON CT	ELK GROVE	CA	95757
1321220070	LUM KENNETH K/SHERRY K	9626 BOBLYN WY	ELK GROVE	CA	95757
1321220016	NGUYEN MAI T	6927 RAWLEY WY	ELK GROVE	CA	95757
1321210077	ROSALES GONZALO G/IRMA M	9645 DARLEY WY	ELK GROVE	CA	95757
1321220051	WEAVER MICHAEL W/LINDA M	6914 CANTON CT	ELK GROVE	CA	95757
1321220037	CACH DUC/LYNN A	6926 RAWLEY WY	ELK GROVE	CA	95757
1321210076	ALIVARVAR MARIA SHERRY	9649 DARLEY WY	ELK GROVE	CA	95757
1321220069	PHILLIP T PHAN FAMILY TRUST/TRANG M PHAN	9630 BOBLYN WY	ELK GROVE	CA	95757
1321220017	GARCIA JOSE G	6931 RAWLEY WY	ELK GROVE	CA	95757
1321220063	RUSSO RICHARD A/CHANTIL S	9651 HALLER CT	ELK GROVE	CA	95757
1321220036	MORGAN-VOYCE JASON/ADRIENNE	6930 RAWLEY WY	ELK GROVE	CA	95757
1321220062	SANTIAGO ALAN REYNON/MELINDA RUTH	9650 HALLER CT	ELK GROVE	CA	95757
1321220018	SANDERS MANFRED/INGEBORG	6935 RAWLEY WY	ELK GROVE	CA	95757
1321220055	SNYDER ERIC P/KAREN E	9633 BOBLYN WY	ELK GROVE	CA	95757
1321220035	LEE MARC H	6934 RAWLEY WY	ELK GROVE	CA	95757
1321210074	FOCHT CHAD/KRISTEN	9657 DARLEY WY	ELK GROVE	CA	95757
1321220067	TRAN KELLI N	9638 BOBLYN WY	ELK GROVE	CA	95757
1321220019	GARCIA LIZA REYES	6939 RAWLEY WY	ELK GROVE	CA	95757
1321220061	RUFO ROMEO B/CHIELO Q	9654 HALLER CT	ELK GROVE	CA	95757

1321220056	OCONNELL BRENDA F/TODD S	9637 BOBLYN WY	ELK GROVE	CA	95758
1321220034	RASHED FADI	6938 RAWLEY WY	ELK GROVE	CA	95757
1321210073	GENTRY ROBERT V	9661 DARLEY WY	ELK GROVE	CA	95757
1321220066	CHEN JAMES/KRISTINE	9642 BOBLYN WY	ELK GROVE	CA	95757
1321220020	NIGHTINGALE EDWARD/BARBARA ANN	6943 RAWLEY WY	ELK GROVE	CA	95757
1321220060	SALEHPOUR ARIA	9658 HALLER CT	ELK GROVE	CA	95757
1321220057	RUIZ ALBERTO L/SONIA M	9641 BOBLYN WY	ELK GROVE	CA	95757
1321210072	SINGH RAJ	9665 DARLEY WY	ELK GROVE	CA	95757
1321220033	RAMIREZ RONOEL/MICHELE/MARCISO MARCAJIDA/AN	6942 RAWLEY WY	ELK GROVE	CA	95757
1321220065	MAI TUNG T/TAMMY T TRAN	9646 BOBLYN WY	ELK GROVE	CA	95758
1321220021	DANIEL RICHARD S/ALICIA	6947 RAWLEY WY	ELK GROVE	CA	95757
1321220059	FONG DEVIN E/GINA M	9662 HALLER CT	ELK GROVE	CA	95757
1321220058	HILL HIMIKO/DARRELL F	9645 BOBLYN WY	ELK GROVE	CA	95757
1321210070	BARAKAT DAVID	9673 DARLEY WY	ELK GROVE	CA	95757
1321220023	AVALOS CUAUHTEMOC/ASHIKA D	7005 RAWLEY WY	ELK GROVE	CA	95757
1321220031	DEGOLIA LAURA H/DENNIS R	7004 RAWLEY WY	ELK GROVE	CA	95757
1321210103	CHAAR RAMEZ A/NADIA H	9677 DARLEY WY	ELK GROVE	CA	95757
1321220024	CALDERON JOSE/MARIA G	7009 RAWLEY WY	ELK GROVE	CA	95757
1321220030	CALUAG LUISITO G/WILMA G	7008 RAWLEY WY	ELK GROVE	CA	95757
1321210102	BALAI'S MAXIMA ABAYA/KENNETH ALJEN BABIANO	9681 DARLEY WY	ELK GROVE	CA	95757
1321220025	CLARO MICHELLE PEARL-LEE/JASON JAMORABON	7013 RAWLEY WY	ELK GROVE	CA	95757
1321220029	GROVES KILEY/RANDY	7012 RAWLEY WY	ELK GROVE	CA	95757
1321220026	PATTISON DWIGHT/MIRGINIA A GUIMARIN	7017 RAWLEY WY	ELK GROVE	CA	95757
1321220028	AMBION EVELYN B/AGAPITO B JR	7016 RAWLEY WY	ELK GROVE	CA	95757
1321210100	ALI NAJAT	9689 DARLEY WY	ELK GROVE	CA	95757
1321220027	DEGENNARO MARK/CHERYL	7020 RAWLEY WY	ELK GROVE	CA	95757
1321210099	HUNG STEVE	9693 DARLEY WY	ELK GROVE	CA	95757
1321340051	LOCKETT CASSIUS T/OLGA	9701 BLANSFIELD WY	ELK GROVE	CA	95757
1321210098	LEE PUI	9697 DARLEY WY	ELK GROVE	CA	95757
1321340050	SALEM AHMED	9707 BLANSFIELD WY	ELK GROVE	CA	95757
1321210097	BALAI'S ARON/REBECCA SUAREZ	9705 DARLEY WY	ELK GROVE	CA	95757
1321340049	RIVAC WARLITA	9713 BLANSFIELD WY	ELK GROVE	CA	95757
1321340018	AUSTRIA CHRISTOPHER M/DARLENE D	9708 BLANSFIELD WY	ELK GROVE	CA	95757
1321310002	RUSSO RONALD P/ANDREA	9715 DARLEY WY	ELK GROVE	CA	95757
1321340014	BISHOP RICHELLE K/WILLIAM D JR	9709 TOSCANO DR	ELK GROVE	CA	95757
1321890070	GARDUQUE ALAN	9716 COLLIE WY	ELK GROVE	CA	95758
1321340019	RIVAC VALENTINA/DAVIS A SORIA/TEODOCIA R/ETAL	9720 BLANSFIELD WY	ELK GROVE	CA	95757

1321340048	MANSFIELD KARIN ANNE	9717 BLANSFIELD WY	ELK GROVE	CA	95757
1321340013	PARKER FAMILY TRUST	9713 TOSCANO DR	ELK GROVE	CA	95757
1321340047	TUCKER LARRY/SHANNON	7101 INNES CT	ELK GROVE	CA	95757
1321890071	OSUNA JEFF/NESSA	9720 COLLIE WY	ELK GROVE	CA	95758
1321340012	MILLER ROBERT K/SONJA	9717 TOSCANO DR	ELK GROVE	CA	95757
1321340021	VU UYEN LU/HIEN NGUYEN	9728 BLANSFIELD WY	ELK GROVE	CA	95757
1321340046	FAN TAO/XIAOMIAO ZHENG	7105 INNES CT	ELK GROVE	CA	95757
1321890089	BENCITO MARIA CORONA N/NOEL B	9723 COLLIE WY	ELK GROVE	CA	95758
1321890072	MAGADIA ELMER/RUBY	9724 COLLIE WY	ELK GROVE	CA	95758
1321340011	CASTROGIOVANNI DAVID/MARIA	9721 TOSCANO DR	ELK GROVE	CA	95757
1321340045	URBAN JEFFREY S/JENNIFER D	7109 INNES CT	ELK GROVE	CA	95757
1321340022	BIGLARI MO R/PARVIN	9732 BLANSFIELD WY	ELK GROVE	CA	95757
1321310009	TENGCO DONNIE J/ARIANNE B SUGUITAN	9734 DARLEY WY	ELK GROVE	CA	95757
1321890073	LLANO NITZA/MAURICIO	9728 COLLIE WY	ELK GROVE	CA	95758
1321340042	CHAN KO/CARLA C	9731 BLANSFIELD WY	ELK GROVE	CA	95757
1321310010	PARAOAN FLOR DE AMOR/IYVES M	9738 DARLEY WY	ELK GROVE	CA	95757
1321310011	DABNEY KIMBERLY M	9742 DARLEY WY	ELK GROVE	CA	95757
1321890087	THAI QUI/TRUNG H NGUYEN	9731 COLLIE WY	ELK GROVE	CA	95758
1321310012	LE PHU/THI PHAN	9746 DARLEY WY	ELK GROVE	CA	95757
1321310013	NGUYEN VU TRAN KHOI/ANNIE TRUONG	9750 DARLEY WY	ELK GROVE	CA	95757
1321310015	MONJE BENYMEI P/RHODELIO R	9758 DARLEY WY	ELK GROVE	CA	95757
1321310016	CO PHUNG KIM	9762 DARLEY WY	ELK GROVE	CA	95757
1321340010	PENERMON YURI ARMENDARIZ/TRACY RENEE MARQUE	9725 TOSCANO DR	ELK GROVE	CA	95757
1321340023	BALUBAR CHRISTELA	9736 BLANSFIELD WY	ELK GROVE	CA	95757
1321310023	WALTS ERIC J/INA M	9749 MCKENNA DR	ELK GROVE	CA	95757
1321310021	LUU HUY D	9757 MCKENNA DR	ELK GROVE	CA	95757
1321310020	DAVID EDWARD J/SHARYL L	9761 MCKENNA DR	ELK GROVE	CA	95757
1321310019	BARCELLOS MARC A/KAREN L	9765 MCKENNA DR	ELK GROVE	CA	95757
1321310017	TABAYOYON ROMAN R/SHARON/ETAL	9781 MCKENNA DR	ELK GROVE	CA	95757
1321330014	PHEARSON KASONDRA/JERRY	7305 GLADWIN WY	ELK GROVE	CA	95757
1321340025	JAOJOCO ETHELYNDA T/NORMAN L	9744 BLANSFIELD WY	ELK GROVE	CA	95757
1321330015	GREEN FAMILY TRUST	7309 GLADWIN WY	ELK GROVE	CA	95757
1321310077	SUESS LINDA D/STEVEN D	9756 MCKENNA DR	ELK GROVE	CA	95757
1321310078	MANCILLA JOHN J/DEBORA R	9760 MCKENNA DR	ELK GROVE	CA	95757
1321310079	RESHKE VICTORIA	9764 MCKENNA DR	ELK GROVE	CA	95757
1321310080	SCHNEIDER JAMES/ELAINE	9768 MCKENNA DR	ELK GROVE	CA	95757
1321310081	KJUNG/CHUNG CHEN FAMILY TRUST	9772 MCKENNA DR	ELK GROVE	CA	95757

1321310082	BRADSHAW VENETRA A	9780 MCKENNA DR	ELK GROVE	CA	95757
1321890054	PASCUA EMILY B	9752 CANERIA WY	ELK GROVE	CA	95757
1321330018	ACIERO MAYNARD R	7220 GLADWIN WY	ELK GROVE	CA	95757
1321330019	RIVAC AHMEER/CORAZON/LARRY	7216 GLADWIN WY	ELK GROVE	CA	95757
1321340026	SANDHU GURBAKSH S/GURMIT K	9748 BLANSFIELD WY	ELK GROVE	CA	95757
1321330020	JAYME WENCESLAO/RUTH	7212 GLADWIN WY	ELK GROVE	CA	95757
1321330021	WESTRICK JAMES H/SI C	7208 GLADWIN WY	ELK GROVE	CA	95757
1321330022	SINGH SANTOKH/MANJIDER	7204 GLADWIN WY	ELK GROVE	CA	95757
1322000004	FLOCK MARIA ESTELA/NORMA ESTELA GOMEZ	8121 SUAREZ WY	ELK GROVE	CA	95758
1321330023	CHALAS KRISTINE R	7200 GLADWIN WY	ELK GROVE	CA	95757
1321330024	PARLAN MANUEL V JR/RACQUEL R	7122 GLADWIN WY	ELK GROVE	CA	95757
1321330026	SIM SUSIE L/DANIEL L TEXLER	7114 GLADWIN WY	ELK GROVE	CA	95757
1321330027	SANCHEZ BRIAN/SHELBY SPURLOCK	7110 GLADWIN WY	ELK GROVE	CA	95757
1321330083	SAPICO NONNATO/ESTELITA	9750 ALTMAN WY	ELK GROVE	CA	95757
1321890055	PULLEN SCOTT/KERRI A	9756 CANERIA WY	ELK GROVE	CA	95758
1321340038	IAEA KELLI	9751 BLANSFIELD WY	ELK GROVE	CA	95757
1322000003	LARDIZABAL ANICETA B	8117 SUAREZ WY	ELK GROVE	CA	95758
1321330016	KRAEMER JO ANNE M/JAMES BERNARD	7313 GLADWIN WY	ELK GROVE	CA	95757
1321340027	BARLAAN ALEX C/CECILIA B	9752 BLANSFIELD WY	ELK GROVE	CA	95757
1322000001	MACEDO PAULA A/TULIO	8109 SUAREZ WY	ELK GROVE	CA	95758
1321320004	GURMAI ELMER E/JEANNIE E YU GURMAI	6805 RAYCROFT WY	ELK GROVE	CA	95757
1321320003	MEZ CHINWE/JOHNNY A	6809 RAYCROFT WY	ELK GROVE	CA	95757
1321320002	TZE PETER/JIN H HUANG	6813 RAYCROFT WY	ELK GROVE	CA	95757
1321320001	SCOFFIELD CATHY J/LINDY H	6903 RAYCROFT WY	ELK GROVE	CA	95757
1321890035	MANALANG REYNALDO/YOLANDA	7125 CORDIALLY WY	ELK GROVE	CA	95758
1321330036	LACTAON GERALDINE/EDWIN	7217 ACKLEY DR	ELK GROVE	CA	95757
1321330037	SHIMASAKI ALLEN	7221 ACKLEY DR	ELK GROVE	CA	95757
1321340037	KUMAR SHAVINDER/NEERJA	9755 BLANSFIELD WY	ELK GROVE	CA	95757
1321330035	BARRON EDMUNDO/GLADIES	7213 ACKLEY DR	ELK GROVE	CA	95757
1321330017	HILL HENRY G JR/MARIA CELESTE	7317 GLADWIN WY	ELK GROVE	CA	95757
1321340028	CHAC LYNDA C	9756 BLANSFIELD WY	ELK GROVE	CA	95757
1321330034	INGO MERLY R	7209 ACKLEY DR	ELK GROVE	CA	95757
1321330032	BURKE ELSIE D/BRIAN J	7201 ACKLEY DR	ELK GROVE	CA	95757
1321330031	NGO QUAN HUY/THUCNHI T LAM	7113 ACKLEY DR	ELK GROVE	CA	95757
1321330030	FRIJAS MARY J/ROBERT S	7109 ACKLEY DR	ELK GROVE	CA	95757
1321330029	SARWARI FARIDA	7105 ACKLEY DR	ELK GROVE	CA	95757
1321330028	LARA YOLANDA H/GILBERT	7101 ACKLEY DR	ELK GROVE	CA	95757



1321340004	MERCED ANGEL/MARIA	9749 TOSCANO DR	ELK GROVE	CA	95757
1321890034	MCCOWAN PORTIA	7129 CORDIALLY WY	ELK GROVE	CA	95757
1321340036	LE MY HANH/VICTOR NGUYEN	9759 BLANSFIELD WY	ELK GROVE	CA	95757
1321330081	NGUYEN ERIC T/NATHALIE T	9758 ALTMAN WY	ELK GROVE	CA	95757
1321340003	LAU MAN CHEONG/SUSAN JEAN LEE	9753 TOSCANO DR	ELK GROVE	CA	95757
1321340035	KERRICK KENNETH M III/ALICIA VALERO	9763 BLANSFIELD WY	ELK GROVE	CA	95757
1321330080	REDUBLO JESUS/CATHERINE	9762 ALTMAN WY	ELK GROVE	CA	95757
1321320038	RAMIREZ MICHELLE/RONOEL	9760 TOSCANO DR	ELK GROVE	CA	95757
1321340030	OTA MICHAEL T/MANDY W IP	9764 BLANSFIELD WY	ELK GROVE	CA	95757
1321330040	JALA RAZIA/MOHAMMED JALAL	7212 ACKLEY DR	ELK GROVE	CA	95757
1321330041	SOTO CYNTHIA	7208 ACKLEY DR	ELK GROVE	CA	95757
1321330060	SORENSEN ROBERT A	7320 DANBERG WY	ELK GROVE	CA	95757
1321330042	SINGH DEEPAK A/SHALINI	7204 ACKLEY DR	ELK GROVE	CA	95757
1321330043	CROSS ANTHONY R/JESSICA G	7200 ACKLEY DR	ELK GROVE	CA	95757
1321330044	MATTATHIL'LEELAMMA J/JUSTIN A	7116 ACKLEY DR	ELK GROVE	CA	95757
1321330045	WOODS RONALD D/JOYCE B	7112 ACKLEY DR	ELK GROVE	CA	95757
1321330046	LIAO CHIA LUN/MEI LING CHIN	7108 ACKLEY DR	ELK GROVE	CA	95757
1321330048	ARNOLD LIVING TRUST	7100 ACKLEY DR	ELK GROVE	CA	95757
1321330047	HART DON A/SANDRA M	7104 ACKLEY DR	ELK GROVE	CA	95757
1321340034	SULLIVAN JERMAINE	9767 BLANSFIELD WY	ELK GROVE	CA	95757
1321330079	BEZMALINOVICH ANTHONY/ZDENKA	9766 ALTMAN WY	ELK GROVE	CA	95757
1321340031	KHALSA NAVJOT/INDERJIT	9768 BLANSFIELD WY	ELK GROVE	CA	95757
1321330039	FLORENTINO/PACITA CATUDAN LIVING TRUST	7317 DANBERG WY	ELK GROVE	CA	95757
1321330061	VONG CU	7316 DANBERG WY	ELK GROVE	CA	95757
1321330078	FERREIRA BONNIE S/JOSE L	9770 ALTMAN WY	ELK GROVE	CA	95757
1321340033	SPERRY ELIZABETH R/STEVEN A	9771 BLANSFIELD WY	ELK GROVE	CA	95757
1321340032	NGUYEN BANG X/LANHUONG T DINH	9772 BLANSFIELD WY	ELK GROVE	CA	95757
1321330058	SHANNON JODIE L/JAMES P	7217 DANBERG WY	ELK GROVE	CA	95757
1321330057	NORRIS PATRICIA/LILLIE Y JUNG	7213 DANBERG WY	ELK GROVE	CA	95757
1321330056	BANGS FAMILY LIVING TRUST	7209 DANBERG WY	ELK GROVE	CA	95757
1321330055	TOYAMA STEVEN R/EVA I	7205 DANBERG WY	ELK GROVE	CA	95757
1321320075	STAI JANICE P	6901 DANBERG WY	ELK GROVE	CA	95757
1321330054	RODRIGUEZ NICOLE/ABEL	7201 DANBERG WY	ELK GROVE	CA	95757
1321330052	PARATHATHU SABU K/MINIMOL S	7109 DANBERG WY	ELK GROVE	CA	95757
1321330050	LI ERIC/KATHY CHUNG	7101 DANBERG WY	ELK GROVE	CA	95757
1321330049	DOE KIN/CAROL IOK KENG	7031 DANBERG WY	ELK GROVE	CA	95757
1321330052	DUONG HUNG VAN/PHUONG KIM MACH	7312 DANBERG WY	ELK GROVE	CA	95757

1321330077	ARCHULETA DANIEL R	9774 ALTMAN WY	ELK GROVE	CA	95757
1321320073	RAMOS EDGARDO F/FRANCISCO V/MARIA S	9776 BLANSFIELD WY	ELK GROVE	CA	95757
1321330063	KING JOHN M/SHAWN M	7308 DANBERG WY	ELK GROVE	CA	95757
1321330064	FAGAN MICHAEL R/SYLVA A	7304 DANBERG WY	ELK GROVE	CA	95757
1321330065	CHRISTENSEN GLENN/STEPHANIE C	7300 DANBERG WY	ELK GROVE	CA	95757
1321330066	KING BRIDGET J/MICHAEL S	7216 DANBERG WY	ELK GROVE	CA	95757
1321330068	AGOSTA FRANKIE T	7208 DANBERG WY	ELK GROVE	CA	95757
1321330069	FUKUSHIMA SATOSHI R/MISAKO/TOD NAKATSUKA/CHRI	7204 DANBERG WY	ELK GROVE	CA	95757
1321330070	BATALLA MELODY/NOLY	7200 DANBERG WY	ELK GROVE	CA	95757
1321330071	WELLS JAMES RONALD	7114 DANBERG WY	ELK GROVE	CA	95757
1321330072	CASTELLANOS MARTHA	7110 DANBERG WY	ELK GROVE	CA	95757
1321330073	FRANCO TRUST	7100 DANBERG WY	ELK GROVE	CA	95757
1321330074	NGUYEN THUY T/DIEP M	7020 DANBERG WY	ELK GROVE	CA	95757
1321330075	BELTRAN RICHARD/CAROLINA	7016 DANBERG WY	ELK GROVE	CA	95757
1321330076	VANG DANNY C/STACY P HEU	7012 DANBERG WY	ELK GROVE	CA	95757
1321320071	GARMASHOV YURIY/NATALIYA GARMASHOVA	7008 DANBERG WY	ELK GROVE	CA	95757
1321320070	VENTURA LOUIE/LEILANI	7004 DANBERG WY	ELK GROVE	CA	95757
1321320069	AGOSTA JOYCE R/THOMAS S	7000 DANBERG WY	ELK GROVE	CA	95757
1321320068	NGO TUAN QUOC/MINH NGOC THI NGUYEN	6916 DANBERG WY	ELK GROVE	CA	95757
1321320067	ROGERS MARGARET C	6912 DANBERG WY	ELK GROVE	CA	95757
1321920007	FRANCISCO LEE LEE/ELIZABETH LIBAO	9830 COLLIE WY	ELK GROVE	CA	95757
1321920006	CHAVES ALEJANDRO MURILLO/NICHOLE MUNOZ MURIL	9834 COLLIE WY	ELK GROVE	CA	95757
1320770059	BENEDICT HERBERT L/TR	9800 BRUCEVILLE RD	ELK GROVE	CA	95757
1320770056	WANDELL ZACHARY	7209 ABRUZZO CT	ELK GROVE	CA	95757
1320770016	SCHLOEMANN JOHN	7205 ABRUZZO CT	ELK GROVE	CA	95757
1320770015	AGOSTA ELIZABETH A	7201 ABRUZZO CT	ELK GROVE	CA	95757
1320770014	OHNSTAD SURVIVORS TRUST/MELINDA J LAMERA/BENI	9897 VALGRANDE WY	ELK GROVE	CA	95757
1320770013	DUPASS PATRICK J/LISA A	9893 VALGRANDE WY	ELK GROVE	CA	95757
1320770012	GOPEZ FEDERICO/MARIA ELENA	9889 VALGRANDE WY	ELK GROVE	CA	95757
1320770011	GALVEZ ADRIAN M/MYRA X	9885 VALGRANDE WY	ELK GROVE	CA	95757
1320770010	WATTERS CHRIS A/DIANNE K	9877 VALGRANDE WY	ELK GROVE	CA	95757
1320770009	LE KYLIE/KEN	9873 VALGRANDE WY	ELK GROVE	CA	95757
1320770008	OKUNGBOWA EHIMWEMNA/GODWIN	9869 VALGRANDE WY	ELK GROVE	CA	95757
1320770007	HASEGAWA ALVIN/CYNTHIA	9865 VALGRANDE WY	ELK GROVE	CA	95757
1320770006	GOMEZ ARTURO/ANNMARIE ASUNTO	9861 VALGRANDE WY	ELK GROVE	CA	95757
1320770005	BONA ARNEL/JOSEPHINE	9857 VALGRANDE WY	ELK GROVE	CA	95757
1320770004	BOZARTH BRADLEY R/ANDREA W	9853 VALGRANDE WY	ELK GROVE	CA	95757

1320770003	PATROCINIO JOSEPH J III/KATHLEEN C	9849 VALGRANDE WY	ELK GROVE	CA	95757
1321920019	DELAPENA ROSS MARLON/MARY JANE MANTILLA	9829 COLLIE WY	ELK GROVE	CA	95757
1321920020	KHAN WAJAHAT M/SADIA	9833 COLLIE WY	ELK GROVE	CA	95757
1320770030	PAREDES TAPIA TATIANA/JOHN KHOUSTEKIAN	9884 VALGRANDE WY	ELK GROVE	CA	95757
1320770029	SOARES LIVING TRUST	9892 VALGRANDE WY	ELK GROVE	CA	95757
1320770047	FEINGA ETIKA T/SHELLEY M DAGGETT	9810 ADAMELLO WY	ELK GROVE	CA	95758
1320770049	ANGELES MARIA F/MANUEL	9860 VALGRANDE WY	ELK GROVE	CA	95757
1320770019	STREET EDWARD O JR/BETTY J	7200 ABRUZZO CT	ELK GROVE	CA	95757
1320770028	LE PHUC VAN	9896 VALGRANDE WY	ELK GROVE	CA	95757
1321920029	CHEAM DURALL D/BIAGI PEGGY FONTENOT A	7501 CORDIALLY WY	ELK GROVE	CA	95757
1320770027	JACKSON GLORIA G/MARK D	9900 VALGRANDE WY	ELK GROVE	CA	95757
1320770046	TAN JAMES JIEN/YISHENG CHEN	9814 ADAMELLO WY	ELK GROVE	CA	95757
1320770020	MARCHANT AMY L/MICHAEL B	7209 PARADISO CT	ELK GROVE	CA	95757
1320770031	ROSE FELIX J R/JESSIE R	9871 CASTELLI WY	ELK GROVE	CA	95757
1320770026	BALANCE AUREA C	9904 VALGRANDE WY	ELK GROVE	CA	95757
1320770045	ROSE ROBERT J/ETHEL J	9818 ADAMELLO WY	ELK GROVE	CA	95758
1321920045	MA LIQUAN ALEX	7504 CORDIALLY WY	ELK GROVE	CA	95757
1320760076	HOANG DAVID/LISA PHONG	9881 CASTELLI WY	ELK GROVE	CA	95757
1320770025	COURTAE WILLY E JR/MORENA C	9908 VALGRANDE WY	ELK GROVE	CA	95757
1320770058	IBARRA MIGUEL/MARIA R	7214 PARADISO CT	ELK GROVE	CA	95757
1320770024	SAHAGUN ERNESTO S/ISABENITA B	9912 VALGRANDE WY	ELK GROVE	CA	95757
1320770023	TRAN TUAN Q/LOAN K NGUYEN	9916 VALGRANDE WY	ELK GROVE	CA	95757
1320760051	BLANK TRACY S	9921 VALGRANDE WY	ELK GROVE	CA	95757

GIS_APN	Occupant	Address	CITY	STATE	ZIP
1160670054	Occupant	7812 MELFORT WY	ELK GROVE CA	CA	95758
1160670048	Occupant	9440 MEDSTEAD WY	ELK GROVE CA	CA	95758
1161030054	Occupant	8087 PRIMOAK WY	ELK GROVE CA	CA	95758
1161130071	Occupant	9421 WINEWOOD CR	ELK GROVE CA	CA	95758
1161130060	Occupant	9420 WINEWOOD CR	ELK GROVE CA	CA	95758
1161030020	Occupant	8091 PRIMOAK WY	ELK GROVE CA	CA	95758
1160670046	Occupant	9445 MEDSTEAD WY	ELK GROVE CA	CA	95758
1160980064	Occupant	9455 LITTLE RAPIDS WY	ELK GROVE CA	CA	95758
1160580046	Occupant	7612 WYNDEL WY	ELK GROVE CA	CA	95758
1160400003	Occupant	7229 SUTHERLAND WY	ELK GROVE CA	CA	95758
1160400006	Occupant	7217 SUTHERLAND WY	ELK GROVE CA	CA	95758
1161030036	Occupant	9459 OAK VILLAGE WY	ELK GROVE CA	CA	95758
1161130052	Occupant	9452 WINEWOOD CR	ELK GROVE CA	CA	95758
1161030018	Occupant	8099 PRIMOAK WY	ELK GROVE CA	CA	95758
1160670051	Occupant	9449 WADENA WY	ELK GROVE CA	CA	95758
1160980066	Occupant	9463 LITTLE RAPIDS WY	ELK GROVE CA	CA	95758
1161030006	Occupant	8098 PRIMOAK WY	ELK GROVE CA	CA	95758
1161130037	Occupant	9452 PLAINOAK WY	ELK GROVE CA	CA	95758
1161030017	Occupant	8103 PRIMOAK WY	ELK GROVE CA	CA	95758
1161030029	Occupant	9464 OAK VILLAGE WY	ELK GROVE CA	CA	95758
1161030034	Occupant	9467 OAK VILLAGE WY	ELK GROVE CA	CA	95758
1160670058	Occupant	9525 SOARING OAKS DR	ELK GROVE CA	CA	95758
1161030007	Occupant	8102 PRIMOAK WY	ELK GROVE CA	CA	95758
1160580034	Occupant	9526 SOARING OAKS DR	ELK GROVE CA	CA	95758
1160980016	Occupant	9474 VILLAGE TREE DR	ELK GROVE CA	CA	95758
1160350105	Occupant	8197 BURLOAK WY	ELK GROVE CA	CA	95758
1160980061	Occupant	9456 LITTLE RAPIDS WY	ELK GROVE CA	CA	95758
1160680069	Occupant	9454 WADENA WY	ELK GROVE CA	CA	95758
1160400019	Occupant	7208 SUTHERLAND WY	ELK GROVE CA	CA	95758
1160400017	Occupant	7200 SUTHERLAND WY	ELK GROVE CA	CA	95758
1161030015	Occupant	8111 PRIMOAK WY	ELK GROVE CA	CA	95758
1160580049	Occupant	7600 WYNDEL WY	ELK GROVE CA	CA	95758
1160580056	Occupant	7601 WYNDEL WY	ELK GROVE CA	CA	95758
1160580033	Occupant	9530 SOARING OAKS DR	ELK GROVE CA	CA	95758
1161030009	Occupant	8110 PRIMOAK WY	ELK GROVE CA	CA	95758
1160580111	Occupant	9464 FAIRLIGHT CT	ELK GROVE CA	CA	95758

1160680003	Occupant	9463 WADENA WY	ELK GROVE CA	95758
1160350137	Occupant	8256 PRIMOAK WY	ELK GROVE CA	95758
1160400027	Occupant	7201 BALLYGAR WY	ELK GROVE CA	95758
1160400028	Occupant	7121 BALLYGAR WY	ELK GROVE CA	95758
1160360090	Occupant	7105 BALLYGAR WY	ELK GROVE CA	95758
1160350074	Occupant	8220 BURLOAK WY	ELK GROVE CA	95758
1160360088	Occupant	7101 BALLYGAR WY	ELK GROVE CA	95758
1160980070	Occupant	9479 LITTLE RAPIDS WY	ELK GROVE CA	95758
1160360084	Occupant	7023 RATHMORE CT	ELK GROVE CA	95758
1160350058	Occupant	9480 OAK VILLAGE WY	ELK GROVE CA	95758
1160580054	Occupant	7559 WYNDEL WY	ELK GROVE CA	95758
1160350066	Occupant	8184 BURLOAK WY	ELK GROVE CA	95758
1160350130	Occupant	8257 RED ELK DR	ELK GROVE CA	95758
1160980072	Occupant	9487 LITTLE RAPIDS WY	ELK GROVE CA	95758
1160980041	Occupant	9497 VILLAGE TREE DR	ELK GROVE CA	95758
1160400044	Occupant	7216 BALLYGAR WY	ELK GROVE CA	95758
1160400040	Occupant	7200 BALLYGAR WY	ELK GROVE CA	95758
1160360091	Occupant	9481 PORTLAW WY	ELK GROVE CA	95758
1160350055	Occupant	8137 PRIMOAK WY	ELK GROVE CA	95758
1160350049	Occupant	8187 PRIMOAK WY	ELK GROVE CA	95758
1160350128	Occupant	8249 RED ELK DR	ELK GROVE CA	95758
1160680074	Occupant	9549 SOARING OAKS DR	ELK GROVE CA	95758
1160360071	Occupant	9489 DUNKERRIN WY	ELK GROVE CA	95758
1160980056	Occupant	9494 LITTLE RAPIDS WY	ELK GROVE CA	95758
1160680062	Occupant	9472 WADENA WY	ELK GROVE CA	95758
1160580103	Occupant	7519 WYNDEL WY	ELK GROVE CA	95758
1160680061	Occupant	9476 WADENA WY	ELK GROVE CA	95758
1160350037	Occupant	8230 PRIMOAK WY	ELK GROVE CA	95758
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1160350126	Occupant	8241 RED ELK DR	ELK GROVE CA	95758
1160360093	Occupant	9485 PORTLAW WY	ELK GROVE CA	95758
1160350035	Occupant	8222 PRIMOAK WY	ELK GROVE CA	95758
1160980076	Occupant	9503 LITTLE RAPIDS WY	ELK GROVE CA	95758
1160350033	Occupant	8214 PRIMOAK WY	ELK GROVE CA	95758
1160360074	Occupant	9497 DUNKERRIN WY	ELK GROVE CA	95758
1160350030	Occupant	8202 PRIMOAK WY	ELK GROVE CA	95758
1160870027	Occupant	8290 CARIBOU PEAK WY	ELK GROVE CA	95758

1160870024	Occupant	8278 CARIBOU PEAK WY	ELK GROVE CA	95758
1160400037	Occupant	9487 DARTRY CT	ELK GROVE CA	95758
1160400047	Occupant	9551 DUNKERRIN WY	ELK GROVE CA	95758
1160680054	Occupant	9520 WADENA WY	ELK GROVE CA	95758
1160350023	Occupant	8174 PRIMOAK WY	ELK GROVE CA	95758
1160590057	Occupant	9561 SOARING OAKS DR	ELK GROVE CA	95758
1160360095	Occupant	9491 PORTLAW WY	ELK GROVE CA	95758
1160640009	Occupant	7817 WYMARK DR	ELK GROVE CA	95758
1160350120	Occupant	8215 RED ELK DR	ELK GROVE CA	95758
1160870020	Occupant	8262 CARIBOU PEAK WY	ELK GROVE CA	95758
1160350116	Occupant	8199 RED ELK DR	ELK GROVE CA	95758
1160980050	Occupant	8123 VILLAGE BROOK WY	ELK GROVE CA	95758
1160360001	Occupant	9548 DUNKERRIN WY	ELK GROVE CA	95758
1160360104	Occupant	9547 DUNKERRIN WY	ELK GROVE CA	95758
1160360097	Occupant	9517 DUNKERRIN WY	ELK GROVE CA	95758
1160590005	Occupant	9508 DELBURNS CT	ELK GROVE CA	95758
1160360096	Occupant	9493 PORTLAW WY	ELK GROVE CA	95758
1160350113	Occupant	8187 RED ELK DR	ELK GROVE CA	95758
1160870077	Occupant	8277 CARIBOU PEAK WY	ELK GROVE CA	95758
1160970026	Occupant	9519 LITTLE RAPIDS WY	ELK GROVE CA	95758
1160350019	Occupant	8158 PRIMOAK WY	ELK GROVE CA	95758
1160590096	Occupant	9612 SOARING OAKS DR	ELK GROVE CA	95758
1160360123	Occupant	9502 DUNKERRIN WY	ELK GROVE CA	95758
1160980003	Occupant	9526 VILLAGE TREE DR	ELK GROVE CA	95758
1160870018	Occupant	8246 CARIBOU PEAK WY	ELK GROVE CA	95758
1160360125	Occupant	9503 TARBERT DR	ELK GROVE CA	95758
1160640037	Occupant	7720 WYMARK DR	ELK GROVE CA	95758
1160690019	Occupant	9516 ROYSTON WY	ELK GROVE CA	95758
1160980002	Occupant	9530 VILLAGE TREE DR	ELK GROVE CA	95758
1160870070	Occupant	9530 BIG TIMBER DR	ELK GROVE CA	95758
1160870039	Occupant	9509 BIG TIMBER DR	ELK GROVE CA	95758
1160360106	Occupant	9543 DUNKERRIN WY	ELK GROVE CA	95758
1160970047	Occupant	8124 VILLAGE BROOK WY	ELK GROVE CA	95758
1160870014	Occupant	8230 CARIBOU PEAK WY	ELK GROVE CA	95758
1160350107	Occupant	8163 RED ELK DR	ELK GROVE CA	95758
1161410003	Occupant	6826 KILCONNELL DR	ELK GROVE CA	95758
1160360115	Occupant	9518 DUNKERRIN WY	ELK GROVE CA	95758

1160360024	Occupant	7005 KILCONNELL DR	ELK GROVE CA	95758
1160930042	Occupant	8221 STARBURST LN	ELK GROVE CA	95758
1160970045	Occupant	8116 VILLAGE BROOK WY	ELK GROVE CA	95758
1160360114	Occupant	9520 DUNKERRIN WY	ELK GROVE CA	95758
1160970025	Occupant	9538 VILLAGE TREE DR	ELK GROVE CA	95758
1160070027	Occupant	9532 SABRINA LN	ELK GROVE CA	95758
1160360109	Occupant	9532 DUNKERRIN WY	ELK GROVE CA	95758
1160061010	Occupant	6901 ELK GROVE BL	ELK GROVE CA	95758
1160360017	Occupant	7109 KILCONNELL DR	ELK GROVE CA	95758
1160870043	Occupant	9525 BIG TIMBER DR	ELK GROVE CA	95758
1160930038	Occupant	9530 NEW TRADITION LN	ELK GROVE CA	95758
1160360015	Occupant	7113 KILCONNELL DR	ELK GROVE CA	95758
1160970022	Occupant	9550 VILLAGE TREE DR	ELK GROVE CA	95758
1161410009	Occupant	7008 KILCONNELL DR	ELK GROVE CA	95758
1160930143	Occupant	9534 NEW TRADITION LN	ELK GROVE CA	95758
1160930051	Occupant	9532 S COAST LN	ELK GROVE CA	95758
1161420001	Occupant	7010 KILCONNELL DR	ELK GROVE CA	95758
1160930144	Occupant	9538 NEW TRADITION LN	ELK GROVE CA	95758
1160870051	Occupant	9561 BIG TIMBER DR	ELK GROVE CA	95758
1160850026	Occupant	8281 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850023	Occupant	8293 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850022	Occupant	8297 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160930052	Occupant	9536 S COAST LN	ELK GROVE CA	95758
1160690016	Occupant	9530 ROBLIN CT	ELK GROVE CA	95758
1161410049	Occupant	6905 FOX CLIFF WY	ELK GROVE CA	95758
1160850027	Occupant	8277 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160970040	Occupant	9565 VILLAGE TREE DR	ELK GROVE CA	95758
1160930137	Occupant	8229 NEW HOME LN	ELK GROVE CA	95758
1160870008	Occupant	8206 CARIBOU PEAK WY	ELK GROVE CA	95758
1160850028	Occupant	8273 BULL MOUNTAIN CI	ELK GROVE CA	95758
1161410051	Occupant	6913 FOX CLIFF WY	ELK GROVE CA	95758
1160930138	Occupant	8225 NEW HOME LN	ELK GROVE CA	95758
1160870090	Occupant	8201 CARIBOU PEAK WY	ELK GROVE CA	95758
1160970019	Occupant	9562 VILLAGE TREE DR	ELK GROVE CA	95758
1160970034	Occupant	9611 VILLAGE TREE DR	ELK GROVE CA	95758
1160930146	Occupant	9546 NEW TRADITION LN	ELK GROVE CA	95758
1160850020	Occupant	8305 BULL MOUNTAIN CI	ELK GROVE CA	95758

1160590070	Occupant	9671 SOARING OAKS DR	ELK GROVE CA	95758
1160590072	Occupant	9683 SOARING OAKS DR	ELK GROVE CA	95758
1160640018	Occupant	8005 WYMARK DR	ELK GROVE CA	95758
1161420005	Occupant	7204 KILCONNELL DR	ELK GROVE CA	95758
1160850031	Occupant	8261 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160930031	Occupant	9549 SUNLIGHT LN	ELK GROVE CA	95758
1160930135	Occupant	8226 NEW HOME LN	ELK GROVE CA	95758
1160850046	Occupant	8306 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160640087	Occupant	7823 BARDSWELL CT	ELK GROVE CA	95758
1160850044	Occupant	8276 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160870055	Occupant	9590 BIG TIMBER DR	ELK GROVE CA	95758
1161420019	Occupant	7012 FOX CLIFF WY	ELK GROVE CA	95758
1160930110	Occupant	9550 DOMINION WOOD LN	ELK GROVE CA	95758
1161410030	Occupant	9558 TARBERT DR	ELK GROVE CA	95758
1160850043	Occupant	8270 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160930030	Occupant	9553 SUNLIGHT LN	ELK GROVE CA	95758
1160640019	Occupant	8009 WYMARK DR	ELK GROVE CA	95758
1160930065	Occupant	9552 SUNLIGHT LN	ELK GROVE CA	95758
1160850068	Occupant	9594 BIG TIMBER DR	ELK GROVE CA	95758
1160970005	Occupant	9618 VILLAGE TREE DR	ELK GROVE CA	95758
1160930018	Occupant	0 S COAST LN	ELK GROVE CA	95758
1160640079	Occupant	7808 BARDSWELL CT	ELK GROVE CA	95758
1161410013	Occupant	9548 FOX FLOWER CT	ELK GROVE CA	95758
1160590074	Occupant	7401 GRENFELL CT	ELK GROVE CA	95758
1160640078	Occupant	7812 BARDSWELL CT	ELK GROVE CA	95758
1160930017	Occupant	9556 S COAST LN	ELK GROVE CA	95758
1160970065	Occupant	8153 BIG HORN BL	ELK GROVE CA	95758
1160930015	Occupant	9559 S COAST LN	ELK GROVE CA	95758
1160850048	Occupant	8316 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160970010	Occupant	9598 VILLAGE TREE DR	ELK GROVE CA	95758
1161420016	Occupant	7000 FOX CLIFF WY	ELK GROVE CA	95758
1160850017	Occupant	8317 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160970014	Occupant	9582 VILLAGE TREE DR	ELK GROVE CA	95758
1160970011	Occupant	9594 VILLAGE TREE DR	ELK GROVE CA	95758
1160850085	Occupant	8186 CARIBOU PEAK WY	ELK GROVE CA	95758
1161420036	Occupant	9553 MEADOW CLIFF CT	ELK GROVE CA	95758
1160640068	Occupant	7701 KILLDEER WY	ELK GROVE CA	95758



1160850049	Occupant	8320 BULL MOUNTAIN CI	ELK GROVE CA	95758
1161230054	Occupant	8105 FANGIO CT	ELK GROVE CA	95758
1160640067	Occupant	7625 KILLDEER WY	ELK GROVE CA	95758
1160640065	Occupant	7613 KILLDEER WY	ELK GROVE CA	95758
1160930001	Occupant	9564 S COAST LN	ELK GROVE CA	95758
1160850065	Occupant	9606 BIG TIMBER DR	ELK GROVE CA	95758
1160930097	Occupant	9567 DOMINION WOOD LN	ELK GROVE CA	95758
1160850040	Occupant	9566 BEAVER TAIL CT	ELK GROVE CA	95758
1160850039	Occupant	9562 BEAVER TAIL CT	ELK GROVE CA	95758
1160970061	Occupant	8161 ELK GROVE BL	ELK GROVE CA	95758
1160061103	Occupant	6915 ELK GROVE BL	ELK GROVE CA	95758
1160930026	Occupant	9569 SUNLIGHT LN	ELK GROVE CA	95758
1160061104	Occupant	7101 ELK GROVE BL	ELK GROVE CA	95758
1160930152	Occupant	9570 NEW TRADITION LN	ELK GROVE CA	95758
1160850082	Occupant	8174 CARIBOU PEAK WY	ELK GROVE CA	95758
1160850014	Occupant	8329 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160930125	Occupant	8225 NEW COMMONS LN	ELK GROVE CA	95758
1160930070	Occupant	9574 SUNLIGHT LN	ELK GROVE CA	95758
1161230081	Occupant	8005 MANSELL WY	ELK GROVE CA	95758
1160850052	Occupant	8350 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850054	Occupant	8358 BULL MOUNTAIN CI	ELK GROVE CA	95758
1161230050	Occupant	8108 FANGIO CT	ELK GROVE CA	95758
1160850057	Occupant	8370 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850056	Occupant	8366 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850055	Occupant	8362 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850013	Occupant	8333 BULL MOUNTAIN CI	ELK GROVE CA	95758
1161230012	Occupant	9575 ANDRETTI WY	ELK GROVE CA	95758
1161220070	Occupant	7513 BRABHAM WY	ELK GROVE CA	95758
1160930094	Occupant	9579 DOMINION WOOD LN	ELK GROVE CA	95758
1161220020	Occupant	7425 FOYT CT	ELK GROVE CA	95758
1160061109	Occupant	7211 ELK GROVE BL	ELK GROVE CA	95758
1160061110	Occupant	7119 ELK GROVE BL	ELK GROVE CA	95758
1161230014	Occupant	7804 MANSELL WY	ELK GROVE CA	95758
1160930117	Occupant	9578 DOMINION WOOD LN	ELK GROVE CA	95758
1161230067	Occupant	7901 MANSELL WY	ELK GROVE CA	95758
1160930005	Occupant	9582 S COAST LN	ELK GROVE CA	95758
1161220066	Occupant	7609 BRABHAM WY	ELK GROVE CA	95758

1160850010	Occupant	8345 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160970062	Occupant	8169 ELK GROVE BL	ELK GROVE CA	95758
1160850078	Occupant	8158 CARIBOU PEAK WY	ELK GROVE CA	95758
1160850006	Occupant	8361 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850005	Occupant	8365 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850002	Occupant	8377 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850001	Occupant	8381 BULL MOUNTAIN CI	ELK GROVE CA	95758
1160850075	Occupant	8146 CARIBOU PEAK WY	ELK GROVE CA	95758
1161230027	Occupant	7926 MANSELL WY	ELK GROVE CA	95758
1160930008	Occupant	8192 SHANNON OAK LN	ELK GROVE CA	95758
1160930020	Occupant	8196 SHANNON OAK LN	ELK GROVE CA	95758
1160930088	Occupant	8224 SHANNON OAK LN	ELK GROVE CA	95758
1160930021	Occupant	8200 SHANNON OAK LN	ELK GROVE CA	95758
1161230034	Occupant	8113 WYMARK DR	ELK GROVE CA	95758
1161230021	Occupant	7902 MANSELL WY	ELK GROVE CA	95758
1161230023	Occupant	7910 MANSELL WY	ELK GROVE CA	95758
1161220045	Occupant	7604 BRABHAM WY	ELK GROVE CA	95758
1161220046	Occupant	7608 BRABHAM WY	ELK GROVE CA	95758
1161220051	Occupant	7702 BRABHAM WY	ELK GROVE CA	95758
1161220047	Occupant	7612 BRABHAM WY	ELK GROVE CA	95758
1161220049	Occupant	7626 BRABHAM WY	ELK GROVE CA	95758
1161220035	Occupant	9591 GURNEY CT	ELK GROVE CA	95758
1161230043	Occupant	9594 AMON CT	ELK GROVE CA	95758
1320280018	Occupant	8300 ELK GROVE BL	ELK GROVE CA	95758
1320270006	Occupant	8280 ELK GROVE BL	ELK GROVE CA	95758
1321750004	Occupant	9610 BRUCEVILLE RD	ELK GROVE CA	95757
1321750001	Occupant	9650 BRUCEVILLE RD	ELK GROVE CA	95757
1321220011	Occupant	9609 RAMSDELL CT	ELK GROVE CA	95757
1321220013	Occupant	9600 RAMSDELL CT	ELK GROVE CA	95757
1321220073	Occupant	9617 BOBLYN WY	ELK GROVE CA	95757
1321220014	Occupant	6919 RAWLEY WY	ELK GROVE CA	95757
1321220047	Occupant	6905 CANTON CT	ELK GROVE CA	95757
1321220053	Occupant	9625 BOBLYN WY	ELK GROVE CA	95757
1321220054	Occupant	9629 BOBLYN WY	ELK GROVE CA	95757
1321210075	Occupant	9653 DARLEY WY	ELK GROVE CA	95757
1321220068	Occupant	9634 BOBLYN WY	ELK GROVE CA	95757
1321220064	Occupant	6911 CAMBRIE WY	ELK GROVE CA	95757

1321990007	Occupant	9711 BIG HORN BL	ELK GROVE CA	95757
1321210071	Occupant	9669 DARLEY WY	ELK GROVE CA	95757
1321220022	Occupant	7001 RAWLEY WY	ELK GROVE CA	95757
1321220032	Occupant	7000 RAWLEY WY	ELK GROVE CA	95757
1320270022	Occupant	9679 JOHNSTON RD	ELK GROVE CA	95758
1320870018	Occupant	9710 TOSCANO DR	ELK GROVE CA	95757
1321210101	Occupant	9685 DARLEY WY	ELK GROVE CA	95757
1321890012	Occupant	6900 CORDIALLY WY	ELK GROVE CA	95758
1321340016	Occupant	9700 BLANSFIELD WY	ELK GROVE CA	95757
1321910001	Occupant	6712 CORDIALLY WY	ELK GROVE CA	95758
1321340017	Occupant	9704 BLANSFIELD WY	ELK GROVE CA	95757
1321310001	Occupant	9711 DARLEY WY	ELK GROVE CA	95757
1321340015	Occupant	9705 TOSCANO DR	ELK GROVE CA	95757
1321890092	Occupant	9712 KUGLER WY	ELK GROVE CA	95758
1321340020	Occupant	9724 BLANSFIELD WY	ELK GROVE CA	95757
1321310014	Occupant	9754 DARLEY WY	ELK GROVE CA	95757
1321340043	Occupant	7106 INNES CT	ELK GROVE CA	95757
1321910044	Occupant	8240 DEMUI WY	ELK GROVE CA	95758
1322000016	Occupant	8169 SUAREZ WY	ELK GROVE CA	95758
1321900001	Occupant	8244 WYMARK DR	ELK GROVE CA	95758
1321310022	Occupant	9753 MCKENNA DR	ELK GROVE CA	95757
1321310018	Occupant	9773 MCKENNA DR	ELK GROVE CA	95757
1321900067	Occupant	7504 NASSA CR	ELK GROVE CA	95758
1321900002	Occupant	8248 WYMARK DR	ELK GROVE CA	95758
1321890077	Occupant	9744 COLLIE WY	ELK GROVE CA	95758
1321330025	Occupant	7118 GLADWIN WY	ELK GROVE CA	95757
1322080026	Occupant	7624 NASSA CR	ELK GROVE CA	95758
1321330082	Occupant	9754 ALTMAN WY	ELK GROVE CA	95757
1321330033	Occupant	7205 ACKLEY DR	ELK GROVE CA	95757
1321340029	Occupant	9760 BLANSFIELD WY	ELK GROVE CA	95757
1321330038	Occupant	7321 DANBERG WY	ELK GROVE CA	95757
1321340002	Occupant	9757 TOSCANO DR	ELK GROVE CA	95757
1321320037	Occupant	9764 TOSCANO DR	ELK GROVE CA	95757
1321340001	Occupant	9761 TOSCANO DR	ELK GROVE CA	95757
1322090001	Occupant	7900 CELLANA DR	ELK GROVE CA	95758
1321330059	Occupant	7301 DANBERG WY	ELK GROVE CA	95757
1321330053	Occupant	7113 DANBERG WY	ELK GROVE CA	95757

1321330051	Occupant	7105 DANBERG WY	ELK GROVE CA	95757
1321320074	Occupant	6911 DANBERG WY	ELK GROVE CA	95757
1321320072	Occupant	9775 BLANSFIELD WY	ELK GROVE CA	95757
1321930010	Occupant	9800 SHANELYN WY	ELK GROVE CA	95757
1321330067	Occupant	7212 DANBERG WY	ELK GROVE CA	95757
1321920011	Occupant	9810 COLLIE WY	ELK GROVE CA	95757
1321920008	Occupant	9822 COLLIE WY	ELK GROVE CA	95757
1321920016	Occupant	9817 COLLIE WY	ELK GROVE CA	95757
1320770018	Occupant	7208 ABRUZZO CT	ELK GROVE CA	95757
1320770048	Occupant	9868 VALGRANDE WY	ELK GROVE CA	95757
1320770044	Occupant	9861 CASTELLI WY	ELK GROVE CA	95757
1320760077	Occupant	9877 CASTELLI WY	ELK GROVE CA	95757
1321920038	Occupant	7608 CORDIALLY WY	ELK GROVE CA	95757
1320760075	Occupant	9885 CASTELLI WY	ELK GROVE CA	95757
1320770022	Occupant	7208 PARADISO CT	ELK GROVE CA	95757
1320760074	Occupant	9889 CASTELLI WY	ELK GROVE CA	95757