NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY

Project Title:	Franklin Crossings (EG-04-727)
Lead Agency Name and Address:	City of Elk Grove Development Services - Planning 8400 Laguna Palms Way Elk Grove, CA 95758
Project Location:	South of Bilby Road, east of the Western Pacific Railroad within the East Franklin Specific Plan. (APN 132-0132-005).
Project Sponsor's Name and Address:	Reynen & Bardis Development LLC. 9848 Business Park Drive, Suite H Sacramento, CA 95827
General Plan Designation(s):	Low Density Residential
Zoning:	AG-80
Contact Person:	Darcy Goulart
Phone Number:	(916) 478-2222
Date Prepared	August 2005

Project Description

Prezone to support a future annexation, Annexation, Rezone from AG-80 to RD-4, RD-5 and O (Open Space) and a Tentative Subdivision Map to create 240 single family lots per the East Franklin Specific Plan (EFSP).

Environmental Setting and Surrounding Land Uses

The proposed project is located on an 86.4 acre parcel within the EFSP in the southwest area of the plan. The site is located south of Bilby Road andeast of the Western Pacific Railroad (**Figure 1**). The proposed project is a for a Prezone to support a future annexation, Annexation, Rezone and Tentative Subdivision Map to create 240 single family lots (**Figure 2**). The proposed project site is not located within the city limits of the City OF Elk Grove and will require a Prezone from the City and Annexation approval from LAFCO.

The EFSP was approved by Ordinance SZC 2000-0021 by the Sacramento County Board of Supervisors on May 31, 2000. The EFSP and its accompanying Environmental Impact Report (EFSP EIR) specify anticipated residential, commercial and institutional land uses, vehicle, bicycle and pedestrian circulation patterns and the needed infrastructure and financing systems to support an anticipated new population of over 10,000 residents. This Initial Study has been prepared to specifically address the environmental impacts of creating 240 single family lots,

Figure 1 Vicinity Map

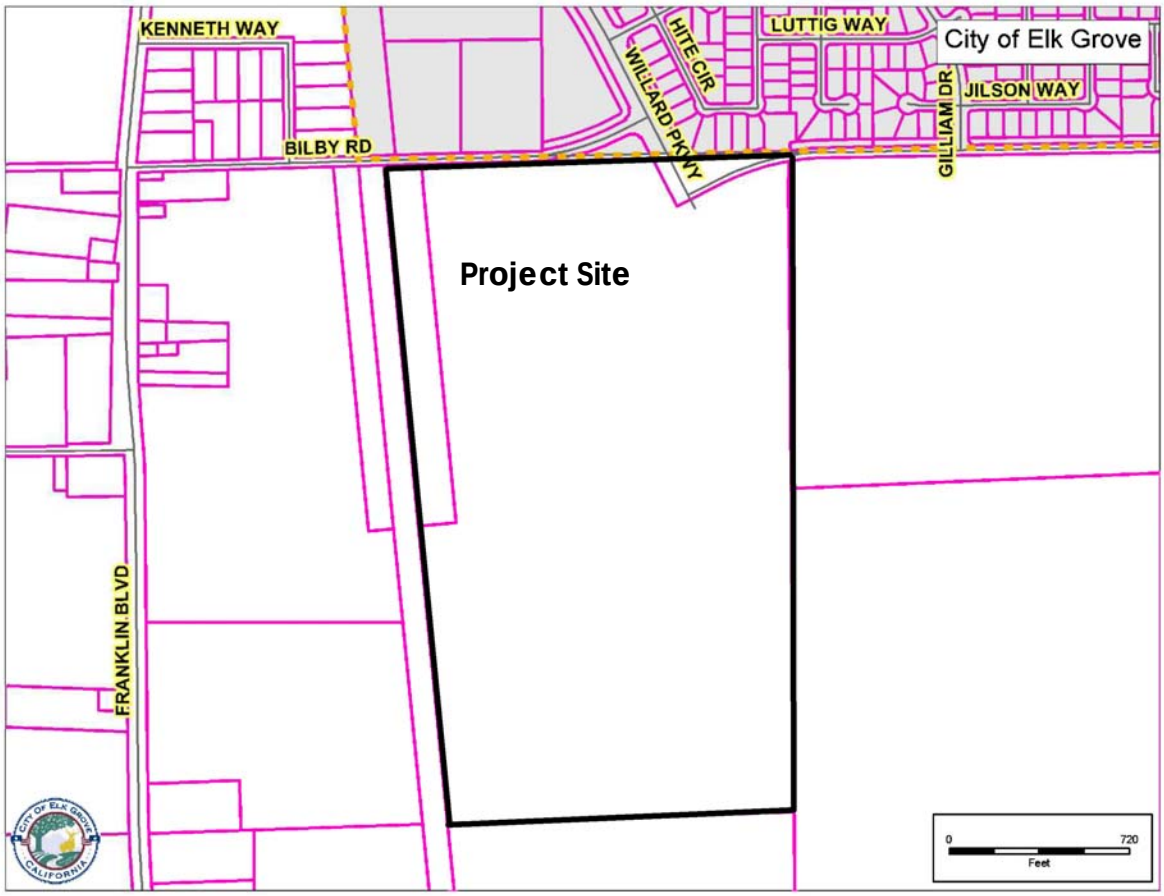
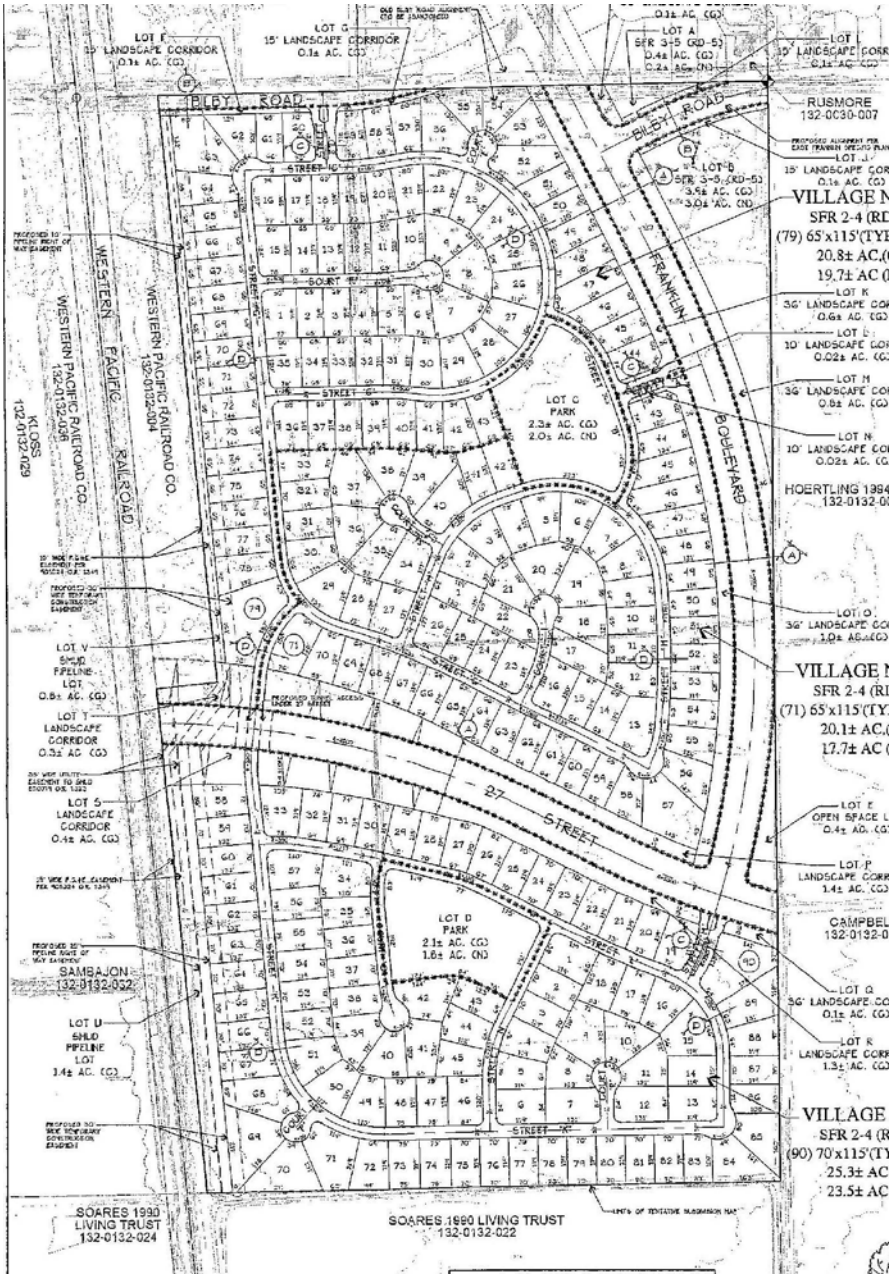


Figure 2 Tentative Subdivision Map



This Initial Study was conducted in accordance with Section 15162 of the California Environmental Quality Act, which provides for the preparation of a subsequent Initial Study/Negative Declaration under certain conditions (including changes in the project and further discretionary approval on the project being required).

The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Elk Grove Improvement Standards, the California Building Code, the Sacramento County Water Agency Code, the Guidance Manual of On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

As a component of the EFSP, compliance with all appropriate conditions and requirements of that plan and all appropriate Mitigation Measures adopted with the EFSP EIR are assumed and hereby incorporated into the project description.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement). The list below is not limited to those agencies and others may be required as part of the annexation process with LAFCO.

Sacramento County Local Agency Formation Commission (LAFCO)
United States Army Corps of Engineers (Corps)
California Department of Fish and Game (CDFG)
Central Valley Regional Water Quality Control Board (CVRQCB)
Sacramento Metropolitan Air Quality Management District (SMAQMD)
City of Elk Grove
County Sanitation District (CDS-1)
Sacramento County Water Resources (Zone 40)
Elk Grove Community Services District Park and Recreation
Elk Grove Police Department
Elk Grove Community Services District Fire Department
Various Utility Service Providers

Environmental Factors Potentially Affected:

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

☒ Aesthetics	☒ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☒ Public Services	☐ Recreation	☐ Transportation / Traffic
☒ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Planner's Signature _____ Date _____

Planner's Printed Name _____

City of Elk Grove
Development Services - Planning

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Franklin Crossings project (EG-04-727), as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should

be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

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

a) *No Impact* – See EFSP EIR (3. Project Location 3-2). Implementation of the project will not have an effect on a scenic vista, as no scenic vistas were identified or discussed within the EFSP or EFSP EIR of which this project is a part. Therefore the project will not have an adverse effect on a scenic vista.

b) *No Impact* – See EFSP EIR (3. Environmental Setting 3-2). As there are no state scenic highways or identified scenic resources within or adjacent to the project site, implementation of the project will not substantially damage scenic resources.

c) *Less Than Significant Impact* – See EFSP EIR (3. Environmental Setting 3-2). Implementation of the project will have no greater affect on the visual character or quality of the site and surroundings than those identified in the EFSP EIR. The EFSP anticipates a conversion of agricultural lands to suburban residential uses.

d) *Less Than Significant Impact* – The project would provide additional light and glare into an area currently undeveloped. The project will not create additional light and glare on the site and surroundings than that identified in the EFSP EIR.

II. AGRICULTURAL RESOURCES

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

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

Existing Setting

The approval of the EFSP acknowledged the eventual conversion of approximately 1,700 acres classified as farmland of statewide importance. Projects resulting in the conversion of more than 50 acres of farmland that is considered prime or of statewide importance will have a significant environmental effect, as defined by CEQA. Mitigation Measures were detailed in the EFSP EIR that apply to subsequent projects, such as the Franklin Crossings project, which seeks to convert 86.4 acres of farmland of statewide Importance.

The Final Environmental Impact Report (FEIR) that was adopted by Sacramento County Board of Supervisors for the EFSP identified specific mitigation measures for the loss of agricultural land. The FEIR identified that the EFSP area contains 1,675 acres of farmland of statewide importance, 700 acres of farmland of local importance and 100 acres of lesser quality soils. The FEIR calls for the preservation of 1,675 acres of agricultural land. The environmental document identified the following mitigation measure:

SG-1 Prior to the approval of improvement plans or recordation of a final subdivision map, whichever occurs first, the applicant shall implement one of the following options to the satisfaction of the Planning Director, to mitigate for the loss of agriculture land which will assist in maintaining the integrity of the Urban Services Boundary:

a. For each acre of land being developed by this project, the applicant shall preserve 0.63 acres of agricultural land within the area bounded by the Kammerer Road on the north, the Cosumnes River on the east, the Mokelumne River/Sacramento County Line on the south, and Interstate-5 on the west, through the purchase of conservation

easements or similar instruments that assure the long term protection of that land from urban encroachment; **or**

b. For each acre of land being developed by this project, the applicant shall contribute $1,025.00 per acre (through direct contribution or other financing mechanism that results in an equivalent contribution) into a fund and program to expend such fund, to be used to purchase conservation easements or similar instruments within the same geographical area defined in part (a), and to provide for the ongoing monitoring and administration of the program (the fund, and program to expend such fund, are to be approved by the Board of Supervisors); **or**

c. Should the Elk Grove City Council adopt a permanent program to preserve agricultural land in the same geographical area defined in part (a), prior to implementation of one of the above measures, and such a permanent program is intended to replace this condition, the applicant shall be subject to that program instead.

d. The contribution rate ($1,025.00 per acre) may be adjusted annually on or about July 1, subject to approval by the City, based upon the annual increase in the consumer price index, or based upon a detailed analysis of land values within the affected area.

This mitigation was based upon all projects within the EFSP area (2,475 total acres) paying an equal amount to mitigate the 1,675 acres of farmland of statewide importance within the plan area. This means that mitigation is not based upon specific parcels paying a 1 to 1 mitigation ratio, but actually a 1 to 0.67 ratio for the overall project area. This results in 1,675 acres of agricultural lands being mitigated by 2,475 acres of development. Mitigation Measure SG -1 would mitigate at a 1:1 ratio for the entire EFSP area and that the 1:0.67 is the result that some lands are not considered important farmlands (i.e., statewide importance, prime and lands with agricultural investments are defined as important under the General Plan).

Discussion of Impacts

a) *Less Than Significant Impact* – See EFSP EIR (Section 14. Soils and Geologic Conditions) and EFSP Ordinance. Development of the proposed Franklin Crossings project would result in the loss of 86.4-acres of farmland of Statewide Importance. The Franklin Crossings project is consistent with the development of land as identified within the EFSP, and no change is proposed that would result in additional loss of important agricultural land beyond what was addressed in the EFSP EIR. The EFSP EIR identified that implementation of the plan would convert Farmland of Statewide Importance to suburban residential uses. The EFSP FEIR was certified with statements of overriding consideration regarding loss of agricultural land. The Franklin Crossings mitigated negative declaration provides for agricultural land mitigation as identified within the EFSP FEIR and mitigation measure SG-1 is included within the document. The mitigated negative declaration is consistent with the mitigation provided within EFSP FEIR and no further mitigation measures are proposed.

b) *No Impact.* – See EFSP EIR (4. Agricultural Resources 4-9) and Ordinance. Existing Zoning for the project area is AG-80. Part of the applicant's request is to rezone approximately 86.4 acres of agriculturally zoned land to the residential land uses specified in the EFSP. No Williamson Act contract parcels are within the Franklin Crossings project area. No greater impact to the existing agricultural zoning than those discussed in the EFSP EIR are anticipated with the Franklin Crossings project.

c) *Less Than Significant Impact.* – See 2a above and the EFSP EIR (4. Land Use, 4-9). Implementation of the project will result in conversion of farmland to non-agricultural use, as described previously with mitigation measures applied. No greater impacts in regard to conversion of farmland to non-agricultural uses to beyond those forecasted in the EFSP EIR are anticipated.

III. AIR QUALITY

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

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

Existing Setting

The air quality analysis for the EFSP was performed by Jones and Stokes Associates under the direction of the Sacramento County Department of Environmental Review and Assessment (DERA). The EFSP included provisions for complying with AQ-15, the requirement to reduce air emissions by 15 percent from a base level standard year 1993. The EFSP project as a whole received "credits" for integrating a mix of commercial, institutional and a variety of residential density land uses to reduce vehicle dependency and hence reduce air emissions. The project also received credits for incorporating numerous bicycle oriented and pedestrian oriented provisions into the plan.

Discussion of Impacts

a) *Less than Significant Impact* – See above discussion and the EFSP EIR (Section 11. Air Quality). No Air Quality impacts beyond those discussed in the EFSP EIR have been determined in the review of the Franklin Crossings project. And no additional mitigation measures beyond the Air Quality Mitigation Measures adopted with the EFSP EIR are seen as necessary. Impacts to Air Quality are seen as less than significant in the context of prior approval of the EFSP and EFSP EIR. The proposed project would contribute to the air quality impacts identified in the EFSP EIR. Compliance with the mitigation measures of the EFSP would mitigate the impact to less than significant. Adoption of the Franklin Crossings project, subject to the air quality mitigation measures approved in the EFSP EIR will not conflict with or obstruct implementation of the applicable air quality plan.

b) *Less than Significant Impact* – See above discussion and the EFSP EIR (11. Air Quality). While Sacramento County is a known area of non-attainment for State and Federal standards for carbon monoxide (CO), ozone and particulate matter less than 10 microns in diameter (PM_{10}s), the EFSP EIR addressed these issues. The EFSP EIR found that both construction emissions and increases in ROG, NO_x, and PM_{10}, due to implementation of the EFSP would result in significant and unavoidable impacts. The EFSP EIR (11. Air Quality) addressed both the near term construction and best practices methods that will be required during construction phases, and the EIR also incorporated Mitigation and Monitoring measures to reduce long-term impacts to air quality. Adoption of the Franklin Crossings project, subject to the EFSP EIR Air Quality mitigation measures (AQ-1, AQ-2, AQ-6, and AQ-8) would not impact air quality beyond the degree already identified in the EIR; and, therefore, impacts are considered less than significant impact.

c) *Less than Significant Impact* - See above discussion, the EFSP EIR (11. Air Quality) and responses to a) and b).

d) *Less than Significant Impact* - See above discussion, the EFSP EIR (11. Air Quality) and responses to a) and b).

e) *Less than Significant Impact* - See above discussion, the EFSP EIR (11. Air Quality) and responses to a) and b).

f) *Less than Significant Impact* - See above discussion, the EFSP EIR (11. Air Quality) and responses to a) and b).

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

Environmental Setting

As stated in the EFSP EIR, the majority of the EFSP area has been extensively leveled and cleared for agricultural use. Biological resources were analyzed in the EFSP EIR and mitigation measures were incorporated that require wetland delineations, determinate surveys for potentially occurring special-status species or their habitat and tree surveys for all future development projects.

Gibson and Skordall completed a wetland delineation and special status species evaluation for the property (April 2003, revised March 2004). Copies of the Wetland Delineation and Special Status Species study are attached at the end of this Initial Study. The main findings of the studies are as follows:

- The Wetland Delineation identified 0.26-acre of ephemeral ditches at the project site that are potentially regulated by the Corps of Engineers under Section 404 of the Clean Water Act. Gibson and Skordall also identified two ditches and a tailwater pond that they do not consider jurisdictional.

- A number of special status raptors, including Swainson's hawk, white-tailed kite and northern harrier would have a reasonable potential for occurring in the study area based on the presence of suitable foraging habitat. There may be marginal nesting habitat available for burrowing owls. Additionally, there is marginal nesting habitat for raptors including Swainson's hawk and white-tailed kite present in the irrigation ditch/drainage that borders the west edge of the study area. Gibson and Skordall did not observe any nesting raptors or potential raptor nests in or immediately adjacent to the study area during the March 31st field study. However, red-tailed hawk and Swainson's hawk were observed foraging in or near the project site during field surveys. Based on the absence of summer water in the ditches and tailwater pond absent irrigation, and based on the lack of suitable aquatic habitat or surface water connection with documented giant garter snake habitat, the potential for giant garter snake to occur in the study area would be low.

Sierra Nevada Arborists conducted tree surveys at the site on April 4, 2004 and again on May 5, 2004. The surveys state that there are no trees onsite that meet the minimum requirements of the City's Tree Preservation and Protection Ordinance.

Discussion of Impacts

a-b) *Less than Significant with Mitigation Incorporated*. The project site contains suitable habitat for the following wildlife species, according to the biological report referenced above. The Sensitive Species Study did not identify any sensitive species located on the property, however the site is potential habitat for Swainson's hawk, other raptors, burrowing owls, Sanford's arrowhead, giant garter snake, tricolored blackbirds, California tiger salamander, valley elderberry longhorn beetle and vernal pool branchipods.

Swainson's Hawk

Swainson's hawks historically inhabited open grasslands throughout most of lowland California. A variety of habitat changes, including the conversion of native grasslands to agricultural, urban, and industrial development have caused the Swainson's hawk population to decline by more than ninety percent from levels at the time of European settlement. Swainson's hawk in the Central Valley typically nest in large, mature trees such as valley oaks, cottonwoods, willows, and native walnuts. Selected trees are typically located near suitable foraging habitat. The project site provides suitable foraging habitat for this species, as well as other raptors (birds of prey). Based on CNDDB records, active Swainson's hawk nests have been documented within two miles of the project site. As the surrounding area is developed, foraging opportunities have become more limited for Swainson's hawks. The development of the Franklin Corssings project would have a potentially significant impact unless mitigation incorporated. The mitigation measure below replaces EFSP EIR mitigation measure BR-6.

Mitigation Measure 1 (Biological Resources – Swainson's hawk foraging habitat)

In order to mitigate for the loss of Swainson's hawk foraging habitat, the applicant shall implement one of the following City of Elk Grove's approved mitigation alternatives.

Monitoring Action

Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first, the project applicant shall provide written verification to Development Services-Planning that one of following mitigation measures has been implemented:

- 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 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
- 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 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.

Timing/Implementation: Prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first.

Enforcement/Monitoring: City of Elk Grove Development Services-Planning in consultation with CDFG

The above mitigation measure (MM 1) would reduce impacts to Swainson's hawk to a less than significant level.

Nesting Birds

In addition to Swainson's hawk, irrigated cropland may provide potential foraging habitat for a variety of raptors, such as northern harrier, white-tailed kite, great horned owl, red-tailed hawk, American kestrel and sharp-skinned hawk. Red tailed hawk and Swainson's hawk were observed foraging in or near the project site during field surveys. The general absence or scarcity of potential nest trees in the study area would eliminate any potential for raptors to nest in the study area. However, there is suitable nesting habitat available in larger cottonwood trees and willow trees associated with the off-site ditch within the railroad right-of-way that borders the west boundary of the study area.

Burrowing owls (Federal Bird of Conservation Concern, state Species of Special Concern) commonly occupy old ground-squirrel burrows along levees and ditches adjacent to agricultural fields, pastures, grasslands, vernal pools, and ruderal areas where they forage for insects and small mammals. There is marginally suitable foraging and nesting habitat available in the project area. No burrowing owls active in or near the project site were observed during the field studies.

There have been a number of documented sightings of tricolored blackbird nesting colonies in the Florin and Bruceville USGS topographic quadrangles, but the precise locations have been excluded from CNDDB records for protection issues. Emergent vegetation and blackberry

thickets associated with portions of the irrigation ditches along the western boundary of the study area may provide marginal nesting habitat for tricolored blackbirds. Additionally, there is suitable nesting habitat located in the off-site ditch/drainage to the west of the project site. No tricolored blackbirds active in or immediately adjacent to the project site were observed during the field studies.

Mitigation Measure 2 (Biological Resources – Nesting Birds)

In order to mitigate potential adverse impacts to nesting raptors and other birds that may forage or nest at the project site, the applicant shall implement the following mitigation measure.

Monitoring Action

- If construction is proposed during the raptor breeding season (February–August), a focused survey for ground nesting raptors (including burrowing owls) and migratory bird nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests onsite. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation and approval by the CDFG. If no active nests are found during the focused survey, no further mitigation will be required.

- Within 30 days prior to the onset of construction activities outside of the breeding season (September–January), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are present on the project site. If burrowing owls are observed on the site, measures shall be implemented to ensure that no owls or active burrows are inadvertently buried during construction. Such measures include: flagging the burrow and avoiding disturbance; securing and preserving suitable habitat offsite; passive relocation and/or active relocation to move owls from the site. All measures shall be determined by a qualified biologist and approved by the CDFG.

  All burrowing owl surveys shall be conducted according to CDFG protocol. The protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The survey shall be at least three hours in length, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible.

- Pursuant to the MBTA and the California Fish and Game Code, if active songbird nests or active owl burrows are found within the survey area, clearing and construction shall be postponed or halted within a minimum of 250 feet for owls and 100 feet for songbirds, or as determined by a qualified biologist to ensure disturbance to the nest will be minimized. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by orange mesh temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.

Timing/Implementation: *Prior to and during construction activities.*

Enforcement/Monitoring: *City of Elk Grove Development Services, Planning.*

Implementation of the above mitigation measure would reduce impacts on nesting raptors and migratory birds to a less than significant level.

California Tiger Salamander

The California tiger salamander is a Federal Candidate for formal listing and a California Species of Special Concern that breeds in vernal pool/swale complexes associated with grassland communities. The absence of suitable vernal pools, seasonal wetlands, and/or swales at the project site would eliminate any reasonable potential for tiger salamander to occur at the site.

Giant Garter Snake

Giant garter snakes are federally and state listed as threatened. Giant garter snakes inhabit a variety of aquatic habitats, such as agricultural canals, marshes, sloughs, and ponds. They also require adjacent upland habitat for basking and burrows for wintering that provide sufficient cover and are at high enough elevations to function as refuges from flood waters during the snakes' inactive season (October–May).

The closest documented sighting of giant garter snake, based on historical NDDB records, occurred in a tributary to Stone Lake located west of Franklin Road and approximately ½ mile southwest of the survey area. There does not appear to be a surface connection between the project site and the documented giant garter snake habitat. Although portions of the irrigated ditches and tailwater ponds in the study area may provide marginally suitable habitat for species while irrigation is in use, the ditches do not provide suitable or potential habitat in the absence of irrigation. Given that the property is not currently irrigated and will not be irrigated in the future, the ditches no longer support potential habitat for this species. Impacts to giant garter snake would be less than significant.

Valley Elderberry Longhorn Beetle

The Valley elderberry longhorn beetle is a Federal threatened species that is dependent upon the elderberry plant as a primary host species. Elderberry shrubs area common component of riparian areas throughout the Sacramento Valley region, and they have been documented as occurring at numerous locations in the vicinity of the study area. However, the absence of elderberry shrubs in the study area would eliminate any potential for valley elderberry longhorn beetle to occur in the study area.

Vernal Pool Branchipods

Federally listed vernal pool branchipods including the threatened vernal pool fairy shrimp and the endangered vernal pool tadpole shrimp have been documented as occurring in the Elk Grove and Florin USGS quadrangles. Other non-listed branchipods known to occur in the region include California linderiella and midvalley fairy shrimp. Vernal pool branchipod species, including those species listed above, are generally restricted to vernal pools and/or other seasonally ponded wetlands that sustain inundation during the winter before drying up in the late spring. The absence of suitable vernal pool and/or seasonal wetland habitat in the study area and the long history of irrigation and farming at the site would eliminate any potential for federally listed branchipods to occur in the study area.

Special Status Plants

Special status plant species identified on the CNDDB as occurring in the Elk Grove and Florin USGSD quadranges include dwarf downingia (Dowininia pusila), Bogg's Lake hedge-hyssop (Gratiola heterosepala), legenere (Legenere limosa), slender orcutt grass (Orcuttia tenuis) and Sanford's arrowhead (Sagittaria sanfordii). Dwarf downingia, legenere, and slender orcull grass are strongly associated with vernal pools and other seasonally ponded wetlands. The absence of suitable habitat for these plants would eliminate any reasonable potential for occurrence in the project area.

The ditches and tail-water ponds may provide marginal habitat for Sanford's arrowhead during the irrigation season in the late spring and summer. However, most or all of the ditches were dry during Gibson and Skordal's March 31st field studies. In the absence of irrigation, the ditches do not provide suitable habitat for this species. No special status plants in the project area were observed during the field studies conducted in late February 2003. Impacts to Sanford's arrowhead are anticipated to be less than significant.

c) Less than Significant Impact with Mitigation Incorporated. On April 22, 2004, the Army Corps of Engineers verified the estimate of waters of the United States, as shown on the Gibson & Skordall, LLC, Wetland Consultants, February 2004 Jurisdictional Delineation Map of the project area. Approximately 0.26 acres of waters of the United States, including wetlands, are present at the project site and are regulated under Section 404 of the Clean Water Act, in accordance with 33 CFR 328.3. Development of the project site would impact these wetlands and waters of the United States; therefore, this impact is considered potentially significant.

Mitigation Measure 3 (Biological Resources - Wetlands)

Project implementation would result in the loss of 0.26-acres of waters of the United States. To mitigate for this potentially significant impact, the project proponent shall implement the following mitigation measure.

Montoring Action

> The applicant shall ensure that the project will result in no-net-loss of waters of the U.S. by providing mitigation through impact avoidance, impact minimization and compensatory mitigation for the remaining impact. Compensatory mitigation shall require purchase of credits in an Army Corps of Engineers approved mitigation bank at a ratio of no less than one acre purchased for each acre impacted.
>
> Timing/Implementation: Prior to site preparation or construction activities.
>
> Enforcement/Monitoring: City of Elk Grove--Planning.

Implementation of the above mitigation measure would reduce the impact to wetlands to less than significant.

d) *Less than Significant Impact*. The project site is bordered by residential uses to the north, Western Pacific Railroad to the west and agricultural uses to the east and south. The site was previously used for agricultural uses and does not consist of any large bodies of water suitable for migratory waterfowl. No native wildlife nurseries exist onsite. Project implementation would have a less than significant impact on the movement of any migratory fish and wildlife species.

e) *Less than Significant Impact*. Sierra Nevada Arborists conducted a field inspection on April 28, 2004 and May 5, 2004 to identify, inventory and evaluate any trees within the project boundaries which meet the requirements of the City of Elk Grove Tree Preservation and Protection Ordinance. As determined by Sierra Nevada Arborists, no trees within the project boundaries meet or exceed the City's minimum preservation criteria. There is a small group of native willows located in the southwest corner of the site, however, each of these trees measure less than 19 inches DBH and, therefore, do not meet the City's preservation criteria. In addition, there are some trees located between the high voltage power easement and the railroad right-of-way which may meet the criteria of the Preservation Ordinance; however, these trees appear to be outside the boundaries of the project.

Wetlands have been identified on site comprised of 0.26 acres of waters of the United States. These areas would be disturbed by project construction. Elk Grove General Plan Policy CAQ-9 states "Wetlands, vernal pools, marshland and riparian (streamside) areas are considered to be important resources. Impacts to these resources shall be avoided unless shown to be technically infeasible. The City shall seek to ensure that no net loss of wetland areas occurs." The project will be required to obtain a Section 404 permit prior to filling any wetland features from the Army Corps of Engineers as discussed in Mitigation Measure 3 above. Therefore, conflicts with local policies or ordinances protecting biological resources would be of a less than significant level.

f) *No Impact*. The City of Elk Grove does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would have no impact on these types of plans.

V. CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Existing Setting

A cultural resource overview of the EFSP area and associated subdivision maps was prepared by Peak & Associates on May 13, 1997 for the EFSP EIR. A project-specific cultural resources assessment was prepared by Peak & Associates for the Franklin Crossing project on August 29, 2004. Field assessments of the Franklin Crossings site were conducted as part of both cultural

resource studies. The EFSP area lies on a flat, open plain between the Sacramento River to the west of the EFSP area, the Laguna Creek drainage system to the north and Stone Lake and tributary sloughs to the west. Campsites and villages would more likely be located near the larger, more reliable water sources. The north west corner of the EFSP area includes a shallow portion of one of the Stone Lake tributaries, but most of the project area was dry for the bulk of the year prior to irrigation.

Monitors for the construction of a pipeline along the edge of the Franklin Crossings property paralleling the railroad tracks discovered portions of a mammoth. The remains were found at a depth of four feet in the Riverbank Formation. As a result, there is a stronger possibility that other skeletal material could be recovered from the site at a similar depth.

Discussion

a-b,d) *Less Than Significant Impact*. A cultural resources assessment was conducted by Peak & Associates, Inc. on August 29, 2004 and is included at the end of this Initial Study. The entire project area was traversed on foot in 1997 employing ten to fifteen meter wide transects. Peak & Associates staff revisited the site in August 2004 and re-checked for cultural resources. No prehistoric artifacts or evidence of prehistoric use of the project area was found. There is no evidence of prehistoric use of the land. Although no prehistoric sites were found during the survey, there is a slight possibility that a site may exist that is currently obscured by vegetation, fill or other historic activities. EFSP EIR Mitigation Measures CR-4 requires that the project applicant notify the appropriate government agencies in the event that human remains or prehistoric artifacts are found. The condition would be required to be included as a note on all grading and construction plans for the proposed project.

c) *Less Than Significant With Mitigation Incorporated*. Due to the fact that paleontological resources were previous found at the project site and because of the random nature of deposition of early faunal remains in the Riverbank Foundation, it is possible that other fossils exist at the project site. The following mitigation measure would reduce impacts to paleontological resources to a less than significant level.

Mitigation Measure 4 (Cultural Resources)

In order to mitigation impacts to paleontological resources, the project proponent shall implement the mitigation measure below.

Monitoring Action

> A paleontological monitor shall be employed during any trenching that exceeds three feet in depth at the project site, extending into the Riverback Formation. The paleontological monitor shall be empowered to stop excavations at any spot where a discovery is made and to complete any necessary excavations. The applicant shall notify the City at least 2 days prior to trenching to ensure compliance with this mitigation measure.
>
> Timing/Implementation: During trenching activities that exceed three feet in depth.
> Enforcement/Monitoring: City of Elk Grove – Planning.

Implementation of the above mitigation measure would reduce the potential impact to paleontological resources to a less than significant level.

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

Existing Setting

The consulting engineer for the EFSP (Wallace-Kuhl and Associates) evaluated the soils occurring on-site and has made conclusions regarding the geological conditions present. Design of the buildings in accordance with Title 24, Chapter 23 of the California Code of Regulations (1991 Edition of the California Building Code, with January 1, 1993 supplements) for Seismic Zone 3 should be sufficient to prevent significant damage to buildings as a result of seismic ground shaking. The site coefficient S2, as indicated on Table 23J of the California Building Code, is considered to be appropriate for use in seismic analyses of this site, since the building sites are

considered to be underlain by dense or stiff soils. The report concluded there are no known soils or geologic conditions occurring on the site that would create adverse impacts to or from the proposed development.

Mapped soils in the study area include San Joaquin silt loam, leveled, 0 to 1 percent slopes; San Joaquin-Durixeralfs complex, 0 to I percent slopes; San Joaquin-Galt complex, leveled, 0 to 1 percent slopes; and San Joaquin-Xerarents complex, leveled, 0 to 1 percent slopes. A majority of the study is mapped as San Joaquin silt loam described as moderately deep, moderately well drained soil occurring on low terrace features. Although none of these mapping units are listed as hydric soils, they do have hydric inclusions in depressions and draingeways.

Discussion of Impacts

a)

i. *Less than Significant Impact.* See EFSP EIR (14 . Geology and Soils 14-6). The Franklin Crossings project presents no greater exposure of people and structures to potential substantial adverse effects including the risk of loss, injury or death involving rupture of a known earthquake fault than that identified in the EFSP EIR. The geologic hazards report for the site concluded that the site will be subject to at least moderate ground shaking as a result of earthquake events on one or more of the fault systems located east and west of the EFSP site. The potential for ground rupture, lateral spreading, liquefaction, land-sliding, or earthquake-induced settlement beneath buildings constructed on-site is considered to be low.

ii. *Less than Significant Impact.* See EFSP EIR (14 . Geology and Soils 14-6). The Franklin Crossings project presents no greater exposure of people and structures to potential substantial adverse effects including the risk of loss, injury or death involving Strong Seismic ground shaking than that identified in the EFSP EIR.

iii. *Less than Significant Impact.* See EFSP EIR (14 . Geology and Soils 14-6). The Franklin Crossings project presents no greater exposure of people and structures to potential substantial adverse effects including the risk of loss, injury or death involving Seismic-related ground failure including liquefaction than that identified in the EFSP EIR.

iv. *Less than Significant Impact.* See EFSP EIR (14 . Geology and Soils 14-6). The Franklin Crossings project presents no greater exposure of people and structures to potential substantial adverse effects including the risk of loss, injury or death involving landslides than that identified in the EFSP EIR.

b) *Less than significant impact.* See EFSP EIR (14. Geology and Soils 14-6). The Franklin Crossings project presents no greater impact than that determined in the EFSP and EIR. Loss of agricultural use of the land where soil erosion is more relevant to the use of the land, has been addressed earlier under Agricultural Resources. Some soil erosion is expected during construction, but loss of topsoil is not a significant issue; existing codes that regulate erosion control will be implemented during the winter months of October to March.

c) *Less than Significant impact.* See EFSP EIR (14, Geology and Soils 14-6) discussion above and comments in a).

d) *Less than Significant impact.* See EFSP EIR (14. Geology and Soils 14-6) discussion above and comments in a). See next section addressing Hazards and Hazardous Materials

e) *Less than Significant Impact.* See EFSP EIR (14. Geology and Soils 14-6) discussion above and comments in a). The project will be connected to the City's sewer system. No septic tanks or alternative wastewater disposal system will be installed in the area. See next Section addressing Hazards and Hazardous Materials.

VII. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Existing Setting

In the EFSP EIR Summary of Impacts and their Disposition, page 17-7 states in regard to Hazardous Substances that, "The potential exists that development in the plan area could be exposed to hazardous materials such as residual agricultural chemicals in fruit orchard soils and dairy, asbestos-containing materials from existing structures, and illegally dumped debris. Implementation of recommended mitigation measures will reduce these potential impacts to less than significant levels."

The EFSP EIR includes a Phase I Environmental Site Assessment for the 2,474-acre EFSP plan area prepared by consultants Wallace and Kuhl (WK). This Assessment includes an overview of the potential for hazardous materials and conditions within the plan areas and gave greater focus to the five first phase tentative subdivision maps described in the beginning of this report. An Environmental Site Assessment was completed specifically for the Franklin Crossings project by Wallace Kuhl and Associates. The assessment found the site to be clean and clear of any hazardous materials.

Discussion of Impacts

a) *Less than Significant Impact.* - See EFSP EIR (Section 13. Hazardous Substances, HS-1, HS-2, and HS-3). No additional mitigation measures beyond those identified in the EFSP EIR are necessary.

b) *Less than Significant Impact.* - Construction of the proposed project would involve the use of heavy equipment, which uses small amounts of oils and fuels and other potentially flammable substances that are typically associated with construction activities. The Contractor will be required to identify a staging area for storing materials and equipment. The proposed project would not, however, result in a significant risk of explosion or accidental release of hazardous substances and is therefore considered a less than significant impact.

c) *Less than Significant Impact* - See EFSP EIR (13. Hazardous Substances, HS-1, HS-2 and HS-3). No additional remediation or mitigation measures beyond those identified in the EFSP EIR, are necessary.

d) *Less than Significant Impact* - See EFSP EIR (13. Hazardous Substances, HS-1, HS-2 and HS-3). No additional remediation or mitigation measures beyond those identified in the EFSP EIR, are necessary.

e) *No impact.* - The project is not within two miles of an airport nor would the project interfere with any adopted airport land use plans.

f) *No impact*. - See e) above. The project is not in the vicinity of a private airstrip.

g) *No Impact*. - The project would result in the conversion of agricultural lands to residential subdivisions. The project would not impede any adopted emergency response plans or evacuation plans.

h) *No Impact*. - The project site is currently rural pasture land that is not adjacent to wildlands. Approval of the project would not risk exposure of people or structures to wildland fires.

VIII. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

VIII. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Existing Setting

Drainage

The EFSP Area is located within a large drainage basin which flows from Highway 99 in the east to Interstate 5 in the west. This basin is separated into three artificially created sub-basins from north to south. All three sub-basins drain directly into the Beach-Stone Lakes area but do so at three distinctly different points under Interstate 5. The northern drainage basin contains approximately 4,291 acres, the central basin contains 2,665 acres, and the southern basin contains 8,411 acres.

The EFSP Area is relatively flat but does drain gradually from east to west at a slope of approximately 0.15 percent. The highest elevation is 38.0 located on Bruceville Road approximately 800 feet south of Poppy Ridge Road. The lowest point in the Plan area is at elevation 14.8 located immediately east of the Union Pacific Railroad tracks approximately 2,000 feet north of Bilby Road.

All traces of natural drainage patterns east of Franklin Boulevard have been erased by 80 years of agricultural practices. Storm water run-off is channeled into agricultural or roadside ditches where it frequently overtops its banks. However, downstream of Franklin Boulevard, the drainage courses have remained mostly undisturbed meandering swales.

The three main drainage basins function as noted below:

1. Northern Drainaqe Shed:

Agricultural drainage run-off from the east enters the northern drainage basin of the Plan Area through a 48-inch corrugated metal pipe under Bruceville Road. During higher flow events, the single pipe becomes surcharged creating a backwater conditions which overtops Bruceville Road. Flows continue to the west within the Plan area through agricultural and roadside ditches approximately 1.3 miles to the confluence with the Laguna South Channel. This channel carries

468 acres of developed flows from mostly developed property north of Elk Grove Boulevard into the Plan area through twin 84-inch concrete pipes. The flows from the east and north are combined and flow southeasterly within a trapezoidal channel to just westerly and downstream of Franklin Boulevard. At this point, an earth and rock dam was created with the channel construction in an attempt to mitigate for a potential loss of wetlands upstream. Beyond the dam, the trapezoidal channel continues to just upstream of the Union Pacific Railroad bridge where the channel banks at this point and resumeS flow to the southwest within an existing meandering swale. The drainage continues approximately 2.3 miles before flowing under Interstate 5 in a triple 8'x 12' reinforced concrete box culvert directly into Beach-Stone Lakes.

2. Central Drainaqe Shed:

Agricultural drainage enters the central drainage basin of the Plan area from the east through twin 54-inch corrugated metal pipes under Bruceville Road. These flows move westerly through the northern sub-basin within agricultural ditches for approximately 2.4 miles to a point of confluence with the central sub-basin to the east of and adjacent to the Union Pacific Railroad tracks.

The central sub-basin of the central drainage shed originates along the westerly side of Bruceville Road. Drainage run-off in this basin flows westerly through agricultural ditches for approximately 2.4 miles before joining the north sub-basin at the confluence point.

The north and central sub-basins combine at the confluence point and flow under the tracks through a 60-inch corrugated metal pipe approximately 4,000 feet north of Bilby Road. Moving westerly, the flows pass under a bridge at Franklin Boulevard and move southwest within a swale roughly 4,600 feet to a point of confluence with the southern sub-basin.

Westerly flow begins in the south sub-basin of the central drainage shed approximately 1,900 feet east of the Union Pacific Railroad tracks. The drainage passes under the tracks through a 60-inch corrugated metal pipe and under a Franklin Boulevard bridge. Both the bridge and the culvert are roughly 1,500 feet north of Bilby Road. The flow enters a meandering swale and moves to the west for approximately 2,400 feet to the point of confluence with the north and central sub-basins.

The drainage flows combine and move to the southwest in a meandering swale. Approximately 3,000 feet downstream of the confluence the channel is constricted and a pond was created to support an agricultural use. This constriction has created a significant backwater effect which floods the adjacent properties during high flow events. The flows continue to the west approximately 4,200 feet where they pass under Interstate 5 through triple 10'x 12' reinforced concrete box culvert directly into Beach-Stone Lakes.

3. Southern Drainaqe Shed:

Approximately 460 acres of the southerly portion of the Specific Plan area lies within the 8,400-acre Southern Drainage Shed. This area is further divided into two sub-basins. The east sub-basins contains 380 acres and receives 59 acres of agricultural drainage run-off from the easterly side of Bruceville Road. The west sub-basin contains 80 acres and receives no offsite flows.

The east sub-basin is further divided into three sub-basins which flow southerly to Bilby Road in agricultural ditches. The east sub-basin contains 171 acres and combines with 59 acres of agricultural drainage run-off from the easterly side of Bruceville Road before passing under Bilby Road through twin 24-inch corrugated metal pipes. The central sub-basin contains 209 acres

and passes under Bilby Road in a 36-inch corrugated metal pipe. These drainage flows combine at a point approximately 3,900 feet south of Bilby Road well south of the Plans area.

The flows continue westerly combining with other flows from the east flowing approximately 2.1 miles passing under the Union Pacific Railroad tracks and Franklin Boulevard before reaching the confluence with the west sub-basin of the southern drainage basin.

Westerly flow in the west sub-basin of the southerly drainage basin begins 1,700 feet east of the Union Pacific Railroad tracks. The drainage passes under the tracks through a 60-inch corrugated metal pipe and under Franklin Boulevard through a double 3'x 1.5' reinforced concrete box culvert. The drainage continues to the west in a meandering swale for approximately one mile before reaching the confluence with the remainder of the southern drainage shed. The flows combine and continue to the west in a meandering swale for another mile before passing under Interstate 5 through quadruple 10'x15' reinforced concrete box culverts and directly into Beach-Stone Lakes.

Water Supply

Sacramento County Water Agency (SCWA) has indicated that water for this project will be provided by the Poppy Ridge (Whitelock Parkway) Water Treatment Plant and the Franklin Boulevard Water Treatment Plant. The project site although not yet within the City limits is already annexed in Zone 40 and included in the Zone 40 Water Supply Master Plan.

Discussion of Impacts

a) *Less than Significant Impact* - See EFSP EIR Appendices WS-1, WS-2 and WS-3. Water quality standards and waste discharge requirements have been addressed in the EFSP and EIR Appendices and Mitigation Measures. No greater impact to water quality standards and waste discharge requirements other than those anticipated in the EFSP EIR are expected and their assigned mitigation measures in the EFSP would reduce the impact to less than significant level.

b) *Less than significant impact* - See EFSP EIR Appendices WS-1, WS-2 and WS-3. While ground water supplies will be used to provide a portion of the water serving the EFSP area, no impacts beyond those identified in the EFSP EIR are foreseen and mitigation measures identified in the EFSP EIR are sufficient to mitigate potential impacts to a less than significant level.

c) *Less than significant impact* - See EFSP Chapter 7 Hydrology and Drainage, EFSP EIR Appendices WS-1, WS-2 and WS-3. The EFSP EIR identified significant and unavoidable impacts related to hydrology and drainage and identified mitigation measures to reduce the impacts; also, see discussion above in a and b).

d) *Less than Significant Impact*. See EFSP Chapter 7 Hydrology and Drainage, EFSP EIR Appendices WS-1, WS-2 and WS-3 and see discussion above in c). The EFSP EIR applied Mitigation Measure HD-1 to address the increased flooding hazard. This mitigation measure revises the (draft) Public Facility Financing Plan (PFFP) to allow fees to be collected from project proponents to implement measures to reduce downstream flooding damage. Measures could include but are not limited to purchasing flood insurance, establishing contingency funds for buy-outs, flood proofing, or implementing a Beach-Stone Lakes Flood Control Plan. Even with Mitigation Measure HD-1 applied to the (EFSP) project, the

environmental impact of increased flooding hazards to the EFSP area has been determined to still be significant and unavoidable. No greater impact beyond that described from the EFSP EIR is anticipated as a result of the Franklin Crossings development.

g) *Less than Significant Impact*. See EFSP Chapter 7 Hydrology and Drainage, EFSP EIR Appendices WS-1, WS-2 and WS-3 and see discussion above in d).

h) *Less than Significant Impact*. See EFSP Chapter 7 Hydrology and Drainage, EFSP EIR Appendices WS-1, WS-2 and WS-3 and see discussion above in d).

i) *No Impact*. See EFSP Chapter 7 Hydrology and Drainage, EFSP EIR Appendices WS-1, WS-2 and WS-3 and see discussion above in d).

IX. LAND USE AND PLANNING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Impacts

a) *Less than Significant Impact*. The Franklin Crossings project as described herein, is an 86.4 acre component of the approved 2,474 +/- acre East Elk Grove Specific Plan Area. The project does not divide an established community, but is a continuation of development of suburban land uses south of Elk Grove Boulevard. Approval of the project will enable the development of the general land uses expected with adoption of the EFSP.

b) *Less than Significant Impact*. The Franklin Crossings project is consistent with the EFSP and the General Plan and, therefore, would not conflict with the any land use plan or any applicable policies or regulations. The project will be Prezoned to be consistent with the EFSP land use designations of RD-4, RD-5 and O. For the purpose of this study the impact is found to be less than significant.

c) *No Impact*. See EFSP EIR and Appendices. The City of Elk Grove does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would have no impact on these types of plans.

X. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion of Impacts

a) *No impact.* No significant mineral resources have been identified in the project area.

b) *No impact.* No significant mineral resources are identified in the General Plan or other land use plan.

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

XI. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The environmental noise analyses prepared for the EFSP EIR by Bollard Acoustical Consulting and the noise analysis prepared for the Franklin Crossings project by Bollard & Brennan, Inc. formed the basis of this analysis. The Franklin Crossings Environmental Noise Analysis that is dated June 29, 2004 is attached at the end of this Initial Study. As stated in the studies, motor vehicle traffic is the major contributor to the existing noise environment in the EFSP area. Major vehicular noise the EFSP area occurs along Elk Grove Boulevard, Franklin Boulevard, Bruceville Road and, to a less extent, Bilby Road. Another major noise source in the EFSP area occurs along the Union Pacific Railroad Tracks as a result of train movement and operations along the railroad tracks.

Discussion of Impacts

a) *Less Than Significant With Mitigation Incorporated*. Future traffic on Bilby Road, future Franklin Road and future Kammerer Road, and trains on the WPRR tracks are considered to be potentially significant noise sources which may impact the project design.

For noise generated by transportation noise sources, the City of Elk Grove General Plan Noise Element establishes a land use compatibility criterion of 60 dB L_{dn} or less at outdoor activity areas of residential land uses. The intent of this standard is to provide an acceptable noise environment for outdoor activities. An exterior transportation noise exposure level of up to 65 dB L_{dn} may be allowed in outdoor activity areas provided that all available exterior noise reduction measures are applied. In addition, the interior noise level criterion of 45 dB L_{dn} is applied to residential land uses, regardless of exterior noise exposure. Residential uses subject to noise from railroad tracks, aircraft overflights or similar noise sources which produce clearly identifiable, discrete noise events have a 40 dB L_{dn} interior noise criterion. The intent of the interior standards is to provide a suitable environment for indoor communication and sleep.

Outdoor Traffic Noise: Bollard & Brennan employed the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise exposure. The results of this analysis are identified in **Table 1** below. As shown in the table, residences would be setback 75 feet, 110 feet and 105 feet from the centerlines of Bilby Road, Franklin Boulevard and Kammerer Road (east end), respectively, and 60 dB L_{dn} City noise standard would be exceeded at the project site unless mitigation is incorporated.

TABLE 1
FUTURE (2025) TRAFFIC NOISE EXPOSURE

Roadway	Distance from Centerline (feet)	L_{dn}(dB) - First Floor/Second Floor
Bilby Road	75	63/65
Franklin Boulevard	110	66/68
Kammerer Road (East End)	105	70/73

Note: Analysis of traffic noise exposure on the project site from the Kammerer Road overpass of the WPRR tracks may be completed once engineering data for this section of the roadway is available.
Source: Bollard & Brennan, 2004

Table 2 below shows the noise levels at individual residential lots with installation of 6-foot, 6-foot and 10-foot noise barriers along Bilby Road, Franklin Boulevard and Kammerer Road, respectively. The nose analysis shows that exterior noise levels would comply with the General Plan Noise Element noise level criterion with installation of noise barriers.

TABLE 2
SUMMARY OF NOISE BARRIER CALCULATION RESULTS ASSOCIATED WITH TRAFFIC NOISE

Noise Source	Tentative Map Lot Numbers	Noise Barrier Height[1] (feet)	L_{dn}, dB
Bilby Road	54-63	6	57
Franklin Boulevard	44-45 & 43-57	6	60
Kammerer Road[2]	57-62, 19-26 & 90	10	60

[1] Barrier heights are with respect to building pad elevations. Building pad elevations are assumed to be at grade with perimeter roadways (except Kammerer overpass).
[2] A specific analysis of traffic noise exposure and mitigation for the proposed Kammerer Road overpass of the WPRR will be required once engineering for this section of the roadway is complete.
Source: Bollard & Brennan, 2004

Outdoor Railroad Noise: To quantify railroad noise exposure on the project site, Bollard & Brennan conducted an automated 24-hour noise level measurement session near the project site on June 2nd to 3rd, 2004. The measurement site was located on the west side of the project site, approximately 150 feet from the center of the WPRR tracks. Total noise exposure at the measurement site was recorded to be approximately 72.6 dB L_{dn}, with approximately 72 dB L_{dn} from assumed railroad activity (approximately 87 percent of the total noise energy or 13 train events). Bollard & Brennan calculated that WPRR noise exposure would be approximately 69 dB L_{dn} and 73 dB L_{dn}, respectively at the closest proposed individual outdoor activity areas on the northwest and southwest sides of the project site. It is expected that this exposure will be approximately 2 dB higher at second floor building elevations. Therefore, second-floor building facades directly adjacent to the WPRR tracks would likely be exposed to railroad noise levels of 71-75 dB L_{dn}. A noise barrier of 12-feet high would be required to reduce railroad noise levels in the backyards of the closest residences on the north side of the development to a state of compliance with the City's 60 db L_{dn} exterior noise level standard. Installation of noise barriers would lessen the potential noise impact to a less than significant level at residential backyards as shown in **Table 3** below.

TABLE 3
SUMMARY OF NOISE BARRIER CALCULATION RESULTS ASSOCIATED WITH RAILROAD NOISE

Noise Source	Tentative Map Lot Numbers	Noise Barrier Height[1] (feet)	L_{dn}, dB
Western Pacific Railroad	63-79	12	60
	58-69	11	65
		12	64
		18	60

[1] Barrier heights are with respect to building pad elevations. Building pad elevations are assumed to be 3 feet below tracks.
Source: Bollard & Brennan, 2004

Mitigation Measure 5 (Noise - Exterior)

The project applicant shall construct a sound attenuation barrier along Bilby Road, Franklin Boulevard, Kammerer Road and the Western Pacific Railroad (WPRR) as specified below and in accordance with City standards to mitigate potential transportation noise impacts.

Monitoring Action

Prior to the issuance of any building permits, the applicant shall construct the noise barriers as specified below which are required to meet the thresholds for acceptable noise levels prior to residential occupancy. A combination of berm and wall is required.

- Construct a 6-foot high noise barrier at the property line along Bilby Road and Franklin Boulevard.
- Construct a 10-foot high noise barrier at the property line along future Kammerer Road (east end). A property line or overpass barrier will be required to mitigate future Kammerer Road overpass noise exposure on the project site. Noise exposure calculations and recommendations for noise mitigation for this overpass may be completed once specifics regarding the overpass design (elevations, etc.) are available. These noise barriers shall be a combination of earthen berms, soundwalls, and plan materials intended for sound attenuations. The construction and installation of the barriers shall be completed prior to the issuance of building permits.
- Construct a 12-foot high property line noise barrier along the north section of the WPRR tracks (Lots 63-79). Construct an 18-foot high property line noise barrier along the south section of the WPRR tracks (Lots 58-69). These noise barriers shall be a combination of earthen berms, soundwalls, and plan materials intended for sound attenuations. These barriers should intersect the Kammerer Road overpass of the WPRR, with no gaps at the intersection points. The construction and installation of the barriers shall be completed prior to the issuance of building permits.

Timing/Implementation: Prior to issuance of building permits.
Enforcement/Monitoring: City of Elk Grove Development Services – Planning and Building.

Implementation of the above mitigation measure would lessen potential adverse impacts from traffic and railroad noise at residential exteriors to a less than significant level.

Interior Noise: Typical residential construction practices consistentent with the Uniform Building Code (UBC) will provide an exterior-to-interior noise level reduction of no less than 25 dB, provided that windows and exterior doors are closed.

Future (2025) interior noise exposure is expected to be 45 dB L_{dn} or less within all proposed first-floor residences, assuming the construction of the recommended noise barriers. Future (2025) exterior noise exposure at second-floor building facades closest to the east end of the future Kammerer Road and the WPRR tracks is expected to exceed 70 dB L_{dn}, regardless of exterior noise-mitigating construction; and, therefore, interior noise levels would exceed the General Plan noise level criterion of 45 dB for traffic noise and 40 dB for railroad noise. This is considered a potentially significant impact unless mitigation is incorporated.

Mitigation Measure 6 (Noise - Interior)

For residential units along the east end of future Kammerer Road (lots 27-58 and 63-79) and along the Western Pacific Railroad tracks (lots 58-69 and 63-79), building facade noise reduction will be required to achieve an interior noise level of 45 dB L_{dn} along the eastern end of future Kammerer Road and 40 dB L_{dn} along WPRR consistent with the City of Elk Grove General Plan noise level criterion. Acoustical insulation, building materials, unit placement from the noise

source and/or other construction techniques shall be incorporated into the building plans for these units to meet the thresholds for acceptable noise levels and compliance with the General Plan Noise Element.

Monitoring Action

Prior to the issuance of any building permits, the applicant shall submit plans and details to Development Services, Planning that adequately describes the acoustical insulation, building materials, unit placement from the noise source and/or other construction techniques required to meet the thresholds for acceptable noise levels prior to residential occupancy.

Timing/Implementation: Prior to issuance of building permits.
Enforcement/Monitoring: City of Elk Grove Development Services, Planning and Building.

Implementation of the above mitigation measure would lessen potential interior noise level impacts to a less than significant level.

b) *Less Than Significant with Mitigation Incorporated.* Construction of the residential development as proposed would involve the creation of noise and groundborne vibration and exposure of residences in the vicinity of the WPRR to groundborne vibration, which could exceed acceptable noise levels as established in the City's Noise Control regulations. However, the incorporation of Mitigation Measure 6 above would reduce impacts to a less than significant level.

c) *Less Than Significant Impact*. The development of residences would not result in the creation of significant, permanent noise levels. Project-related traffic would have a less than significant discernable impact on existing noise levels. Development of the proposed site would result in a temporary increase in noise due to construction; however, the City's Noise Ordinance restricts such activities to daytime hours. Overall, the project is not expected to generate excessive noise levels or expose the people residing in the vicinity to excessive noise. Impacts to ambient noise levels are expected to be less than significant.

d) *Less Than Significant Impact*. Project construction would result in a temporary increase in ambient noise levels in the vicinity of the project site. The impact would considered less than significant based on the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the City Noise Control Ordinance (Chapter 6.68 of the City Code).

e-f) *No Impact*. The proposed project is not located within two miles of a public airport or public use airport nor in the vicinity of a private airstrip. Therefore, there is no potential for adverse noise impacts related to aircraft noise.

XII. POPULATION AND HOUSING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a) *Less than Significant Impact*. See EFSP and EIR. The 2,474-acre EFSP directly provides for population growth to this region of Elk Grove in excess of 10,000 housing units. The 86.4 acre Franklin Crossings project is an anticipated component of the EFSP and will have no more of an impact to inducing population growth than that already identified in the EFSP and EIR. Therefore for purposes of this study has been determined to be less than significant.

b) *No Impact*. See EFSP, EIR and discussion in a) above. The project site would not contain any residential units. The Franklin Crossings project does not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

c) *No Impact*. See EFSP and EIR and discussion in a) above. The project site would not contain any residential units. The Franklin Crossings project does not displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.)

XIII. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Existing Setting

As introduced in the Project Description to this Initial Environmental Study, The EFSP and its accompanying EIR specify anticipated residential, commercial and institutional land uses, and the needed infrastructure and financing systems to support an anticipated new population of over 10,000 residents. Mitigation measures were incorporated in the EFSP EIR (Public Services, 6-34) outlining how new public services such as Fire and Police protection and new school capacity need to be provided for.

The project applicant has requested annexation of the project site into the City of Elk Grove. Services provided to the project area would include but are not limited to Elk Grove Police Department, EGCSD Fire, EGUSD, EGCSD Parks and Recreation. Approval of this annexation request by Sacramento County LAFCO is required before the project can receive services.

Development of the proposed project will result in increased costs to the City for the provision of police and other governmental services. A portion of these costs will be funded by tax revenues generated from the proposed project. The project has been conditioned to annex into Mello-Roos Community Facilities District 2003-1 (Poppy Ridge CFD) prior to final map to fund infrastructure as well as the additional costs of police service related to serving the new proposed project that are not funded by other sources. The project has also been conditioned to annex into Street Maintenance Assessment District No. 1 prior to final map to fund the additional costs for long-term roadway maintenance related to serving the new proposed project. The development of infrastructure will be financed through a variety of development impact fee programs and the Poppy Ridge CFD. The general fund will not be used to pay for any of the infrastructure costs of this project.

Discussion of Impacts

a) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6, and dialogue above. The EFSP EIR identified that the potential for inadequate water supply to meet fire flow standards as a potentially significant impact. Mitigation included in the EFSP EIR would reduce the impact to less than significant.

b) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6, and dialogue above. The EFSP EIR identified less than significant impacts to police protection.

c) *Less than Significant Impact*. According to the Facilities and Planning Manager of the EGUSD, "The District is currently impacted, overcrowded and experiencing a high rate of growth. The District does not have the financial capability to purchase school sites nor construct and furnish needed school facilities created by this and or other development projects. State funding is unpredictable and inadequate and the developer fees and Mello-Roos taxes collected by the district are not sufficient to satisfy the need."

In the case of Franklin Crossings the EGUSD identified a negative financial impact upon the district of $2.1 million. This is the difference between the $4.4 million expected land construction and furnishing costs, less the $2.3 million in School Residential Development Fees generated by the project.

In the past, such a financial shortfall, or "impact" to the provision of a public service, could have been used to delay or deny development proposals by a local agency such as a City. However, this authority has been removed from cities by state law. Sections 65996 and 65997 of the California Planning and Zoning Laws address the "exclusive provisions for mitigating impacts on schools."

- Section 65996(b) of the California Planning and Zoning Law Government Code. "The provisions of this chapter are hereby deemed to provide full and complete school facilities mitigation and notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization, as defined in Section 56021 or 56073, on the basis that school facilities are inadequate."

Currently, to provide new schools the District is dependent upon state funding (41%) as well as developer fee funds (40%) and local bond funds (19%). The Franklin Crossings project would be required to pay statutory development fees prior to the issuance of building permits for the proposed single family residential construction. Therefore, with the payment of statutory fees, and Section 65996 of the Planning and Zoning Laws, the impacts are anticipated to be less than significant.

d) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6, and dialogue above. There are no greater impacts to the provision of Parks and Open Space than the impacts identified by the EFSP EIR as not significant.

e) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6, and dialogue above. There are no greater impacts to the provision of other public services than those already identified by the EFSP EIR.

XIV. RECREATION **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion of Impacts

a) *Less than Significant Impact*. See EFSP (Parks 4-7). The Franklin Crossings project would have no impact on recreational resources beyond that already identified in the EFSP EIR which notes that the EFSP provides adequate parks and recreation facilities and would not result in a significant impact to parks and recreation services.

b) *Less than Significant Impact*. See EFSP (4-7). The Franklin crossings project does include recreational facilities such as the establishment of a mini park, which would have no greater impact on the environment beyond the impacts already identified in the EFSP EIR as a result of the development of the EFSP.

XV. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Existing Setting

From the EFSP EIR (Traffic and Circulation 10-1): "The urbanization of the EFSP will significantly increase the traffic generated from this property (EFSP Area). This increase in traffic would be introduced on to a road system that is partially rural in character in the vicinity of the site, but is now heavily used to carry traffic from new residential developments recently approved. Sixteen Traffic and Circulation mitigation measures have been adopted for the EFSP, with which this Franklin Crossings project will have to comply. Those mitigation measures are TC-1 through TC-16 and generally provide for improvements to roads that would serve the EFSP area (Franklin Road, Hood Franklin Road, Bruceville Road Bilby Road, Poppy Ridge Road, and Elk Grove Boulevard) as well as modifying the SR 99 ramps and providing fair share funding for a HOV lane on SR 99.

Discussion of Impacts

a*)* *Less than Significant Impact*. See Transportation and Circulation Section 10 of the EFSP EIR, and dialogue above. The Franklin Crossings project is consistent with the land uses included in the EFSP and the trips generated by this project are included in the traffic and circulation analysis presented in the EFSP EIR.

b) *Less than Significant Impact*. See Transportation and Circulation Section 10 of the EFSP EIR, and dialogue above in Environmental Setting.

c) *No Impact*. The project would not affect air traffic patterns.

d) *Less than Significant Impact*. The roads would be designed consistent with City standard road templates and the street sections approved in the EFSP. Therefore, there are no increases in hazards that can be attributed to transportation design features.

e) No Impact. The project would not affect emergency access.

f) Less than Significant Impact. The proposed single family residential units would be required to meet standard parking standards established in the Elk Grove Zoning Code. Therefore, approval of the project would not result in inadequate parking supply.

g) No impact. The proposed project includes an extension network of on-street bicycle lanes and off-street bicycle/pedestrian paths. These facilities are designed to interconnect with the planned bicycle facilities identified in the Draft EIR for the 2010 Sacramento City/County Bikeway Master Plan (September 1992) as stated in the EFSP EIR (10-56).

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

Existing Setting

As introduced in the Project Description to this Initial Study, the EFSP and its accompanying EIR specify anticipated residential, commercial and institutional land uses, and the needed infrastructure and financing systems to support an anticipated new population of over 10,000 residents. Extensive conditions and mitigation measures were incorporated in the EFSP EIR

outlining the processes of which new systems and conveyances must be designed, approved and implemented for the EFSP area.

The City of Elk Grove utility and service system providers have reviewed the Franklin Crossings project and have returned comments that will translate into project level conditions of approval suggested for the project in the context of required utility and service system mitigations for the EFSP. No comments were identified indicating any Utility or Service Systems impacts greater than already established with approval of the Plan, the EIR or those impacts acknowledge by the Sacramento County Board of Supervisors with Statements of Overriding Considerations.
The project site will be required per a condition of approval to annex into the Storm Water Utility Fee Program Area. The project area will also be served by other utility companies that provide services such as garbage service, gas and electricity, water, and sewer.

Discussion of Impacts

a) *Less than Significant Impact*. See EFSP EIR: Sewer Service Section 9, and the dialogue above. The EFSP and EFSP EIR provide for the development of additional sewer facilities in order to meet wastewater treatment requirements. The proposed project would not have any additional impact beyond that identified in the EFSP EIR.

b) *Less than Significant Impact*. See EFSP EIR: Water Supply Section 8, Sewer Service Section 9, and the discussion in a) above and d) below. The EFSP and EFSP EIR include provisions for the development of additional sewer facilities to serve the EFSP. The EFSP EIR identifies that the construction of these facilities would have a potentially significant impact on wetlands and also identifies impacts to landscaped corridors and other facilities that would be mitigated to less than significant. The proposed project would not have any additional impact beyond that identified in the EFSP EIR.

c) *Less than Significant Impact*. See EFSP EIR: Hydrology and Drainage Section 7. The EFSP would require development of drainage facilities and improvements; the environmental impacts of construction of these drainage facilities was found to be a potentially significant impact in the EFSP EIR; the proposed project would not result in impacts beyond those identified in the EFSP EIR. Also, the City's Water Resource Department would condition the project to provide adequate drainage for each parcel in conformance with the above referenced General Plan policies, thereby insuring a less than significant impact.

d) *Less than significant impact*. Water demand is to be met by using a combination of groundwater, surface water and recycle water. The ultimate supply mix is intended to be similar to the recommended water supply alternative described in the Zone 40 Water Supply Master Plan Update. See EFSP EIR: Water Supply Section 8, Sewer Service Section 9, and the dialogue above. According to the Water Supply Impact analysis included with the EFSP, " it is anticipated that the long term water supply needs of the EFSP will be met through the conjunctive use of surface water and groundwater." See Section VIII, Hydrology and Water Quality, of this Initial Study for additional information on water infrastructure needed to service the EFSP area.

Review of the Franklin Crossings project did not identify greater impacts to providing a sufficient water supply than those impacts already identified by the EFSP EIR. Also, the City's Department of Water Resources has condition the project to provide adequate water for each parcel in conformance with the above referenced General Plan policies, thereby insuring a less than significant impact.

e) *Less than Significant Impact.* See EFSP EIR: Sewer Service Section 9 and the discussion in a) above. Based on the proposed land use plan and the criteria of the Sacramento County Design Standards, the total Specific Plan-generated sewage discharge would be 10.39 MGD at full build-out including the upstream shed area. Although there is presently no public sewer system available for the proposed project, planned sewer lines and the future interceptor construction will provide sufficient capacity to accommodate sewage flows from Specific Plan build-out. Specific Plan development will be required to construct necessary infrastructure facilities to accommodate sewage flows from proposed land uses. Because the area is already identified in the General Plan for urban growth and planned for urban services, and because ultimately planned facilities will fully accommodate sewage flows from the area, long term project impacts on planned sewer service are not considered significant. Review of the Franklin Crossings project did not identify greater impacts to providing a sufficient water supply than those impacts already established by the EFSP. Also, County Sanitation District 1 staff will condition the project to provide adequate sewer service for each parcel in conformance with the above referenced General Plan policies, thereby insuring a less than significant impact.

f) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6. According to the conclusions of the Solid Waste Disposal Section of the Plan, "ultimate development of the Plan area can be expected to result in 88.6 tons of solid waste per day. This additional waste generated by development within the project area will contribute incrementally to the loss of landfill capacity in the County. However, this contribution to the waste stream was accounted for and planned for in the landfill design capacity. As stated in the EFSP EIR, no significant impacts to waste collection or disposal are expected from implantation of the project (that is, the EFSP). As a component of the EFSP, there would be no greater impacts to local solid waste disposal facilities than those already identified in the EFSP EIR.

g) *Less than Significant Impact*. See EFSP EIR: Public Services Section 6, and the discussion above in f). The project would comply with federal, state and local statutes and regulations related to solid waste. No significant impacts to waste collection or disposal are expected from this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Discussion of Impacts

a) *Less Than Significant With Mitigation Incorporated*. This initial study found that the proposed project will potentially impact the environment in the areas of biological resources, cultural resources and noise, however, these potential impacts would be reduced to a less than significant level with the implementation of Mitigation Measures 1 trough 6 as described in more detail under Section IV: Biological Resources, Section V: Cultural Resources and Section XI: Noise of this IS/MND. Significant adverse impacts to fish, wildlife, or plant species including special status species are not anticipated.

b) *Less Than Significant*. Cumulative impacts were analyzed in the EFSP EIR. The proposed project would contribute to cumulative biological resource, cultural resource and noise impacts within the EFSP area; however, implementation of the proposed mitigation measures identified in this Initial Study would mitigate the project's contribution to a cumulative loss of these resources to a less than significant level. Implementation of the proposed project would not contribute to cumulative environmental impacts that were not already considered in the EFSP EIR.

c) *Less Than Significant*. The project would be consistent with the City's General Plan and the EFSP and would not create any significant impacts. The proposed project may temporarily impact the area by construction-related air quality and noise impacts. However, by implementing basic regulatory requirements, these impacts would be effectively mitigated to a less than significant level. All project impacts would be reduced by adhering to basic regulatory requirements and/or mitigation measures incorporated into the project. Therefore, the proposed project would not have any direct or indirect adverse impacts on humans.

REFERENCES

1. Sacramento County Department of Environmental Review and Assessment. August 1999. East Franklin Specific Plan Draft Environmental Impact Report. Sacramento, CA.
2. Sacramento County Planning Department. April 28, 2000. East Franklin Specific Plan. Sacramento, CA.
3. City of Elk Grove. 2003. City of Elk Grove General Plan. Elk Grove, CA.
4. City of Elk Grove Zoning Code
5. Wetland Delineation and Special Status Species Evaluation, Gibson and Skordall
6. Tree Report, Sierra Nevada Arborists
7. Environmental Site Assessment, Wallace Kuhl and Associates
8. Noise Analysis, Bollard and Brennan, Inc.