

4.1 INTRODUCTION

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

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

4.2 CHANGES AND EDITS TO THE DEIR

2.0 EXECUTIVE SUMMARY

Table 2.0-1 on pages 2.0-1 and 2.0-2 has been changed to show the revisions to the proposed land use designation and zoning.

TABLE 2.0-1  
PROPOSED GENERAL PLAN LAND USE DESIGNATION AND ZONING CHANGES

Parcel	Acres	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning	Proposed Zoning
115-0162-010	4.94	LDR	HDR	SPA	RD-20
	1.35	LDR	C	SPA	GC
115-0162-011	1.58	LDR	HDR	SPA	RD-20
115-0162-012	1.29	LDR	HDR	SPA	RD-20
	0.36	LDR	C	SPA	GC
115-0162-013	1.47	LDR	C	SPA	GC
115-0162-014	2.74	LDR	C	SPA	GC
115-0162-015	1.01	LDR	C	SPA	GC
115-0150-057	9.75	MDR	C	SPA	GC
115-0150-064	2.17	MDR	HDR	SPA	RD-20
115-0150-067	1.87	MDR	<del>HDR</del> <u>C</u>	SPA	<del>RD-20</del> <u>LC</u>
116-0030-069	1.80	MDR	C	AR-5	GC
116-0030-045	0.72	MDR	C	AR-5	GC
116-0030-007	0.49	MDR	C	AR-5	GC
116-0030-068	1.12	MDR	C	AR-5	GC
115-0162-016	2.51	C	C	SPA	GC
116-0030-005	2.30	C	C	AR-5	GC
116-0030-011	2.69	C	C	AR-5	GC
116-0030-031	2.40	C	C	AR-5	GC
116-0030-014	2.39	C	C	AR-5	GC
<b>Total</b>	<b>44.95</b>				

LDR = Low Density Residential (4.1 to 7.0 du/ac)

MDR = Medium Density Residential (7.1 to 15.0 du/ac)

SPA = Special Planning Area – Calvine/99 SPA

C = Commercial

AR-5 - Agricultural Residential 5-acre minimum

GC - General Commercial

RD-20 - High Density Residential 20 du/ac

1 The acreages shown do not include right-of-way acreage associated with the realignment of East Stockton Boulevard. A total of 6 acres of the total Sheldon/99 GPA and Rezone project site will be taken for the realignment.

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### 3.0 PROJECT DESCRIPTION

Table 3.0-1 on pages 3.0-2 and 3.0-3 has been changed to reflect the revision to the proposed land use and zoning changes for parcel number 115-0150-067.

**TABLE 3.0-1  
SHELDON/99 GPA AND REZONE PROJECT  
EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS AND ZONING 1**

Parcel	Acres	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning	Proposed Zoning
115-0162-010	4.94	LDR	HDR	SPA	RD-20
	1.35	LDR	C	SPA	GC
115-0162-011	1.58	LDR	HDR	SPA	RD-20
115-0162-012	1.29	LDR	HDR	SPA	RD-20
	0.36	LDR	C	SPA	GC
115-0162-013	1.47	LDR	C	SPA	GC
115-0162-014	2.74	LDR	C	SPA	GC
115-0162-015	1.01	LDR	C	SPA	GC
115-0150-057	9.75	MDR	C	SPA	GC
115-0150-064	2.17	MDR	HDR	SPA	RD-20
115-0150-067	1.87	MDR	<u>HDR C</u>	SPA	<u>RD-20 LC</u>
116-0030-069	1.80	MDR	C	AR-5	GC
116-0030-045	0.72	MDR	C	AR-5	GC
116-0030-007	0.49	MDR	C	AR-5	GC
116-0030-068	1.12	MDR	C	AR-5	GC
115-0162-016	2.51	C	C	SPA	GC
116-0030-005	2.30	C	C	AR-5	GC
116-0030-011	2.69	C	C	AR-5	GC
116-0030-031	2.40	C	C	AR-5	GC
116-0030-014	2.39	C	C	AR-5	GC
<b>Total</b>		<b>44.95</b>			

LDR = Low Density Residential (4.1 to 7.0 du/ac)

MDR = Medium Density Residential (7.1 to 15.0 du/ac)

SPA = Special Planning Area – Calvine/99 SPA

C = Commercial

AR-5 - Agricultural Residential 5-acre minimum

GC - General Commercial

RD-20 - High Density Residential 20 du/ac

### 4.3 BIOLOGICAL AND NATURAL RESOURCES

Mitigation measure MM 4.3.2a on page 4.3-26 has been revised to eliminate the 'a' because it is the only mitigation identified for Impact 4.3.2.

**MM 4.3.2e**

Prior to approval of development plans associated with any subsequent entitlement requests for the project site, focused surveys shall be conducted to determine the presence of special-status plant species with potential to occur in the project area. Surveys shall be conducted in accordance with CDFG *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (CDFG 2000). These guidelines require rare plant surveys to be conducted at the proper time of year when rare or endangered species are both "evident" and identifiable. Field surveys shall be scheduled to coincide with known blooming periods, and/or during periods of physiological development that are necessary to identify the plant species of concern. If no special-status plant species are found, no additional mitigation measures per direct impacts are necessary.

If special-status plant species are found within the project site, the site plans shall be revised, if determined feasible by the City, to avoid the special-status plant species and provide an adequate buffer suitable to the long-term retention and maintenance of these species on the project site.

If any special-status plant species are found within the project site and cannot be avoided, the applicant shall consult with the USFWS and/or CDFG, as applicable, to determine appropriate mitigation measures, including off-site transplanting or replacement planting.

*Timing/Implementation:* Prior to development plan review approval.

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

The text of mitigation measure MM 4.3.3b on page 4.3-28 of the Draft EIR has been revised as follows:

**MM 4.3.3b**

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:~~

- 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 CDFG and the City of Elk Grove as set forth in Chapter 16.130.040 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

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- 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, OR
- Submit proof that Swainson's hawk foraging mitigation credits have been purchased at a California Department of Fish and Game approved mitigation bank.

*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 timing and implementation of mitigation measure MM 4.3.4b on page 4.3-33 of the Draft EIR has been revised as follows:

*Timing/Implementation:* This measure shall be implemented during all construction phases of the project and shall also be included as a note on all construction plans activities.

The timing and implementation of mitigation measure MM 4.3.4c on page 4.3-33 of the Draft EIR has been revised as follows:

*Timing/Implementation:* This measure shall be implemented during all construction phases of the project and shall be included as a note on all construction plans activities.

The timing and implementation of mitigation measure MM 4.3.4d on page 4.3-33 of the Draft EIR has been revised as follows:

*Timing/Implementation:* This measure shall be implemented during all construction phases of the project and shall be included as a note on all construction plans activities.

The timing and implementation of mitigation measure MM 4.3.4e on pages 4.3-33 and 4.3-34 of the Draft EIR has been revised as follows:

*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 grading activities.

## 4.5 TRAFFIC AND CIRCULATION

The following mitigation measure shall be inserted on page 4.5-28 under the discussion of mitigation measures as follows:

Mitigation Measures

**MM 4.5.1** ~~Future project applicants shall be required to pay the Freeway Mitigation Fee Program fee that is in effect at the time of issuance of building permits.~~

~~Timing/Implementation: At the time of issuance of building permit.~~

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

~~None feasible. While the fee program identified in mitigation measure MM 4.5.1 is feasible and expected to be adopted by the City Council, there is currently no mechanism in place to collect funds to construct freeway improvements. Therefore the resulting effects of impacts to freeway facilities are assumed to remain as originally stated in the Draft EIR because there is as of yet no certainty that collection of the fee will result in improvements being built.~~

4.6 NOISE

The timing and implementation of mitigation measure MM 4.6.1 on page 4.6-16 of the Draft EIR has been revised as follows:

*Timing/Implementation: This measure shall be implemented during all construction phases of the project and shall be included as a note on all construction plans.*

4.7 AIR QUALITY

The timing and implementation for mitigation measures MM 4.7.1a, MM 4.7.1b, MM 4.7.1c, MM 4.7.1d, and MM 4.7.1e on pages 4.7-24 and 4.7-25 of the Draft EIR has been revised as follows:

*Timing/Implementation: During all grading and construction phases of the project and included as a note on all construction plans.*

Mitigation measures MM 4.7.1f, MM 4.7.1g, and MM 4.7.1h on pages 4.7-25 and 4.7-26 of the Draft EIR have been omitted and MM 4.7.1f has been created to replace MM 4.7.1h. The revisions are as follows:

**MM 4.7.1f** ~~The project shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction.~~

~~AND~~

~~The project applicant shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more~~

~~hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel through put for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date and name and phone number of the project manager and on-site foreman.~~

~~Timing/Implementation: Plan shall be submitted to SMAQMD for review and approval prior to approval of improvement plans and shall be implemented during all grading and construction phases of the project.~~

~~Enforcement/Monitoring: City of Elk Grove Development Services, Planning; SMAQMD.~~

~~**MM 4.7.1g** The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.~~

~~Timing/Implementation: During all grading and construction phases of the project.~~

~~Enforcement/Monitoring: City of Elk Grove Development Services, Planning; SMAQMD.~~

~~**MM 4.7.1hf** The project applicant shall require All paved streets adjacent to construction sites ~~to~~ shall be washed or swept daily to remove accumulated dust. This requirement shall be included as a note on the improvement plans.~~

~~Timing/Implementation: During all grading and construction phases of the project and included as a note on all construction plans.~~

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

Implementation of the above mitigation measures **MM 4.7.1a** through **4.7.1hf** would reduce the project's air quality construction impacts for nuisance conditions in accordance with SMAQMD regulations by performing dust control measures ~~and the required utilization of lower emission construction~~. Construction-related air quality impacts are considered less than significant.

The following changes were made to Impact 4.7.3 on pages 4.7-26 through 4.7-28 of the DEIR.

**Long-term Increases of Criteria Air Pollutants and Exposure to Toxic Air Contaminants**

**Impact 4.7.3** Implementation of conceptual development associated with the proposed General Plan Amendment and Rezone would result in long-term increases in criteria air pollutants and potential long-term exposure to toxic air contaminants. This impact is considered **potentially significant**.

The timing and implementation of mitigation measure MM 4.7.3 on page 4.7-27 has been revised as follows:

*Timing/Implementation:* ~~Prior to issuance of grading permits.~~ At the time of development application.

The following text will be added under the discussion of air quality following Table 4.7-6 on page 4.7-27 of the Draft EIR.

Information provided by the California Air Resources Board in its publication *Air Quality and Land Use Handbook: A Community Health Perspective* indicates that air quality near a highway or high volume roadway may lead to adverse health effects beyond those associated with regional air pollution in urban areas. This publication cites a number of studies which found living in close proximity to highways or high volume roadways increases the exposure to and the potential for adverse health effects as a result of higher concentrations of air pollutants. The studies determined that the distance from the roadway and truck traffic densities were key factors affecting the strength of the association with adverse health effects. The association of traffic-related emissions and adverse health effects was seen within 1,000 feet of the roadway and was strongest within 300 feet of the roadway. Key health findings identified in ARB's Handbook were:

- Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet.
- Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume.
- Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet.

The amount of exposure to air pollutants was also related to local meteorology, including wind pattern. One area identified as High Density Residential for the proposed project (APN 115-0162-010 and 115-0162-01) is located within 500 feet of State Route 99, on the

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downwind side of the highway. See **Figure 3.0-5**. This area is considered a sensitive receptor area and therefore may be impacted by toxic air contaminants.

In ARB's *Air Quality and Land Use Handbook*, potential adverse health effects were identified as a result of living adjacent to a high volume roadway. Studies were completed in the Netherlands, England, New York, the San Francisco Bay Area, and San Diego, and in areas adjacent to Interstates 405 and 710 in Southern California. While some of the studies may not have been done in locations where the enforcement of air pollution controls area as stringent as those in California and therefore are somewhat debatable in terms of their validity to the Elk Grove area, others were carried out in California in areas of high traffic volumes. However, because local meteorology is very important in local air quality, dependence on studies completed in other parts of California, the nation, and the world are not indicative of the Elk Grove area or are difficult to analyze or lack validity in the Elk Grove area.

However, there are a number of studies identifying the potential for an adverse health effect as a result of living near a high volume roadway. These health impacts are of concern and therefore considered a potentially significant impact.

Project design measures suggested by SMAQMD to reduce the potential health effects include an adequate setback, the orientation of buildings away from roadway, or the addition of buffer areas.

Mitigation measure MM 4.7.3 on page 4.7-27 has been renumbered to MM 4.7.3a and has been revised as follows to reference the "Guide for Land Use Emissions Reductions."

### Mitigation Measures

**MM 4.7.3a** ~~Prior to the issuance of grading permits~~ At the time of development application, the project applicant will coordinate with SMAQMD and the City of Elk Grove and develop a project Air Quality Mitigation Plan (AQMP). In accordance with City of Elk Grove General Plan Policy CAQ-30, the AQMP shall reduce criteria emissions associated with potential development by a minimum of 15 percent compared to the unmitigated baseline project (an "unmitigated baseline project" is a development project which is built and/or operated without the implementation of emission reduction features). Project applicants shall coordinate with SMAQMD to determine the specific mitigation measures to be included in the AQMP; and shall reference the *Recommended Guidance for Land Use Emissions Reductions* document prepared by SMAQMD in formulating mitigation measures. The AQMP shall be reviewed and approved by SMAQMD staff prior to project implementation. Available measures to be included in the AQMP include, but are not limited to, the following:

#### Commercial Facilities

- Provide preferential carpool/vanpool parking spaces.
- Provide transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting).

- Provide bicycle storage/parking facilities.
- Provide shower/locker facilities.
- Provide incentives to employees to rideshare or take public transportation.
- Provide a parking lot that provides clearly marked and shaded pedestrian pathways between transit facilities, pedestrian walkways and trails, and building entrances.

### Residential Uses

- Prohibit use of wood-burning stoves or fireplaces within interior and exterior areas. Install only USEPA-certified gas-fired fireplaces.
- Install Energy Star or ground source heat pumps.
- Install Energy Star labeled roof materials.
- Exceed Title 24 energy standards.
- Include incentives for purchasers of new residential dwellings to incorporate solar-powered energy systems.

The timing and implementation of mitigation measure MM 4.7.3 (now MM 4.7.3a) on page 4.7-27 has been revised as follows:

*Timing/Implementation:* ~~Prior to issuance of grading permits. At the time of development application.~~

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

In addition, mitigation measure MM 4.7.3b has been added.

### **MM 4.7.3b**     **Site Specific Air Quality Study**

As part of the design review process for parcels 115-0162-010 and 115-0162-012, which are proposed to be designated for High Density Residential uses, the project applicant shall submit a site specific air quality study identifying the amount of particulate matter and toxic air contaminants to which users of the site would be exposed. The study shall utilize SMAQMD's recommended protocol for evaluating the location of sensitive land uses adjacent to major roadways or an equivalent analytical method. Mitigation measures shall be identified for any potential adverse health effects, and shall be incorporated into project design to bring exposure to particulate matter and toxic air contaminants to acceptable levels.

Timing/Implementation:     Implemented prior to design review approval for subsequent non-residential development projects.

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

Emissions of ROG and NO<sub>x</sub> ~~associated~~ are of particular concern during the summer ozone season, which extends from the beginning of May through the end of October. Emissions during these warmer months of the year are anticipated to exceed SMAQMD's recommended significance threshold of 65 lbs/day; winter emissions would also exceed SMAQMD's threshold. Implementation of mitigation measure **MM 4.7.3a** would lower emissions for ROG, NO<sub>x</sub>, and PM<sub>10</sub>, yet impacts associated with long-term increases in criteria air pollutants would still result in a **significant and unavoidable** impact on air quality.

Implementation of mitigation measure **MM 4.7.3b** would require a site-specific air quality analysis and mitigation to reduce TAC impacts to sensitive receptors. In addition, the General Plan includes policies that would reduce exposure of sensitive receptors to air pollutant concentrations. Therefore implementation of the proposed project result in a **less than significant** impact with regard to exposure of sensitive receptors to toxic air contaminants.

Page 4.7-29, last paragraph, the reference to mitigation measure MM 4.7.2 under the discussion of Impact 4.7.4 has been eliminated:

### Mitigation Measures

With implementation of mitigation measures **MM 4.7.1a** through **MM 4.7.1h** ~~and **MM 4.7.2**~~, the project would generate a reduced level of air pollution emissions. Nevertheless, implementation of the proposed project would have a **cumulatively considerable** contribution to emissions that affect the region's ability to attain state and federal air quality standards, and the cumulative impact would be **significant and unavoidable**.

Page 4.7-34 has been changed as follows:

~~The proposed project is considered to be a major emitter of GHGs. As described above, the primary source of GHG emissions from the project is vehicle emissions. California vehicle emissions standards are regulated by the state and federal governments, the only entities which have jurisdiction over vehicle emissions in California. Therefore, until such time that there are thresholds of significance for which to compare the city's GHGs contribution, it must be assumed that any increase in GHGs will lead to a change in climate. This impact is considered **significant and unavoidable**, and the proposed project would have a **cumulatively considerable** contribution.~~

### Mitigation Measures

**MM 4.7.5** Implement mitigation measure MM 4.7.3a.

Timing/Implementation: At the time of development application.

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

The proposed project is considered to be a major emitter of GHGs. Implementation of mitigation measure MM 4.7.5, as well as General Plan policies CAQ-27, CAQ-30 CAQ-32 and CAQ-33 (as shown in **Table 4.7-3**) and CI-3, would assist in reducing GHG emissions. In addition, policy CI-5 encourages the use of alternative transportation, while CI-4 requires that Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement. Policies CI-6, CI-7, CI-8, CI-9, and CI-26 state that the City shall require that transit service is provided in all areas of Elk Grove, encourage public transit which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit, and encourage the extension of bus rapid transit and/or light rail service to the planned office and retail areas. Policy CI-26 encourages commuter rail transportation by providing for a potential train station location, and LU-11 supports the development of neighborhood-serving commercial uses adjacent to residential areas. However, the major source of GHG emissions for the project is automobiles. California vehicle emissions standards are regulated by the state and federal governments, which are the only entities who have jurisdiction over vehicle emissions in California. Therefore, until such time as there are thresholds of significance to which the city's GHG contribution can be compared, it must be assumed that any increase in GHGs will lead to a change in climate. This impact is considered **significant and unavoidable**, and the proposed project would have a **cumulatively considerable** contribution.

Page 4.7-35, first paragraph, has been revised to eliminate the incorrect references to mitigation measures MM 4.7.2 and MM 4.4.5 following the discussion of Impact 4.7.6.

### Proposed General Plan Policies and Implementing Actions that Mitigate Potential Impacts

With implementation of mitigation measures **MM 4.7.1a** through **4.7.1h** and ~~MM 4.7.2~~, the project would generate a reduced level of air pollution emissions than under its existing zoning designation. ~~Additionally, mitigation measure MM 4.4.5 would reduce impacts associated with project traffic impacts.~~

## 4.8 HYDROLOGY AND WATER QUALITY

Impact 4.8.1 on page 4.8-16 of the Draft EIR has been revised. The Draft EIR contained mitigation measures to reflect the potentially significant conclusion of the impact, but the actual text of the impact was incorrectly identified as "less than significant." The impact statement is correct as follows to reflect the proper conclusion supported by the text.

**Impact 4.8.1** Future development of the proposed project site would result in increased surface runoff that could exceed the capacity of existing stormwater drainage systems and contribute to localized flooding. This would be considered a **less than potentially significant** impact.

## 4.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

The timing and implementation of mitigation measure MM 4.9.1a on page 4.9-12 of the Draft EIR has been revised as follows:

*Timing/Implementation: As a condition of project approval and implemented during ground-disturbing activities and shall be included as a note on all construction plans.*

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The timing and implementation of mitigation measure MM 4.9.1b on page 4.9-12 of the Draft EIR has been revised as follows:

*Timing/Implementation:* As a condition of project approval and implemented during ground-disturbing activities and shall be included as a note on all construction plans.

The timing and implementation of mitigation measure MM 4.9.2 on page 4.9-13 of the Draft EIR has been revised as follows:

*Timing/Implementation:* As a condition of project approval and implemented during ground-disturbing activities and shall be included as a note on all construction plans.

### 4.10 PUBLIC SERVICES AND UTILITIES

Impact 4.10.1.1 on page 4.10-6 of the Draft EIR has been revised. The Draft EIR incorrectly identified this impact as "potentially significant." However, the conclusion of the impact was less than significant and did not require mitigation measures. The impact statement is correct as follows to reflect the proper conclusion supported by the text.

**Impact 4.10.1.1** Implementation of the Sheldon/99 GPA and Rezone project could result in development that would increase demand for fire protection services, thereby requiring additional equipment and staffing. This is a **potentially less than significant** impact.

Impact 4.10.1.2 on page 4.10-6 of the Draft EIR has been revised. The Draft EIR contained mitigation measures to reflect the potentially significant conclusion of the impact, but the actual text of the impact was incorrectly identified as "less than significant." The impact statement is correct as follows to reflect the proper conclusion supported by the text.

**Impact 4.10.1.2** Implementation of the proposed project could result in development that would require adequate water pressure for firefighting. This is considered a **less than potentially significant** impact.

Table 4.10.3-4 on page 4.10-20 of the Draft EIR has been revised to reflect the reduction in multi-family acreage caused by designating parcel 115-0150-067 C instead of HDR.

**TABLE 4.10.3-4  
ANTICIPATED STUDENT GENERATION FOR THE SHELDON/99 GPA AND REZONE PROJECT**

Proposed Use	Maximum Allowable Dwelling Units	Generation Rate			Total Students Generated
		K-6	7-8	9-12	
Multi-family	<del>237</del> 200	0.1562	0.0498	0.946	
<b>Students Generated</b>		<del>37</del> <u>31</u>	<del>12</del> <u>10</u>	<del>224</del> <u>189</u>	<del>273</del> <u>230</u>

Source: Williams, Kim. February 28, 2008 and March 4, 2008. Personal Communication (E-mail). Kim Williams, Planning Manager, Facilities and Planning, Elk Grove Unified School District.

Impact 4.10.4.1 on page 4.10-32 of the Draft EIR has been revised. The Draft EIR contained mitigation measures to reflect the potentially significant conclusion of the impact, but the actual text of the impact was incorrectly identified as “less than significant.” The impact statement is correct as follows to reflect the proper conclusion supported by the text.

**Impact 4.10.4.1** The proposed Sheldon/99 GPA and Rezone project could result in development that would increase the annual water demand on the project site. Increases in water demand can adversely affect water supplies and can result in the need for additional water system facilities. This would be a ~~less than~~ **potentially significant** impact.

Pages 4.10-31 and 4.10-32 of the Draft EIR have been revised to reflect the water demand based on a change in land use designation for parcel 115-0150-067 from HDR to C.

The proposed Sheldon/99 GPA and Rezone project would allow for the development of land uses that could have an annual water demand of ~~+64.72~~ 161.71 af/yr. **Table 4.10.4-4** below demonstrates the projected water demands for the project site.

**TABLE 4.10.4-4  
YEAR 2000 WATER DEMAND PROJECTIONS  
FOR THE SHELDON/99 GPA AND REZONE PROJECT SITE**

Parcel	Acres	Proposed Land Use	Year 2000 Unit Water Demand Factors (acre-feet/acre/year) <sup>1</sup>	Water Demand (af/yr)
<b>Parcels Served by SCWA</b>				
115-0162-010	4.94	High-Density Residential (15.1 to 30.0 du/ac)	4.85	23.96
115-0162-010	1.35	Commercial	3.24	4.37
115-0162-011	1.58	High-Density Residential (15.1 to 30.0 du/ac)	4.85	7.66
115-0162-012	1.29	High-Density Residential (15.1 to 30.0 du/ac)	4.85	6.26
115-0162-012	0.36	Commercial	3.24	1.17
115-0162-013	1.47	Commercial	3.24	4.76
115-0162-014	2.74	Commercial	3.24	8.88
115-0162-015	1.01	Commercial	3.24	3.27
115-0150-057	9.75	Commercial	3.24	31.59
115-0150-064	2.17	High-Density Residential (15.1 to 30.0 du/ac)	4.85	10.52
115-0150-067	1.87	<del>High-Density Residential (15.1 to 30.0 du/ac)</del> <u>Commercial</u>	<del>4.85</del> <u>3.24</u>	<del>9.07</del> <u>6.06</u>

## 4.0 ERRATA

Parcel	Acres	Proposed Land Use	Year 2000 Unit Water Demand Factors (acre-feet/acre/year) <sup>1</sup>	Water Demand (af/yr)
115-0162-016	2.51	Commercial	3.24	8.13
<b>Subtotal SCWA</b>				<del>119.65</del> <u>116.64</u>
<b>Parcels Served by EGWS</b>				
116-0030-069	1.8	Commercial	3.24	5.83
116-0030-045	0.72	Commercial	3.24	2.33
116-0030-007	0.49	Commercial	3.24	1.59
116-0030-068	1.12	Commercial	3.24	3.63
116-0030-005	2.3	Commercial (GC Zoning)	3.24	7.45
116-0030-011	2.69	Commercial (GC Zoning)	3.24	8.72
116-0030-031	2.4	Commercial (GC Zoning)	3.24	7.78
116-0030-014	2.39	Commercial (GC Zoning)	3.24	7.74
<b>Subtotal EGWS</b>				45.07
<b>Total Acreage</b>	<b>44.95</b>	<b>Total Projected Demand (af/yr)</b>		<del><b>164.72</b></del> <u><b>161.71</b></u>

<sup>1</sup> Unit Water Demand Factors are consistent with demand factors used in the SCWA Zone 40: Water Supply Master Plan for the year 2000. The year 2000 unit water demand factors assume a 12 percent level of water conservation.

Source: City of Elk Grove, Development Services Department.

Personal Communication (E-mail). Scott Myers, District Engineer, Elk Grove Water Service. April 1, 2008.

Personal Communication (E-mail). Bob Gardner, Sacramento County, Department of Water Resources, Sacramento County Water Agency. April 10, 2008.

Table 4.10.5-2 on pages 4.10-45 and 4.10-46 of the Draft EIR has been revised to reflect the wastewater demand based on a change in land use designation for parcel 115-0150-067 from HDR to C.

**TABLE 4.10.5-2  
WASTEWATER ESD SHELDON/99 GPA AND REZONE PROJECT**

Parcel	Acres	Land Use Category	ESDs
115-0162-010	4.94	High-Density Residential (15.1 to 30.0 du/ac)	148.2
115-0162-010	1.35	Commercial	8.1
115-0162-011	1.58	High-Density Residential (15.1 to 30.0 du/ac)	47.4
115-0162-012	1.29	High-Density Residential (15.1 to 30.0 du/ac)	38.7
115-0162-012	0.36	Commercial	2.16
115-0162-013	1.47	Commercial	8.82
115-0162-014	2.74	Commercial	16.44
115-0162-015	1.01	Commercial	6.06
115-0150-057	9.75	Commercial	58.5
115-0150-064	2.17	High-Density Residential (15.1 to 30.0 du/ac)	65.1
115-0150-067	1.87	<del>High-Density Residential (15.1 to 30.0 du/ac)</del> Commercial	<del>56.1</del> <u>11.22</u>
116-0030-069	1.8	Commercial	10.8
116-0030-045	0.72	Commercial	4.32
116-0030-007	0.49	Commercial	2.94
116-0030-068	1.12	Commercial	6.72
115-0162-016	2.51	Commercial	15.06
116-0030-005	2.3	Commercial (GC Zoning)	13.8
116-0030-011	2.69	Commercial (GC Zoning)	16.14
116-0030-031	2.4	Commercial (GC Zoning)	14.4
116-0030-014	2.39	Commercial (GC Zoning)	14.34
<b>Total Acreage</b>	<b>44.95</b>	<b>Projected ESDs</b>	<del>554.1</del> <u>509.2</u>

Note: Wastewater calculations represent a "worst case scenario" as acreages shown do not include acreage being taken as right-of-way for the realignment of East Stockton Boulevard. In addition, ESDs are based on the maximum density allowed within each land use designation.

Land uses allowed by the Sheldon/99 GPA and Rezone project could result in ~~554.1~~ 509.2 ESDs. Based on the SRCSD standard of 310 gpd per ESD, future development resulting from the Sheldon/99 GPA and Rezone project could result in wastewater flows of ~~171,771~~ 157,852 gpd (~~554.1~~ 509.2 ESDs x 310 gpd per ESD). The increase in ESDs anticipated to result from implementation of the Sheldon/99 GPA and Rezone project (~~109~~ 45 ESDs) represents only a ~~0.8~~ 0.003 percent increase over the Master Plan ESD projections for

## 4.0 ERRATA

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buildout of the Hwy 99/Sheldon Trunk Shed (~~109~~ 45 ESD increase over Master Plan projections/12,443 ESDs projected by Master Plan at buildout of Hwy 99/Sheldon Trunk Shed). Currently, the SRWTP is permitted to treat 181 mgd of wastewater flows per day and is operating at 165 mgd per day (Deeble, 2008). As the project would not significantly increase wastewater flows over what was considered in the Master Plan and as there is current capacity available at the SRWTP, it is not anticipated that wastewater flows from the proposed project would exceed capacity at the SRWTP.

### 6.0 ALTERNATIVES

The fourth sentence in the paragraph titled "Public Schools" on page 6.0-8 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

The proposed Sheldon/99 GPA and Rezone project would generate approximately ~~273~~ 230 students based on ~~237~~ 200 multi-family units allowed.

The third sentence in the paragraph titled "Water Service" on page 6.0-8 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

The proposed project would result in an approximate water demand of ~~164.72~~ 161.71 AF/yr, a decrease of ~~3.35~~ 6.36 AF/yr.

The second and third sentences in the paragraph titled "Wastewater Service" on page 6.0-8 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Land uses allowed by the Sheldon/99 GPA and Rezone project would increase allowed Equivalent Single Family Dwellings (ESDs) by ~~109~~ 45 ESDs compared to the No Project Alternative. Based on the Sacramento Regional County Sanitation District standard of 310 gpd per ESD, future development resulting from the Sheldon/99 GPA and Rezone project could increase wastewater flows by ~~33,790~~ 13,950 gpd (~~109~~ 45 ESDs x 310 gpd per ESD).

The third sentence in the first paragraph on page 6.0-16 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Therefore, residential development under Alternative 2 would result in the generation of only 137 students in comparison to the ~~273~~ 230 students that would be generated by land uses associated with the proposed project.

The third sentence in the paragraph titled "Water Service" on page 6.0-16 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

The proposed project would result in an annual water demand of approximately ~~164.72~~ 161.71 AF/yr, an increase of ~~5.81~~ 2.8 AF/yr.

The second and third sentence in the paragraph titled “Wastewater Service” on page 6.0-16 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Land uses allowed by the Sheldon/99 GPA and Rezone project would increase ESDs by ~~409~~ 45. Based on the Sacramento Regional County Sanitation District standard of 310 gpd per ESD, future development resulting from the Sheldon/99 GPA and Rezone project could increase wastewater flows by ~~33,790~~ 13,950 gpd (~~409~~ 45 ESDs x 310 gpd per ESD).

Table 6.0-2 on page 6.0-19 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

**TABLE 6.0-2  
HOUSING UNITS ALLOWED  
PROPOSED PROJECT VS. ALTERNATIVE 3**

Parcel	Size (in acres)	Housing Units Allowed <sup>1</sup>	
		Proposed GP Land Use	Alternative 3
115-0162-010	4.94	99	0
115-0162-011	1.58	32	0
115-0162-012	1.29	26	0
115-0150-064	2.17	43	43
<del>115-0150-067</del>	<del>1.87</del>	<del>37</del>	<del>37</del>
	<b>TOTALS</b>	<b><del>237</del> <u>200</u></b>	<b><del>80</del> <u>43</u></b>

Note: <sup>1</sup> The number of housing units was calculated based on worst-case scenarios using the maximum dwelling units allowed by the GP land use designations.

<sup>2</sup> The following parcels had 0 housing units allowed under both Alternative 3 and the proposed project because they are zoned for commercial uses: 115-0162-010, 115-0162-012, 115-0162-013, 115-0162-014, 115-0162-015, 115-0150-057, 116-0030-069, 116-0030-045, 116-0030-007, and 116-0030-068.

The second sentence in the first paragraph following Table 6.0-2 on page 6.0-19 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Overall, Alternative 3 would allow 157 less housing units than the proposed project (237-80) and would therefore reduce environmental impacts associated with population and housing increases, such as increased traffic and noise, air quality impacts, demands on public services, etc.

The fifth sentence in the first paragraph titled “Public Schools” on page 6.0-23 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

The proposed project would generate a total of ~~273~~ 230 students.

## 4.0 ERRATA

The third sentence in the paragraph under the heading "Water Service" on page 6.0-24 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

The proposed project would result in an annual water demand of approximately ~~164.72~~ 161.71 AF/yr, an increase of ~~37.88~~ 34.87 AF/yr.

The second and third sentences in the paragraph under the heading "Wastewater Service" on page 6.0-24 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Land uses allowed by the Sheldon/99 GPA and Rezone project would increase allowed ESDs by ~~109~~ 45 ESDs. Based on the Sacramento Regional County Sanitation District standard of 310 gpd per ESD, future development resulting from the Sheldon/99 GPA and Rezone project could increase wastewater flows by ~~33,790~~ 13,950 gpd (~~109~~ 45 ESDs x 310 gpd per ESD).

Table 6.0-3 on page 6.0-26 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

**TABLE 6.0-3  
HOUSING UNITS ALLOWED  
PROPOSED PROJECT VS. ALTERNATIVE 4**

Parcel	Size (in acres)	Housing Units Allowed	
		Proposed GP Zoning (RD-20)	Alternative 4 Zoning (RD-20 )
115-0162-010	4.94	99	99
115-0162-011	1.58	32	32
115-0162-012	1.29	26	26
115-0150-064	2.17	43	43
<del>115-0150-067</del>	<del>1.87</del>	<del>37</del>	<del>37</del>
116-0030-031	2.40	0	48
116-0030-014	2.39	0	47
	<b>TOTALS</b>	<b><u>237-200</u></b>	<b><u>332-295</u></b>

Note: The following parcels had 0 housing units allowed under both Alternative 4 and the proposed project because they are zoned for commercial uses: 115-0162-010, 115-0162-012, 115-0162-013, 115-0162-014, 115-0162-015, 115-0150-057, 116-0030-069, 116-0030-045, 116-0030-007, and 116-0030-068.

The second sentence in the first paragraph following Table 6.0-2 on page 6.0-27 of the Draft EIR has been revised to reflect the change in land use designation from HDR to C for parcel number 115-0150-067 as follows:

Overall, Alternative 4 would result in ~~95~~ 132 (332-~~237~~ 200) more housing units than the proposed project.

**8.0 REPORT PREPARERS**

The following revision has been made to Page 8.0-1

**AMBIENT AIR QUALITY & NOISE CONSULTING – ~~AIR QUALITY~~ NOISE**

Principal..... Kurt Legleiter