

2 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This Executive Summary section is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in the State CEQA Guidelines Section 15123(a), “[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” State CEQA Guidelines Section 15123(b) states, “[t]he summary shall identify:

- (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- (2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and
- (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.”

Accordingly, this summary includes a brief synopsis of the proposed project and project alternatives, environmental impacts and mitigation, areas of known controversy, and issues to be resolved during environmental review. Table 2-1 (at the end of this section) presents the summary of potential environmental impacts, their level of significance without mitigation measures, the recommended mitigation measures, and the levels of significance following the implementation of mitigation measures.

2.2 PROJECT COMPONENTS

The City of Elk Grove is proposing to design and build a municipal solid waste transfer station near the southern boundary of the city, east of SR 99. The transfer station is intended to provide convenient, cost-effective and environmentally sound waste management services to the citizens of Elk Grove. The transfer station facility would accept regular trash, recyclable materials (cans, bottles, paper, plastics, etc), green wastes (lawn and landscape clippings, wood, leaves), household hazardous wastes (oil, paint, solvents, drain cleaners, light bulbs, batteries, etc) and special wastes (tires, roofing materials, etc.). All materials would be processed and loaded onto trucks for shipment to remote landfills and secondary markets. The transfer station facilities are proposed to include the following components:

- ▶ Transfer Station
- ▶ Materials Recovery Facility (MRF)
- ▶ Household Hazardous Waste (HHW) Collection Building
- ▶ Shop (Vehicle Maintenance Facility)
- ▶ Fueling and Wash Station
- ▶ Integrated Waste Administration Offices
- ▶ Public Education Center
- ▶ Recycled Goods Buy-Back Center
- ▶ Scales and Scale House
- ▶ Green Waste Drop-Off Area
- ▶ Construction/Demolition (C&D) Waste Drop-Off
- ▶ Site Roads and Landscaping
- ▶ Future Waste Management Expansion Area

A detailed description of the project components is included in Chapter 3, Project Description, of this document.

2.3 POTENTIAL PROJECT SITES

Two potential project sites are being considered for the proposed project, both of which are located in the southern portion of the City of Elk Grove, east of SR 99 near the intersection of Waterman Road and Grant Line Road (Exhibits 3-1 and 3-2). The two potential project sites are identified as the Iron Rock Way site (Site 4) and the Grant Line Road site (Site 2).

2.3.1 IRON ROCK WAY SITE 4

The approximately 20-acre Iron Rock Way Site (Site 4) is located near the Elk Grove Public Works Corporation Yard and includes nine separate parcels. Eight of these parcels are contiguous and are located directly east of Iron Rock Way. The final parcel is located directly west of Iron Rock Way. These nine parcels are surrounded to the north, west, and south by light industrial uses and to the east by the Union Pacific rail line and a large industrial cement batch plant. Access to this site is currently provided from SR 99 by way of Grant Line Road to East Stockton Boulevard to Elkmont Way to Iron Rock Way.

2.3.2 GRANT LINE ROAD SITE 2

The approximately 21-acre Grant Line Road Site (Site 2) (also known as the Kalwani site) is located directly northeast of Survey Road, southeast of Grant Line Road, and west of a Union Pacific railroad line. Approximately seven acres of the site were historically used for the Transcon truck terminal. The developed portion of the site is presently utilized as a pallet processing facility (identified as Super Pallet) and a Federal Express truck storage site. The remaining portion of the site is undeveloped. A 50-foot wide by 20-foot deep storm water drainage canal borders this site along its western and southern edges. The site is bound to the north and west by commercial and light industrial uses, to the south by a concrete batch operation, and to the east by the rail line and agricultural land uses. Access to this site is currently provided from Grant Line Road. Following construction of the Grant Line Road Widening Project, access to the site would be provided from Survey Road by way of a new access road that would extend directly west from the southern tip of the project site to Survey Road.

2.3.3 SECONDARY ALTERNATIVE SITE LOCATIONS

Two alternative sites were identified by the Elk Grove City Council as secondary sites in the event the development of Sites 4 and 2 was determined to be infeasible. These sites include Site 3 and Site 5 (Exhibit 6-1). Site 3 is located directly south of Site 2 and directly north of the Emerald Lakes Golf Course. It is bordered on the southwest by SR 99 and on the east by the Union Pacific rail line and includes two separate parcels (APN 134-022-0054 and 134-022-0055). Both parcels are zoned Heavy Industrial (M-2). Site 3 has an established business (Meeks Lumber) located on a portion of the site and it only has sufficient space to accommodate either the transfer station or the HHW facility. Sufficient space is not available to accommodate both of these project components. This site was identified by the City as a secondary alternative due to this development constraint.

Site 5 is located to the southwest of Site 4 and is directly northwest of the Suburban Propane facility. It is bordered on the southwest by SR 99 and on the north, east and south by industrial development. Approximately half of this site is currently occupied by the Georgia Pacific Resin facility. The undeveloped portion of the site includes approximately 15 acres of flat land. Access to this site would be provided from E. Stockton Boulevard. This parcel includes a combination of Heavy Industrial (M-2) and Light Industrial (M-1) zoning. Because an established business (Georgia Pacific Resin facility) is located on a portion of this site, this site has less area to accommodate the proposed transfer station and HHW facilities than the two potential project sites, which could limit the facility's operational flexibility. This site was identified by the City as a secondary alternative based on its space limitations. Both Site 3 and Site 5 are evaluated in the Section 6 Alternatives of this document as potential alternative locations for the development of the proposed project.

2.4 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to State CEQA Guidelines Section 15382, a significant effect on the environment is defined as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance”. Chapter 4 of this Draft EIR describes in detail the significant environmental impacts that would result from implementation of the proposed project. Chapter 6 provides a discussion of cumulative and growth-inducing impacts. As identified in more detail in Table 2-1, the proposed project could result in significant impacts to the following resource areas:

- ▶ Land Use
- ▶ Traffic and Circulation
- ▶ Air Quality
- ▶ Noise
- ▶ Public Services and Utilities
- ▶ Aesthetics
- ▶ Public Health and Hazards
- ▶ Hydrology and Water Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Global Climate Change

2.5 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Detailed mitigation measures proposed by the City have been identified throughout Chapters 4 and 5 of this report that are intended to mitigate project effects to the extent feasible. All of these mitigation measures are identified in Table 2-1. After implementation of the proposed mitigation measures, most of the adverse effects associated with the proposed project would be reduced to a less-than-significant level. However, one impact would remain significant and unavoidable following the implementation of identified mitigation measures. This impact is described as follow:

2.5.1 EXPOSURE OF SENSITIVE RECEPTORS TO EXCESSIVE STATIONARY—OR AREA—SOURCE NOISE LEVELS—SITE 4 ONLY

The Soaring Oaks Presbyterian Church is located approximately 300 feet to the northwest of Site 4. As stated in Section 6.68.110 of the City of Elk Grove Noise Control Ordinance, noise levels at churches while in use cannot exceed 55 dBA L_{eq} between 7:00 a.m. and 10:00 p.m., and cannot exceed 50 dBA L_{eq} between 10:00 p.m. and 7:00 a.m. Due to its proximity to Site 4, the Soaring Oaks Presbyterian Church would experience noise levels in excess of 55 dBA during daytime operations and 50 dBA during nighttime operations. Based on noise data from the Sacramento Recycling and Transfer Station, noise levels at the church could be as high as 70 dBA L_{eq} , depending upon how the facility is designed and the location of noise-generating activities in relation to the church. Because this noise level would clearly exceed the City’s permitted noise level for churches, this impact would be considered significant and unavoidable for Site 4.

2.6 SUMMARY OF PROJECT ALTERNATIVES

State CEQA Guidelines Section 15126.6, as amended, mandates that all EIRs include a comparative evaluation of the proposed project with alternatives to the project that are capable of attaining most of the project’s basic objectives, but would avoid or substantially lessen any of the significant effects of the project. CEQA requires an evaluation of a “range of reasonable” alternatives, including the “no project” alternative. Chapter 6, Alternatives, of this Draft EIR provides a comparative analysis of impacts anticipated from four alternatives to the proposed project:

- 1) the No-Project Alternative, which assumes the development of each site consistent with its current land use and zoning designations;
- 2) the Offsite Development Alternative–Site 3, which assumes development of either a transfer station or a Household Hazardous Waste Collection Facility on Site 3;
- 3) the Offsite Development Alternative–Site 5 which assumes development of the project components on Site 5; and
- 4) the Household Hazardous Waste Collection Facility Only Alternative, which assumes development of a Household Hazardous Waste Collection Facility on either Site 2 or Site 4 without any other facility components.

The City has also considered building a Household Hazardous Waste Collection Facility at the existing corporation yard located directly west of Site 4. However, this alternative is not evaluated in this EIR. If the City considers building a Household Hazardous Waste Collection Facility at the existing corporation yard, subsequent CEQA environmental review of that project would be required.

2.7 AREAS OF CONTROVERSY, ISSUES RAISED, AND AREAS RESOLVED IN THE EIR

Section 15123 of the State CEQA Guidelines requires the summary section of a Draft EIR to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The following provides a brief summary of the issues raised in comment letters received on the Notice of Preparation and during informational meetings for the project. The comment letters received on the Notice of Preparation are included in Appendix A of this document.

- ▶ The project will generate a lot of new noise and traffic congestion in local residential neighborhoods.
- ▶ The project will need to provide a buffer to accommodate future alignments of East Stockton Boulevard.
- ▶ Access should not be provided directly from Grant Line Road for either of the project sites.
- ▶ Some City streets (e.g., Waterman) are little more than older rural roads that big trucks will tear up and traffic will overwhelm these streets due to their narrowness.
- ▶ An appropriate hydrologic analysis should be included in the Draft EIR.
- ▶ Any dwelling within 1,000 feet of the project needs to be identified.
- ▶ Garbage smells in the waste collection cans and large amounts of garbage will really stink.
- ▶ Fugitive dust and possible odors should be evaluated.
- ▶ The Household Hazardous Waste Facility needs to be evaluated.
- ▶ Noise effects during the 24 hours of operation need to be evaluated because operations that involve heavy equipment can be very noisy, especially at night.
- ▶ Transfer processing operations need to be described.
- ▶ Litter may be generated along the trash truck travel path because trash trucks drop lots of litter.
- ▶ Lighting issues need to be evaluated. Glare from high pole lights makes for a poor neighbor (the FedEx lot has very high lights on its site off Elkmont).

- ▶ Peaceful evenings will be disrupted by noisy and smelly operations to such a degree that people will not be able to sleep with open windows.
- ▶ The chippers, grinders and composting necessary for green waste processing are very loud and smelly.
- ▶ The proposed project should not be located across from the new mall due to the noisy and smelly character of the operations.
- ▶ The traffic analysis needs to define impacts associated with different types of vehicles.
- ▶ The City should not pursue the Georgia-Pacific site (which is not one of the two primary sites evaluated in this EIR) as an alternative location for the proposed project.

All of the substantive environmental issues raised in the Notice of Preparation comment letters have been addressed in this Draft EIR.

2.8 CITY APPROVAL PROCESS

In carrying out its review of the proposed project, the City will first consider the adequacy of the entire environmental analysis, mitigation measures, and alternative analysis contained in this Draft EIR. The City will decide whether to certify that the Final EIR:

- (1) has been completed in compliance with CEQA;
- (2) was presented to the decision-making body of the lead agency (i.e., the Planning Commission or City Council) and was reviewed and considered by the decision-making body prior to approving the project; and
- (3) reflects the lead agency’s independent judgment and analysis (State CEQA Guidelines Section 15090). If the EIR is certified, the Planning Commission or City Council will make a decision in a separate action whether the proposed project will be denied, approved, or conditionally approved.

After certifying that the EIR is adequate and in compliance with CEQA, the City can choose to approve or conditionally approve the proposed project, even if significant impacts are identified, or deny the project. When significant effects are identified and the lead agency wishes to approve or conditionally approve the project, CEQA Section 21081(a) requires that one of three specific findings be made for each significant effect. The possible findings include the following:

- ▶ Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- ▶ Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- ▶ Specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The City, as the lead agency, must also adopt a “statement of overriding considerations,” in accordance with CEQA Section 21081(b), if the proposed project is approved with unavoidable significant effects to the environment. The statement of overriding considerations is a statement by the decision makers acknowledging that significant unavoidable environmental impacts are acceptable when balanced against certain economic, legal, social, technological, or other benefits of the project.

<p align="center">Table 2-1 Summary of Environmental Impacts and Mitigation Measures</p>			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.1 Land Use			
4.1-1: Consistency with Applicable Plans. The proposed project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	NI	No mitigation measures would be necessary.	NI
4.1-2: Physically Divide an Established Community. The proposed project would not be expected to physically divide an established community.	NI	No mitigation measures would be necessary.	NI
4.2 Traffic and Circulation			
4.2-1: Roadway Segments. The proposed project would increase ADT for roadways within the study area. However, in no case does the project increase ADT volumes enough to result in additional segments operating unacceptably or increase the volume-to-capacity ratio of already-deficient segments by 0.05.	LTS	No mitigation measures would be necessary.	LTS
4.2-2: Elkmont Way / East Stockton Boulevard Intersection (Site 4 Only). The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Elkmont Way / East Stockton Boulevard Intersection if Site 4 is selected as the preferred facility site. No impact would occur at this intersection if Site 2 is selected.	S	Install a traffic signal at the Elk Grove-Florin Road / East Stockton Boulevard intersection as planned for in the City's Capital Improvement Program. Currently this improvement is included in the fee program and is anticipated to be constructed prior to the operations of the transfer station. If the improvement is not in place, this project will be required to construct it.	LTS
4.2-3: Elkmont Way / East Stockton Boulevard Intersection (Site 4 Only). The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Elkmont Way / East Stockton Boulevard Intersection if Site 4 is selected as the preferred facility site. No impact would occur at this intersection if Site 2 is selected. The impact at this intersection with the development of Site 4 would be considered significant.	S	Install a traffic signal at the Elkmont Way / East Stockton Boulevard intersection.	LTS

NI = No Impact LTS = Less than Significant S = Significant PS = Potentially Significant SU = Significant and Unavoidable

**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.2-4: Grant Line Road / Bradshaw Road Intersection. The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Grant Line Road / Bradshaw Road Intersection.</p>	S	<p>Install a traffic signal and widen the southbound and eastbound approaches to the Grant Line Road / Bradshaw Road intersection to provide the following lane configurations:</p> <ul style="list-style-type: none"> ▶ One left-turn lane and one right-turn lane on the southbound approach. ▶ One left-turn lane and one through lane on the eastbound approach. <p>Currently these improvements are included in the fee program and are anticipated to be constructed prior to the operations of the transfer station. If the improvements are not in place, this project will be required to construct them.</p>	LTS
<p>4.2-5: Grant Line Road / Elk Grove Boulevard Intersection. The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Grant Line Road / Elk Grove Boulevard Intersection.</p>	S	<p>Install a traffic signal and widen the eastbound approach to the Grant Line Road / Elk Grove Boulevard intersection to provide the following lane configurations:</p> <ul style="list-style-type: none"> ▶ One left-turn lane and one through lane on the eastbound approach. <p>Currently these improvements are included in the fee program and are anticipated to be constructed prior to the operations of the transfer station. If the improvements are not in place, this project will be required to construct them.</p>	LTS
<p>4.2-6: Grant Line Road / Wilton Road Intersection. The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Grant Line Road / Wilton Road Intersection.</p>	S	<p>Widen the eastbound approach to the Grant Line Road / Wilton Road intersection to provide the following lane configurations:</p> <ul style="list-style-type: none"> ▶ One left-turn lane, one through lane, and one right-turn lane on the eastbound approach. <p>Currently this improvement is included in the fee program and is anticipated to be constructed prior to the operations of the transfer station. If the improvement is not in place, this project will be required to construct it.</p>	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.2-7: Grant Line Road / Sheldon Road Intersection. The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Grant Line Road / Sheldon Road Intersection.	S	Install a traffic signal at the Grant Line Road / Sheldon Road intersection. Currently this improvement is included in the fee program and is anticipated to be constructed prior to the operations of the transfer station. If the improvement is not in place, this project will be required to construct it.	LTS
4.2-8: Bilby Road / Bruceville Road Intersection. The addition of project traffic to baseline traffic conditions would degrade already unacceptable operations at the Bilby Road / Bruceville Road Intersection.	S	Widen the eastbound approach to the Bilby Road / Bruceville Road intersection to provide the following lane configurations: ▶ A shared through-left lane and a right-turn lane on the eastbound approach.	LTS
4.3 Air Quality			
4.3-1: Short-Term Construction-Generated Criteria Air Pollutant and Precursor Emissions. Short-term construction-generated emissions of the ozone precursor NO _x , associated with construction of the Site 2 alternative, would exceed SMAQMD's significance threshold. Therefore, the project could result in or contribute substantially to a violation of air quality standards.	S	In accordance with SMAQMD recommendations, the following mitigation measures shall be implemented during construction of the proposed project for Site 2 only, if selected. ▶ The contractor shall develop a plan, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower [hp]), off-road vehicles to be used in the construction project (including owned, leased, and subcontractor vehicles) shall achieve a project-wide fleet-average 20% NO _x reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate-matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available. ▶ A comprehensive inventory of all off-road construction equipment equal to or greater than 50 hp that will be used for an aggregate of 40 or more hours during any portion of project construction shall be submitted to SMAQMD. 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 operations occur. At least 48 hours	LTS

**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>before heavy-duty off-road equipment is used, the City shall provide SMAQMD with the anticipated construction timeline, including the start date, and the name and phone number of the contractor's project manager and on-site foreman.</p> <ul style="list-style-type: none"> ▶ In accordance with SMAQMD recommendations, the following mitigation measures shall be implemented at either site during construction of the proposed project to minimize cumulative impacts from PM₁₀. The ground-disturbing activities (i.e., grading, trenching) shall not exceed a total actively disturbed area of 5 acres per day. ▶ Construction activities shall comply with SMAQMD's Rule 403, Fugitive Dust. Rule 403 requires implementation of reasonable precautions so as not to cause or allow emissions of fugitive dust from being airborne beyond the property line of the project site. In accordance with SMAQMD-recommended mitigation measures for the control of fugitive dust, reasonable precautions shall include, but shall not necessarily be limited to, the following (SMAQMD 2004): <ul style="list-style-type: none"> • Apply water, chemical stabilizer/suppressant, or vegetative cover to disturbed areas, including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive for longer than 3 months. • Water exposed surfaces sufficient to control fugitive dust emissions during demolition, clearing, grading, earth-moving, or excavation operations. Actively disturbed areas should be kept moist at all times. • Cover all vehicles hauling dirt, sand, soil or other loose material or maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114. 	

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> Limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring. Limit onsite vehicle speeds on unpaved surfaces to 15 miles per hour, or less. 	
<p>4.3-2: Long-Term Operational (Regional) Criteria Air Pollutant and Precursor Emissions. The proposed project would generate criteria air pollutant and precursor emissions in the region associated with new area and mobile sources. However, these emissions would be more than offset by the reduction in vehicle miles driven by waste-haul vehicles that currently deliver waste to Sacramento.</p>	LTS	No mitigation is necessary.	LTS
<p>4.3-3: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. The waste-haul trucks associated with the proposed transfer station operations would generate diesel PM emissions, which are categorized as a TAC. However, these emissions would not be generated near sensitive receptors.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.3-4: Long-Term Operational (Local) Mobile-Source Carbon Monoxide Emissions. The proposed project would increase mobile-source CO emissions in the local area. However, this increase would not cause local mobile-source CO emissions to exceed applicable standards.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.3-5: Exposure of Sensitive Receptor to Odorous Emissions. The proposed project would introduce new odor sources into the area, which could expose sensitive receptors to odorous emissions on an intermittent basis.</p>	S	<p>The following measures shall be implemented to reduce the project's potential odor impacts:</p> <ul style="list-style-type: none"> ▶ Building doors shall be closed when not receiving waste materials; ▶ Loaded transfer vehicles shall be covered and properly maintained to ensure that both liquid and solid waste materials are contained entirely within the vehicle for the duration of its transport; 	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> ▶ Routine cleaning of floors, walls, and equipment shall be conducted per the requirements of CCR Title 27; and ▶ Odor complaints received by the City or SMAQMD shall be responded to within 24 hours. This response shall include an inquiry into the source of the odor and identification of the measures necessary to eliminate the odor source. If excessive complaints are received, as defined by the City, additional measures shall be implemented to control odors. Additional measures may include, but are not limited to: (a) install plastic curtains on entrances and exits to contain odors when doors are opened to allow vehicles to enter and exit, (b) use of deodorants to mask or neutralize odors as needed, and (c) daily removal of waste from tipping floor to allow for daily washing/cleaning. 	
4.4 Noise			
<p>4.4-1: Construction-Generated Temporary Increases in Ambient Noise Levels. Construction activities would result in temporary increases in ambient noise levels for the existing surrounding industrial land uses. However, these construction noise levels would be intermittent and would not be expected to adversely affect sensitive receptors.</p>	LTS	<p>The following measures shall be implemented to reduce construction-generated noise levels at nearby land uses:</p> <ul style="list-style-type: none"> ▶ Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 7:00 a.m. and 7:00 p.m. on Saturday and Sunday, in accordance with the City’s General Plan noise policies. ▶ Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. ▶ Construction equipment staging areas shall be located at the farthest distance possible from nearby noise-sensitive land uses. 	LTS
<p>4.4-2: Traffic-Generated Permanent Increases in Ambient Noise Levels. The proposed project would not result in a noticeable increase in traffic noise levels at off-site sensitive receptors.</p>	LTS	No mitigation measures are required.	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.4-3: Exposure of Sensitive Receptors to Excessive Stationary or Area-Source Noise Levels. The operational noise levels associated with the proposed project at Site 4 would exceed applicable noise thresholds for Soaring Oaks Presbyterian Church and the identified mitigation measures may not reduce the noise levels to below the City's thresholds. Therefore, this impact would be considered significant and unavoidable for Site 4. Operational noise levels would not result in a substantial increase in noise at the nearest residential receptors for Site 4; therefore, exposure of residences to operational noise from Site 4 would be a less-than-significant impact. The operational noise levels associated with the proposed project at Site 2 would not exceed applicable noise thresholds for any sensitive receptors, including area churches and the nearest residences. Therefore, this impact would be considered less than significant for Site 2.</p>	<p>Site 4:SU Site 2:LTS</p>	<p>For Site 4 Only: The facility shall be designed to minimize noise generation in the northwestern portion of Site 4. This shall be accomplished by limiting the site uses in the northern portion of the site, concentrating high noise-generating activities in the southern portion of the site, and locating buildings so they block offsite noise propagation to the northwest. The City shall contract with an acoustical engineering firm that will identify a variety of construction solutions (e.g., sound berms) to be implemented as part of the project to reduce the offsite noise levels by a minimum of 8 dBA, if feasible. Site 2: No mitigation measures are required.</p>	<p>Site 4: SU Site 2: LTS</p>
<p>4.4-4: Nighttime Noise Exposure. The propose project would include nighttime operations that could exceed the City's established nighttime noise standards for noise sensitive land uses.</p>	<p>S</p>	<p>The site operations shall comply with the requirements of the City's noise ordinance regarding nighttime operations. This shall include limiting substantial noise-generating outdoor activities at the site during nighttime hours (10:00 p.m. to 7:00 a.m.) and designing the facility to ensure high noise generating activities are screened by buildings from noise-sensitive land uses. The City shall contract with an acoustical professional to collect nighttime noise measurements at the site for two months following the initiation of site operations. If the noise level measurements determine that the nighttime noise levels are exceeding City standards at noise-sensitive land uses (residential and park uses), the noise generating activities shall be either curtailed until after 7:00 a.m. or other noise reducing measures (e.g., relocating noise generating uses on the site, installing noise barriers adjacent to noise generating uses) shall be implemented to ensure the nighttime noise standard is not exceeded.</p>	<p>LTS</p>

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.4-5: Exposure of Sensitive Uses to Vibration Levels. The vibration levels generated by the proposed construction activities would not expose residences in proximity to the potential project sites to excessive vibration levels and the project's operations would not generate significant vibration sources.	LTS	No mitigation measures are necessary.	LTS
4.4-6: Airport Noise Levels. The project sites are located approximately 1.5 miles from the Elk Grove Airport, which has had its permit renewal denied by the County. It supports a limited number of small planes until it ceases operation in response to the lack of a permit renewal. Recognizing the distance, permit status, and limited number of aircraft, the proposed project would not expose people residing or working in the project area to excessive noise levels from airport operations and a less-than-significant impact would occur.	LTS	No mitigation measures are required.	LTS
4.5 Public Services and Utilities			
4.5-1: Increased Demand for Water Supply, Treatment, and Conveyance Facilities. Implementation of the proposed project would not put substantial demands on the available water supply. Therefore, existing and projected water supplies are adequate to serve the project.	LTS	No mitigation is necessary.	LTS
4.5-2: Demand for Wastewater Treatment and Conveyance Facilities. Implementation of the project would not substantially increase the demand for wastewater treatment and conveyance facilities. Existing and planned wastewater treatment and conveyance facilities would be adequate to serve the project.	LTS	No mitigation is necessary.	LTS
4.5-3: Increased Demand for Energy. Implementation of the proposed project would not substantially increase the demand for energy.	LTS	No mitigation is necessary.	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.5-4: Increased Demand for Fire Protection Services. Implementation of the proposed project would not substantially increase the demand for fire protection services. The City's existing fire protection services are adequate to serve the project.	LTS	No mitigation is necessary.	LTS
4.5-5: Increased Demand for Police Protection Services. Implementation of the proposed project would not generate additional residents and would not included uses that would substantially increase the demands on local law enforcement.	LTS	No mitigation is necessary.	LTS
4.6 Aesthetics			
4.6-1: Impacts on Scenic Vistas. Views on or near the potential project sites are not scenic vistas.	NI	No mitigation measures would be necessary.	NI
4.6-2: Damage to Scenic Resources within a State Scenic Highway. The potential project sites are not visible from a State Scenic Highway and would not damage scenic resources.	NI	No mitigation measures would be necessary.	NI
4.6-3: Changes in Visual Character. The proposed development on Site 4 would convert a graded field into a developed industrial site. The proposed development on Site 2 would expand the industrial use of the site by replacing the existing pallet processing facility and the undeveloped portion of the site with the transfer station facility. Because the surrounding land uses are developed with industrial and commercial uses that are similar to those of the proposed project, project implementation would not substantially alter the visual character of the local area.	LTS	No mitigation measures would be necessary.	LTS
4.6-4: Impacts from Nighttime Lighting. The project would include exterior building lighting consistent with other industrial uses in the area. Implementation of the proposed project would not substantially change the degree of darkness in the project area and would not diminish the visibility of stars and other features of the night sky.	LTS	No mitigation measures would be necessary.	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.7 Public Health and Hazards			
<p>4.7-1: Exposure to Known and Unknown Hazardous Materials. Excavation and construction activities on the project sites could result in the exposure of construction workers and the general public to hazardous materials, including petroleum hydrocarbons, pesticides, herbicides, and fertilizers; contaminated debris; elevated levels of chemicals that could be hazardous; or hazardous substances that could be inadvertently spilled or otherwise spread. This impact is considered significant.</p>	S	<p>Construction monitors trained in the identification of hazardous materials will be present during the excavation and site development phase of the project. Monitors will observe all excavation, trenching, and grading for the potential presence of hazardous materials and petroleum products. If during site preparation and construction activities previous undiscovered or unknown evidence of hazardous materials contamination is observed or suspected through either obvious or implied measures (e.g., stained or odorous soil, unknown storage tanks, etc.), construction activities shall immediately cease in the area of the find.</p> <p>City of Elk Grove staff shall be immediately consulted and the project contractor shall contract with a qualified consultant registered in DTSC’s Registered Environmental Assessor Program to assess the situation. If necessary, risk assessments shall include a DTSC Preliminary Endangerment Assessment or no further action determination, or equivalent. Any required remediation shall include a DTSC Remedial Action Work Plan or equivalent. Based on consultation between the Registered Environmental Assessor and DTSC, remediation of the site shall be conducted consistent with all applicable regulations.</p>	LTS
<p>4.7-2: Exposure to Hazardous Materials during Project Construction. Use of various paints, solvents, cements, glues, and fuels is expected during construction of the proposed project. Construction workers could be exposed to hazardous materials as a result of improper handling or use; accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies, resulting in adverse health effects. However, all allowable uses would be subject to compliance with federal, state, and local hazardous materials regulations, and would be monitored by the state (e.g., Cal/OSHA, DTSC, CHP) and/or local jurisdictions.</p>	LTS	No mitigation measures would be necessary.	LTS

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.7-3: Exposure to Hazardous Materials during Project Operations. The proposed project would use and accept many materials, some of which are considered hazardous, during the course of its daily operations. Compliance with federal, State, and local hazardous materials regulations, which would be monitored by the State and/or local jurisdictions, would reduce impacts associated with the use, transport, and storage of hazardous materials during operation of the project. Therefore, impacts related to creation of significant hazards to the public or the environment would be less than significant.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.7-4: Exposure to Vectors and Pests. Implementation of the proposed project could increase the potential for human contact with vectors and pests. Potential impacts associated with increased human contact with vectors and pests would be considered less than significant.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.7-5: Exposure to Hazards Associated with Suburban Propane and Georgia-Pacific Resins Facilities. According to a report prepared in 2003 by Quest Consultants, there is currently greater than one chance in a million that several hazards associated with these facilities could occur that would affect nearby areas, including the potential project sites, as a result of either an accidental incident or an intentional act (e.g., terrorism, vandalism). However, the proposed project would not substantially change the risk of these events occurring. Therefore, this impact would be less than significant.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.7-6: Safety Hazards Associated with Airport Operations. The potential project sites would not be exposed to excessive safety hazards associated with operations at the Elk Grove Airport. Therefore, this impact would be considered less than significant.</p>	LTS	No mitigation measures would be necessary.	LTS

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.7-7: Emergency Response Plans and Wildland Fire Risks. Implementation of the proposed project would not be anticipated to affect emergency response plans or result in significant wildland fire risks. Therefore, this impact would be considered less than significant.</p>	LTS	No mitigation measures would be necessary.	LTS
<p>4.7-8: Illegal Dumping and Litter. Implementation of the proposed project could potentially alter the pattern of illegal dumping in the City if people delivering waste to the facility decide to dump their loads in the local area rather than pay for proper disposal. Also, vehicles delivering garbage to the transfer station that are not covered with a tarp could generate litter along the site access routes. The potential for illegal dumping and litter generation within the area of the project sites would be considered a public health/safety hazard for the local public. This impact would be considered significant.</p>	S	<ul style="list-style-type: none"> ▶ City Code Enforcement shall monitor illegal dumping in the project area on a monthly basis for the first year of operations. If illegal dumping increases along the site access routes, Code Enforcement shall increase sweeps of the area by the City’s illegal dumping contractors. In addition, the City shall develop, in consultation with the Elk Grove Police Department, an illegal dumping enforcement program that includes implementing a surveillance program along site access routes and increased fines for perpetrators. ▶ Perimeter fencing shall be installed with slates. ▶ All transfer trucks shall be tightly covered before leaving the transfer station building. ▶ All loads brought to the facility are to be brought in covered vehicles. This is a requirement of State law, and signs at the facility will remind users of the requirement. ▶ Employees of the facility will make regular litter pick-up “sweeps” of the site access roads and surrounding areas, as needed. ▶ The facility will be appropriately maintained to ensure the accumulation of litter does not occur on the site. ▶ The paved areas on the site will be swept on a regular basis. 	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.8 Hydrology and Water Quality			
4.8-1: Increased Runoff and Potential for Localized or Downstream Flooding. Implementation of the proposed project would result in an increase in impervious surfaces on the potential project sites, which would lead to an increase in stormwater runoff compared to existing conditions. The increased surface runoff could result in a greater potential for on- and off-site flooding if identified improvements are not implemented.	S	If the drainage system improvements identified in the Elk Grove Flood Control and Storm Drainage Master Plan are not implemented prior to the initiation of project construction, then storm water detention facilities shall be constructed on the project sites to capture any increase in storm water runoff associated with site development. The detention facilities shall be located either in the areas designated for future waste management and waste conversion (Exhibits 3-3 and 3-4), or in other areas of the site with sufficient capacity to accommodate the site's necessary storm water detention requirements. Following the installation of the drainage system improvements identified in the Master Plan, the detention areas on the sites can be converted to their intended waste management uses.	LTS
4.8-2: Potential for Short-Term Construction-Related Water Quality Degradation. Implementation of the proposed project could cause short-term water quality degradation associated with construction activities. Construction activities (grading, excavation, etc.) could result in substantial stormwater discharges of suspended solids and other nonpoint source pollutants, which could drain to off-site areas, potentially degrading local surface water quality. Further, areas of exposed or stockpiled soils could be subject to sheet erosion during rain events.	PS	<p>a. The project contractor shall demonstrate compliance, through its erosion control plan and SWPPP, with all requirements of the City's Drainage Manual and Land Grading and Erosion Control Ordinance, which may include (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage facilities from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project sites; (5) use of temporary water conveyance and water diversion structures to eliminate runoff; and (6) any other suitable measures. The SWPPP shall be submitted to the City for review.</p> <p>b. Prior to the issuance of a grading permit or any construction activity, the project contractor shall obtain from the Central Valley RWQCB the appropriate regulatory approvals for project construction including a Section 401 water quality certification, and an NPDES stormwater permit for general construction activity, including construction dewatering activities.</p> <p>c. As required under the NPDES stormwater permit for general construction activity, the project contractor shall prepare and</p>	LTS

**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>submit the appropriate Notice of Intent and prepare the SWPPP and the erosion control plan for pollution prevention and control prior to initiating site construction activities. The SWPPP shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, and inspection and maintenance responsibilities. The SWPPP shall also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure the BMPs are effective.</p> <p>d. Construction techniques shall be identified that would reduce the potential runoff and the SWPPP shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.</p>	

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.8-3: Potential Long-Term Degradation of Water Quality. The development of the potential project sites would introduce new stormwater pollutant sources. These pollutant sources would include oils and greases, petroleum hydrocarbons (gas and diesel fuels), nitrogen, phosphorus, and heavy metals. Pesticides, herbicides, and other landscape maintenance products typically used in landscape maintenance also could be present. These pollutants could adversely affect stormwater discharges from the sites.</p>	<p>S</p>	<p>Before issuance of a grading permit, the project contractor shall obtain from the Central Valley RWQCB a general NPDES permit and shall comply with all of the permit requirements in order to minimize storm water discharges associated with site operations. In addition, the project contractor shall prepare a SWPPP and implement Best Management Practices designed to minimize sedimentation and release of products used during site operations. Before approval of the final project design, the project contractor shall identify storm water runoff BMPs selected from the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Sacramento Stormwater Quality Partnership et al. 2007). Typical BMPs that could be used on the project site shall include, but are not limited to, catchbasin inserts, compost storm water filters, sand filters, vegetated filter strips, biofiltration swales, oil/water separators, bioretention basins, or other equally effective measures. Other BMPs shall include, but would not be limited to, administrative controls such as signage at inlets to prevent illicit discharges into storm drains, parking lot and other pavement area sweeping, public education, and hazardous waste management and disposal programs. BMPs shall identify and implement mechanisms for the routine maintenance, inspection, and repair of pollution control mechanisms. In addition, the BMPs shall be reviewed for adequacy by the City of Elk Grove, Public Works Department prior to issuance of a grading permit for the site to ensure that they will effectively remove pollutants from the site's stormwater runoff.</p>	<p>LTS</p>
<p>4.9 Biological Resources</p>			
<p>4.9.1: Effects on Federally-Listed Vernal Pool Crustaceans. Implementation of the proposed project on Site 2 would result in the removal of approximately 1 acre of previous disturbed and degraded seasonal wetland habitat. Due to the low quality habitat and the isolated nature of the wetland, vernal pool fairy shrimp or vernal pool tadpole shrimp are not expected to occur on the site. Site 4 contains no habitat for these species.</p>	<p>LTS</p>	<p>No mitigation measures are required.</p>	<p>LTS</p>

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Therefore, implementation of the project on the potential project sites would have a less-than-significant impact on habitat for vernal pool crustaceans.			
4.9.2: Potential Giant Garter Snake Impacts. Implementation of the proposed project on Site 4 would not disturb any habitat for giant garter snake. Therefore, the development on Site 4 would have no impact on giant garter snake. Implementation of the proposed project on Site 2 would involve substantial grading and use of heavy equipment and vehicles in an area of potential giant garter snake habitat. Construction activities could result in direct injury or take of giant garter snake and loss of habitat. This impact would be potentially significant.	PS	<p>For Site 2 Only:</p> <ol style="list-style-type: none"> 1) Prior to the commencement of construction activities, the City shall consult with the U.S. Fish and Wildlife Service and California Department of Fish and Game to determine the agencies' opinion on the suitability of the habitat on the project site to support giant garter snake, and the likelihood of injury for giant garter snakes that may be moving through the project site during construction. If the agencies determine that the project site does not support giant garter snake habitat, then no additional mitigation is required. 2. If U.S. Fish and Wildlife Service and California Department of Fish and Game determine that implementation of the proposed project could affect giant garter snake, the City shall undertake the following measures prior to project grading within 200 feet of Grant Line Channel: <ul style="list-style-type: none"> • Construction personnel shall participate in a USFWS-approved worker environmental awareness program. Under this program, workers shall be informed about the potential presence of giant garter snake and habitat associated with the species and that unlawful take of the animal or destruction of its habitat is a violation of the Endangered Species Act. Prior to construction activities, a qualified biologist approved by the USFWS shall instruct all construction personnel about: (1) the life history of the giant garter snake; (2) the importance of Grant Line Channel to the giant garter snake; and (3) the required avoidance/protection measures. Proof of this instruction shall be submitted to the City and the Sacramento U.S. Fish and Wildlife Service Office. 3. The City shall mitigate to standard guidelines identified in the USFWS's Programmatic Formal Consultation for U.S. Army Corps of Engineers 404 Permitted Projects with Relatively 	LTS

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>Small Effects on the Giant Garter Snake within Butte, Colusa, Glenn, Fresno, Merced, Sacramento, San Joaquin, Solano, Stanislaus, Sutter and Yolo Counties, California (1997). Loss of upland basking and retreat site habitat resulting from project grading and construction would be considered a “Level 3” impact.</p> <p>Standard mitigation shall consist of:</p> <ul style="list-style-type: none"> a) replacement of affected giant garter snake habitat at a 3:1 ratio; b) all replacement habitat must include both upland and aquatic habitat components. Upland and aquatic habitat components must be included in the replacement habitat at a ratio of 2:1 upland acres to aquatic acres; c) if restoration of habitat is a component of the replacement habitat, one year of monitoring restored habitat with a photo documentation report due one year from implementation of the restoration with pre- and post-project area photos; and d) Five years of monitoring replacement habitat with photo documentation report due each year. Loss of habitat resulting from the project implementation must be replaced at a location deemed appropriate by the USFWS; e) Evidence of compliance with this mitigation measure shall provided prior to grading activities that will remove giant garter snake habitat. 	
<p>4.9.3: Effects on Swainson’s Hawk and Other Raptors. Implementation of the proposed project on both potential sites would result in the permanent loss of foraging habitat for Swainson’s Hawk and other special-status raptors including Northern harrier and white-tailed kite. This impact would be significant.</p>	<p>S</p>	<p>The City shall implement one of the following options prior to ground-disturbing activities:</p> <ul style="list-style-type: none"> 1) Preserve 1.0 acre of similar habitat for each acre lost. This land shall be protected through a fee title or conservation easement acceptable to the DFG and the City of Elk Grove as set forth In Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect, or 	<p>LTS</p>

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>2) Submit payment of Swainson’s hawk impact mitigation fee per acre of habitat impacted (payment shall be at a 1:1 ratio) to the City of Elk Grove’s Swainson’s hawk mitigation fund in the amount set forth in Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect, or</p> <p>3) Submit proof that mitigation credits for Swainson’s hawk foraging habitat have been purchased at a DFG approved mitigation bank.</p> <p>For Site 4 Only: In order to avoid impacts to nesting habitat for raptors, the City shall also implement the following measures prior to construction and site grading activities:</p> <p>1) Retain a qualified biologist to conduct a focused survey for active nests within the single oak tree on Site 4. The survey shall occur no more than two weeks prior to ground disturbance.</p> <p>2) If no active nests are found, tree removal may proceed. If active nests are found, DFG shall be notified, and the tree shall not be removed until the nest is no longer active, as determined by a DFG-approved biologist. No construction activities shall take place within a 500-foot (152-meter) radius of the active nest (or another distance determined appropriate during consultation with DFG).</p>	
<p>4.9.4: Effects on Burrowing Owls. Although no burrowing owls were present when surveyed, both sites support suitable burrow conditions. Implementation of the proposed project could result in the loss of occupied burrowing owl burrows on both potential project sites if the owls occupy burrows and are nesting on the sites at the time of project construction. This impact would be potentially significant.</p>	PS	<p>1) Before construction begins, focused surveys for burrowing owls shall be conducted by a qualified biologist in areas of suitable habitat on and within 250 feet of the proposed project site. Surveys shall be conducted in accordance with DFG protocol (DFG 1995).</p> <p>2) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to DFG, and no further mitigation is required.</p> <p>3) If occupied burrows are found, impacts to them shall be avoided by establishing a buffer of 165 feet during the non-</p>	LTS

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and DFG determine that project activity would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.</p> <p>4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by DFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the California Burrowing Owl Consortium (1993), which range from 6.5 acres to 19.5 acres per pair.</p>	
<p>4.9.5: Loss of Habitat for Loggerhead Shrike. Implementation of the proposed project on both potential sites could result in the removal of foraging habitat and potential nesting habitat for loggerhead shrike. However, similar habitat is abundant in the vicinity of the project study area. This impact is considered less than significant.</p>	LTS	No mitigation measures are required.	LTS
<p>4.9.6: Loss of Jurisdictional Waters of the United States. Implementation of the proposed project on Site 2 would result in the removal of approximately 1 acre of potential jurisdictional waters of the United States, including wetlands. This impact is considered potentially significant for Site 2. Site 4 contains no wetland resources. Therefore, no impact on jurisdictional waters would occur with project implementation on Site 4.</p>	<p>Site 2 PS</p> <p>Site 4 NI</p>	<p>For Site 2 Only: To minimize, avoid and mitigate impacts to potential waters of the United States or waters of the state, the City shall implement the following measures: 1) The City shall conduct a formal wetland delineation to determine the extent of jurisdictional waters on Site 2. The wetland delineation report and map shall be submitted to the Sacramento district office of the USACE for verification.</p>	LTS

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Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		2) For those waters of the United States that cannot be avoided during construction, authorization for fill of jurisdictional waters of the United States shall be secured from USACE via the Section 404 permitting process prior to project implementation. 3) The acreage of jurisdictional habitat removed shall be replaced or rehabilitated on a “no-net-loss” basis in accordance with USACE regulations and Policy CAQ-9 of the City of Elk Grove General Plan. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. 4) Section 401 water quality certification from the Central Valley RWQCB shall be obtained.	
4.9.7: Impacts on a Native Oak Tree. Implementation of the proposed project on Site 4 would result in the removal of one native oak tree. This impact is considered significant for Site 4. No trees would be removed with the development of Site 2. Therefore, this impact is considered less than significant for Site 2.	Site 2 LTS Site 4 PS	For Site 4 Only: 1) If feasible, the city shall design project facilities to retain the oak tree. The oak tree shall be fenced 5 feet beyond the dripline to minimize disturbance to the tree and its root zone. The fence shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within the fenced area. 2) If removal of the oak tree cannot be avoided, offsite mitigation or payment of an in-lieu fee shall be implemented in accordance with the City’s Tree Preservation Ordinance.	LTS
4.10 Cultural Resources			
4.10-1: Historical or Unique Archaeological Resources. No historical or unique archaeological resources have been identified within or immediately adjacent to the project sites and the project would have no impacts on historical or unique archaeological resources.	NI	No mitigation is necessary.	LTS

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**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>4.10-2: Potential Impacts to Undocumented Cultural Resources. There is the possibility that previously undiscovered and undocumented resources could be adversely affected or otherwise altered by ground disturbing activities during construction of the project. Disturbance of undocumented resources would be a potentially significant impact.</p>	<p>PS</p>	<p>If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource or a unique archaeological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources could include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to historical and unique archaeological resources.</p>	<p>LTS</p>
<p>4.10-3: Potential to Disturbance of Human Remains. Subsurface disturbances associated with construction activities could potentially uncover unmarked historic-era and prehistoric Native American burials, resulting in their alteration or damage. This would be a potentially significant impact.</p>	<p>PS</p>	<p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities all such activities in the vicinity of the find shall be halted immediately and the City or the City’s designated representative shall be notified. The City shall immediately notify the county coroner and a qualified professional archaeologist. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and</p>	<p>LTS</p>

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Safety Code Section 7050[c]). The responsibilities of the Agency for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The City or their appointed representative and the professional archaeologist shall consult with a Most Likely Descendant determined by the NAHC regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present in the vicinity.	
4.10-4: Potential Destruction or Damage to Undiscovered Paleontological Resources. Subsurface disturbances associated with construction activities could potentially damage or destroy paleontological resources (i.e., fossils and fossil formations). This would be a potentially significant impact.	PS	<p>If, during the course of ground-disturbing activities associated with project implementation, any paleontological resources (fossils) are discovered, work shall be halted immediately within 50 feet of the discovery, and the City Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist.</p> <p>The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. The City shall consult with the paleontologist and agree upon implementation of a measure or measures that are deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.</p>	LTS
5.0 Cumulative			
5-1: Elk Grove-Florin Road/East Stockton Boulevard. The addition of project traffic to cumulative traffic volumes would increase the average delay at the Elk Grove-Florin Road/East Stockton Boulevard intersection by more than five seconds in the a.m. and p.m. peak hours. Because this intersection operates unacceptably in the a.m. and p.m. peak hours under cumulative conditions, this impact would be considered significant.	S	Install a traffic signal at the Elk Grove-Florin Road/East Stockton Boulevard intersection as planned for in the City’s Capital Improvement Program and as identified in Mitigation Measure 4.2-2. Currently this improvement is included in the fee program and is anticipated to be constructed prior to the operations of the transfer station. If the improvement is not in place, this project will be required to construct it.	LTS

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Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>5-2: Elkmont Way/East Stockton Boulevard (Site 4 Only). The addition of project traffic to cumulative traffic volumes would degrade already unacceptable operations at the Elkmont Way/East Stockton Boulevard intersection in the a.m. peak hour and would degrade acceptable conditions in the p.m. peak hour to unacceptable conditions if Site 4 is selected as the preferred facility site. A less-than-significant impact would occur at this intersection if Site 2 is selected. The impact at this intersection with the development of Site 4 would be considered significant.</p>	S	<p>Site 4 Only</p> <p>Install a traffic signal at the Elkmont Way/East Stockton Boulevard intersection, as identified in Mitigation Measure 4.2-3.</p>	LTS
<p>5-3: Grant Line Road/Survey Road. The addition of project traffic to cumulative traffic volumes would increase the average delay at the Grant Line Road/Survey Road intersection by more than five seconds in the a.m. and p.m. peak hours. Because this intersection operates unacceptably in the a.m. and p.m. peak hours under cumulative conditions, this impact would be considered significant.</p>	S	<ul style="list-style-type: none"> ▶ Restripe the southbound approach to the Grant Line Road/Survey Road intersection to provide one left-turn lane, one shared through-right turn lane, and one right-turn lane on the southbound approach. ▶ Change the signal operation from six to eight phases including any necessary intersection restriping. ▶ Modify the timing of other coordinated signals along Grant Line Road, as necessary and appropriate. 	LTS
<p>5-4: Global Climate Change and Greenhouse Gas Emissions. The proposed project would generate GHG emissions associated with new area and offsite stationary (indirect) sources. However, these emissions would be more than offset by the reduction in vehicle miles driven by waste-haul vehicles that currently deliver waste to Sacramento. The project would result in a net reduction in GHG emissions associated with implementation. Therefore, this impact would be considered less than significant.</p>	LTS	No mitigation is necessary.	LTS

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