



MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY

Project Title: CMD Court (EG-07-050)

Lead Agency Name and Address: City of Elk Grove
Development Services - Planning
8400 Laguna Palms Way
Elk Grove, CA 95758

Project Location: The project site is located at the northeast corner of Grant Line Road and East Stockton Boulevard/State Route 99.
APNs: 134-0600-014, 134-0600-016, 134-0600-029, 134-0600-031, 134-0600-032, 134-0600-034, 134-0600-040, and 134-0600-041

Project Sponsor's Name and Address:	<u>Applicant</u>	<u>Property Owner</u>
	Reynolds and Brown	Elk Grove IV Partners, LLC
	Drew Mickel	Drew Mickel
	1200 Concord Ave Ste 200	1200 Concord Ave Ste 200
	Concord, CA 94520	Concord, CA 94520

General Plan Designation(s): Commercial & Heavy Industry

Zoning: General Commercial (GC) & Heavy Industrial (M-2)

Contact Person: Gerald Park

Phone Number: (916) 478-3671

Date Prepared: March 2008

Project Description

The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales (see Figures 1 and 2).

No development is proposed as part of this project. However, given the available acreage for development, the site could be developed with up to a maximum of 145,000 square feet of general commercial uses. This Initial Study generally assumes that the site will be fully developed.

Any future development on the site will require discretionary approvals, including Design Review, and will be subject to the California Environmental Quality Act (CEQA). Therefore, additional CEQA review may be carried out if a specific proposal has the potential for adverse effects

which are not discussed in this Initial Study or if the characteristics of a future proposed project on the site are substantially different from the assumptions of this Initial Study.

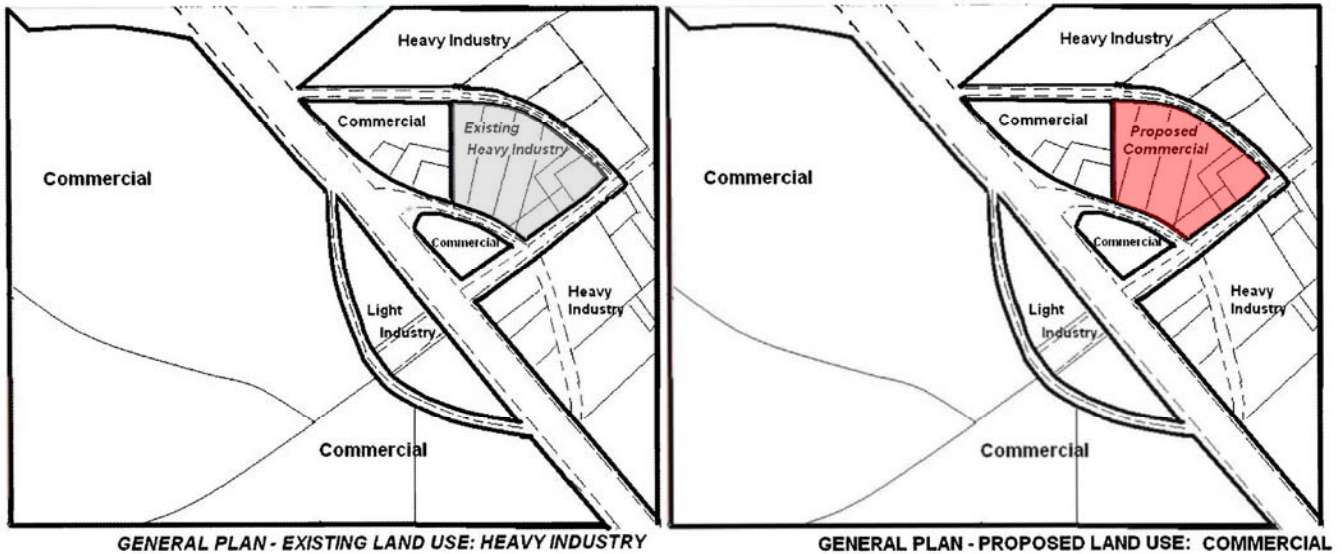


Figure 1. General Plan Exhibit

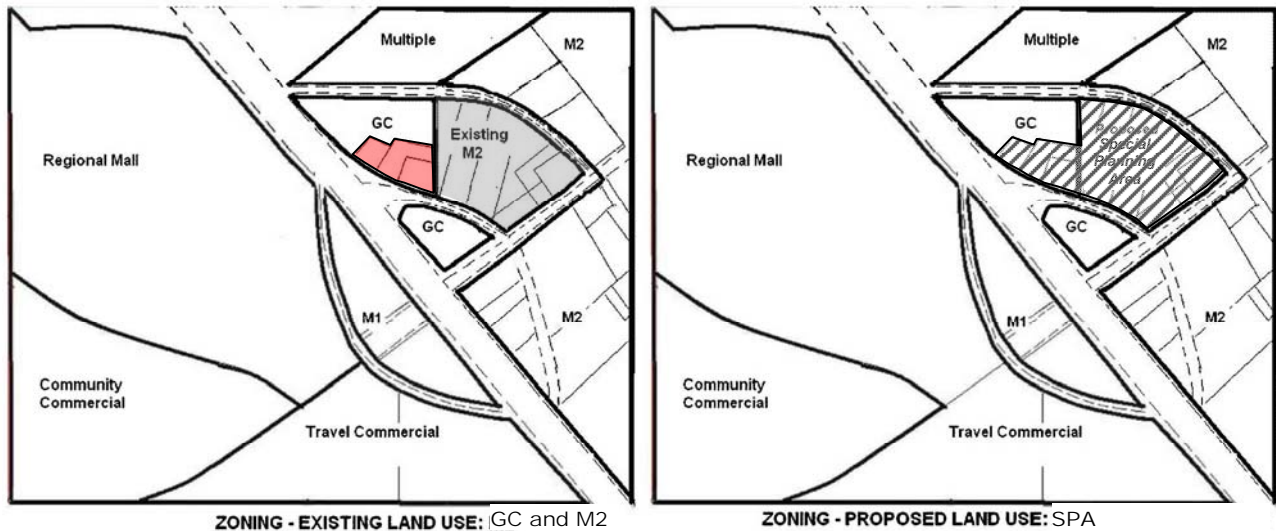


Figure 2. SPA Exhibit

Environmental Setting and Surrounding Land Uses

The proposed project is located on the northeast corner of Grant Line Road and East Stockton Boulevard in the southern portion of the City of Elk Grove, east of State Route 99 (APNs: 134-0600-014, 134-0600-016, 134-0600-029, 134-0600-031, 134-0600-032, 134-0600-034, 134-0600-040, and 134-0600-041) (see Figure 3). The site is composed of eight legal parcels totaling approximately 13.5 acres. The southeast portion of the site is developed with an industrial development that consists of the John Deere Valley Truck and Tractor Company, Elk Grove Custom Cycle, and All Clear Pool and Spa Clearance Center. The rest of the site is vacant and is dominated by ruderal non-native grass vegetation and several small shrubs (see Figures 4-7). No trees or wetlands were

observed on the site during a field reconnaissance by City staff. Properties adjacent to the project site are either vacant lots or developed properties with light to heavy industrial uses. Two major heavy industrial uses are located in the vicinity of the proposed project site. The Suburban Propane terminal facility is located to the northeast of the project site and Georgia Pacific (formalin storage facility) is located approximately 250 feet north of the project site (see Figure 8).

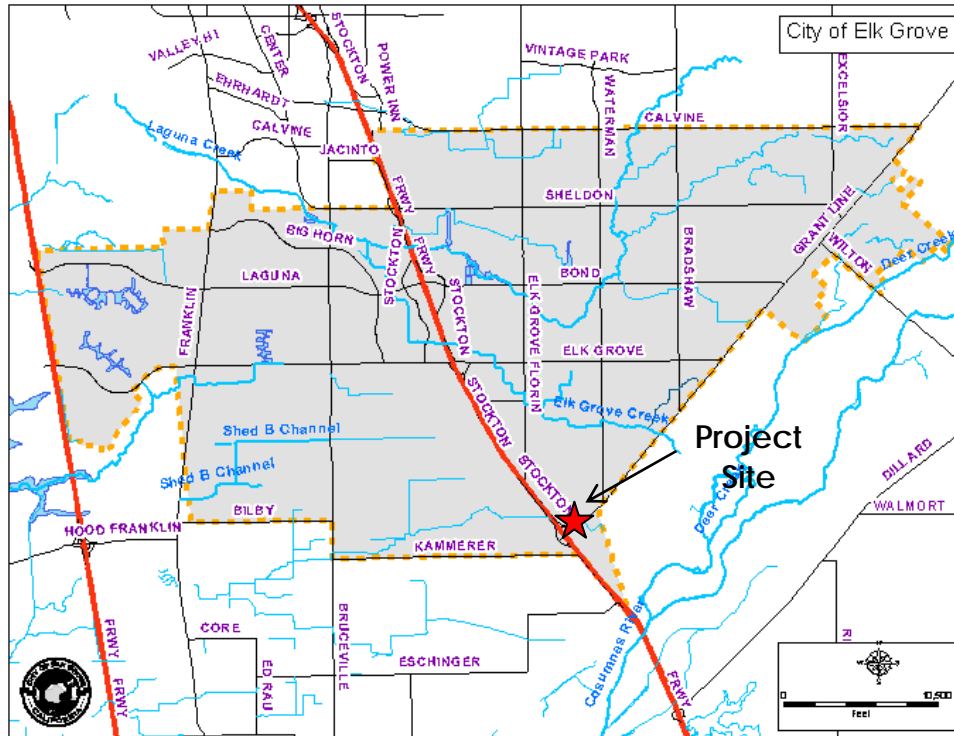


Figure 2. Location Map

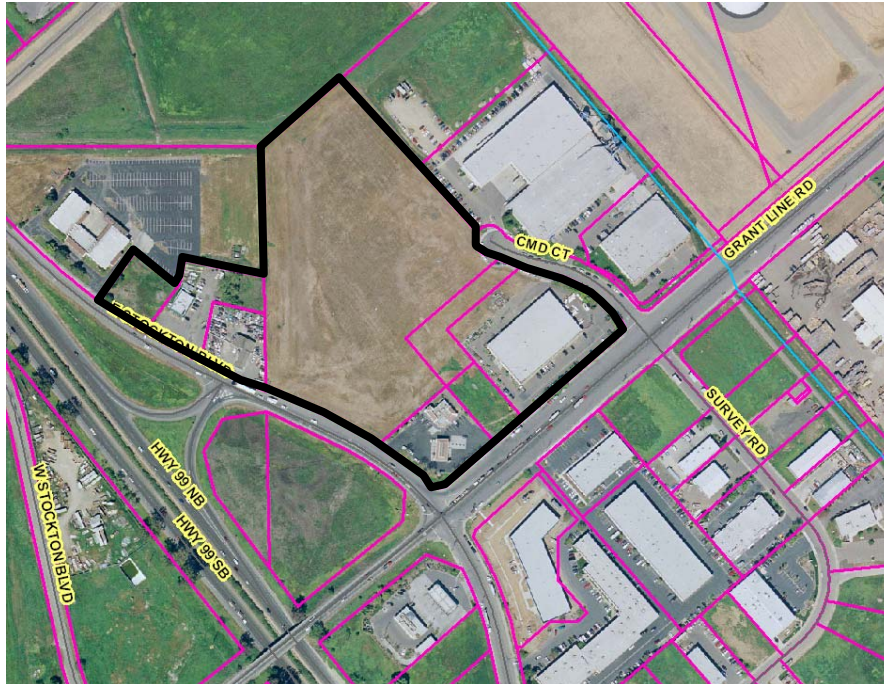


Figure 3. Aerial (Does not reflect current level of development)



Figure 4. View of project site looking west from CMD Court



Figure 5. View of project site looking southwest from the middle of the site.



Figure 6. View of project site looking north from CMD Court



Figure 7. View of Industrial Building located in southeastern portion of the project site

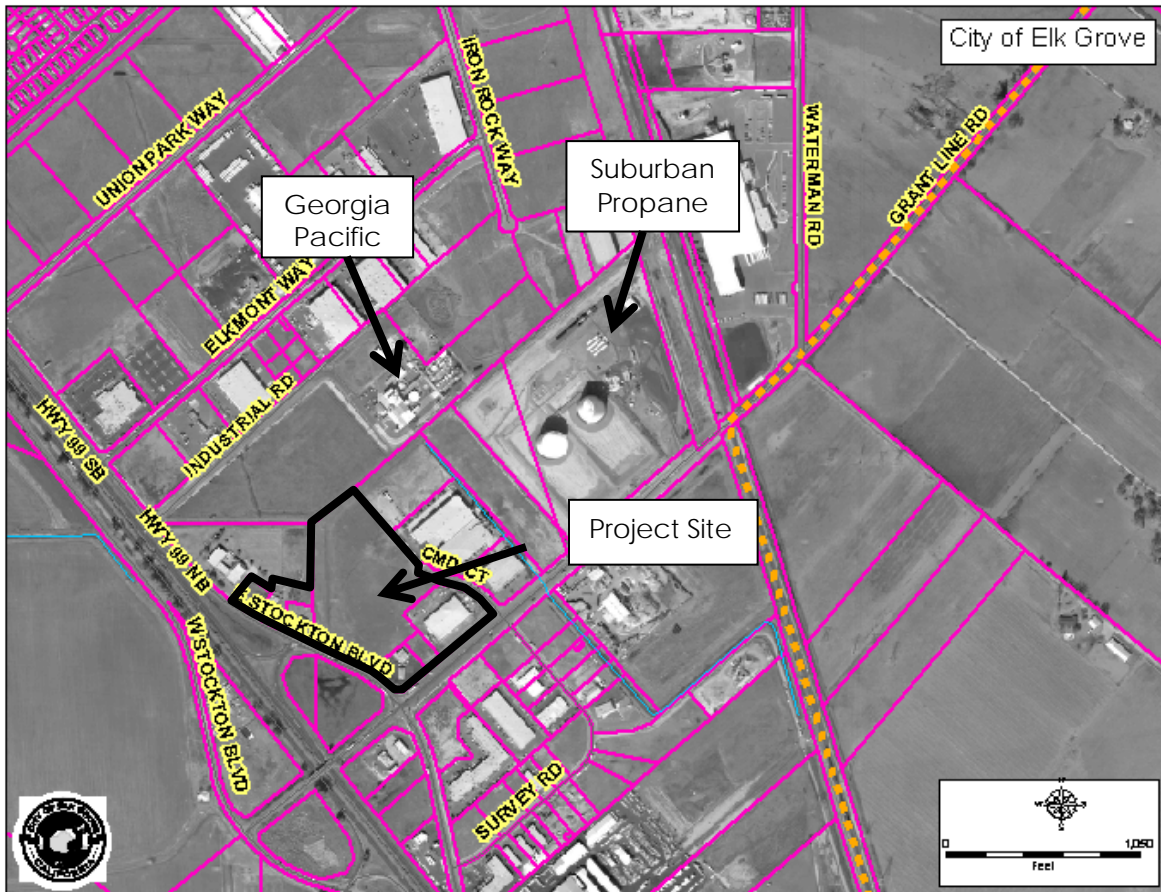


Figure 8. Project Site

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Water Resources Control Board

Environmental Factors Potentially Affected:

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

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

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.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Planner's Signature

Date

Gerald Park

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 CMD Court project, 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 an Environmental Impact Report.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) 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.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

Discussion/Conclusion/Mitigation:

a-c) No Impact. The project site is located in an industrial area. There are no scenic vistas in the project area. There are no scenic highways in the vicinity of the project and the site does not contain any trees, rocks or other resources of scenic value. Therefore, no adverse impact is expected.

d) Less than Significant Impact. Although no development is proposed as part of this project, any future development on the site will require discretionary approvals, including Design Review, and will be subject to the California Environmental Quality Act. Future development could create new sources of light, but these will be consistent with development in an industrial/commercial area. Any future development will be subject to the City's lighting standards which are aimed at reducing adverse impacts caused by light. These standards include measures such as concentrating light and the use of shields and screens to reduce glare. Therefore, adverse impacts related to new sources of light and glare are considered less than significant.

II. AGRICULTURAL RESOURCES

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

The Department of Conservation's map entitled "Sacramento County Important Farmland 2002" designates the project site as "Urban and Built-Up Land." "Urban and Built-Up Land" is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This type of land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

a-c) No Impact. The California Department of Conservation designates the land where the site is located "Urban and Built-Up Land" and is thus, not farmland. The property is not currently zoned for agricultural uses. The site is not considered farmland and is not under a Williamson Act contract. There are no agricultural lands in the project surroundings that would be at risk of conversion due to the proposed project. Therefore the proposed project will not result in adverse impacts to agricultural resources.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Existing Setting

The project site is located within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin. The Sacramento Valley Air Basin has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air region, designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Non-attainment Area. The Non-attainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer, and Sutter counties. SMAQMD is responsible for limiting the amount of emissions that can be generated throughout the County by various stationary and mobile sources. Specific rules and regulations have been adopted by the SMAQMD Board of Directors that limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules not only regulate the emissions of the six criteria pollutants, but also toxic emissions and acutely hazardous materials.

Emissions sources subject to these rules are regulated through the SMAQMD's permitting process. Through this permitting process, the SMAQMD also monitors the amount of stationary emissions

being generated and uses this information in developing new clean air plans. The proposed project would be subject to SMAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts. Sacramento County is a known area of non-attainment for state and federal standards for ozone and particulate matter less than 10 microns in diameter (PM10). Implementation of the project would result in increases in both construction emissions and increases in reactive organic gases (ROG) and NO_x, which are precursor components of ozone, and PM10.

a-c) Less Than Significant Impact. The project would not substantially conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan, or the goals and objectives of the City's General Plan. All future construction will be subject to City regulations designed to reduce potential adverse impacts to air quality. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established criteria and plans for reducing air emissions. The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan on either a short-term or long-term basis. On a cumulative level, the project would contribute to criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. However, as described in d) below, the proposed project will not exceed the threshold of significance for emissions. Therefore, this impact is considered less than significant.

d) Less than Significant Impact. Although no development is proposed as part of this project, any future development on the site will require discretionary approvals, including Design Review, and will be subject to the California Environmental Quality Act. Additionally, SMAQMD Guide to Air Quality Assessment includes a table to help determine if the threshold for emissions from project construction or operation might be exceeded. Table 2.2 of the "Guide to Air Quality Assessment" indicates that a shopping center has a threshold of 198,000 square feet for construction and 193,000 square feet for operational. The proposed project site could potentially consist of approximately 145,000 square feet of retail use, which is below the threshold. Given that the proposed project is below the SMAQMD thresholds, and that construction activities will be subject to the districts fugitive dust control standards (Rule 403), impacts to air quality are considered less than significant.

e-f) No Impact. There is no development proposed as part of this project. Additionally, the Elk Grove General Plan considers residences to be "sensitive receptors" in relation to air quality issues. The project site is surrounded on all sides by industrial uses and is not adjacent to sensitive receptors. Therefore, no adverse impacts to sensitive receptors are expected. The proposed use of general retail would not create objectionable odors because the use does not involve any activity that would generate odors.

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

Discussion/Conclusion/Mitigation:

a) Less Than Significant Impact. The project site is a vacant lot that has been graded and is relatively flat. The site does not contain trees, nor is it likely to support special status plants due to its disturbed and isolated condition. The site is dominated by non-native ruderal species and several small shrubs. There is a large debris pile located on the site. There are no elderberry shrubs (*Sambucus mexicanus*) growing on site. There are no wetlands or areas supporting Sanford's arrowhead (*Sagittaria sanfordii*) or vernal pool species.

No special status wildlife was observed during staff site visits. The debris pile could provide cover and burrows for wildlife and the open grasslands could provide foraging areas for wildlife. Given that the site is located in an industrial area, is on a high traffic volume road (Grant Line Road) and is substantially surrounded by industrial uses, the site does not constitute a significant wildlife habitat area. However, a number of wildlife species could potentially occur and forage on the site and could be affected by project construction, as described below.

Swainson’s hawk

The project site is 13.5± acres and has been disturbed by previous construction and demolition. The southeastern portion of the site is developed with an industrial development. The rest of the site is vacant and is dominated by ruderal non-native grass vegetation and several small shrubs. There are several known Swainson’s hawk nesting sites in the project vicinity (Figure 9). Swainson’s hawk is a state listed threatened species known to forage within 10 miles of its nest. The Department of Fish and Game has determined that parcels of land of five (5) acres or more in size are recognized to be the minimum acreage required for viable foraging habitat for this species. The proposed project site is 13.5± acres, which provides for potential foraging habitat for Swainson’s hawk. Approximately 2.7 acres of the site have been disturbed by the demolished gas station and existing industrial development. These 2.7 acres are not viewed as viable foraging habitat for the Swainson’s hawk since they have been disturbed. The remainder eight acres, which could be considered potential Swainson’s hawk foraging habitat, have been mitigated by the City’s Grant Line/SR99 Interchange project as a cumulative loss due to the realignment of East Stockton Boulevard and the partial use of the site for the relocation of a gas station. Therefore impacts to Swainson’s hawk foraging habitat are considered to be less than significant.

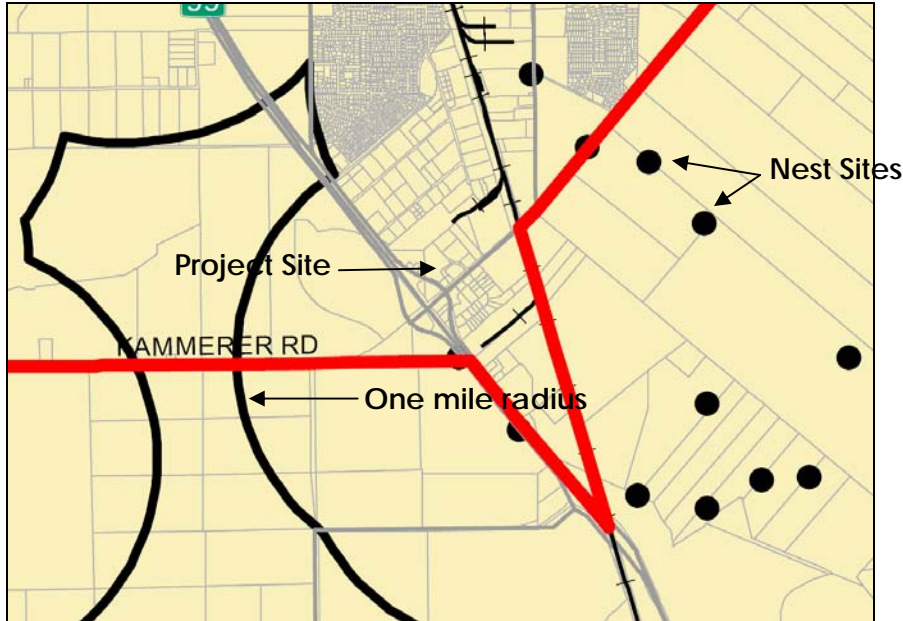


Figure 9. 2005 Swainson’s Hawk Nest Sites Map
Source: Sacramento County, California Department of Fish and Game

Burrowing Owls

While none were observed on-site, Burrowing Owls (Federal Bird of Conservation Concern, state Species of Special Concern) are known to exist in the Elk Grove Area. Because this species is

known to exist in the vicinity and because the burrowing is well adapted to establish nests in vacant sites regardless of the level of development or human presence in the surroundings, it could potentially move onto the site to nest prior to construction on the site. Because the project site offers potential foraging and nesting habitat, this project would result in a potentially significant impact to these species unless mitigation is incorporated.

Mitigation Measure 1 (Biological Resources – Burrowing Owls)

In order to reduce impacts to burrowing owls to a less than significant level, the Applicant shall conduct a pre-construction survey on the site as follows. One survey shall be done in autumn and one in winter to determine whether any burrowing owls are present on the site. If the surveys show that no owls are on the site and upon approval by Development Services-Planning, the site may be maintained to discourage the establishment of burrowing owl nests. In addition, within thirty days of the commencement of any clearing, grading or construction a field survey shall be conducted by a qualified biologist to determine if active nests of burrowing owls exist on the site. These surveys shall include all areas in or within 250 feet of the construction zone. In the event that nesting owls are found, a temporary 150-foot no-construction zone shall be established around the nest. Staff and the Applicant will subsequently consult with the California Department of Fish and Game (CDFG), and follow the recommendations of the Department in order to determine the measures necessary to mitigate or avoid impacts to the species. Any required permits or approvals shall be obtained from CDFG prior to disturbance of the site. Mitigation measures may include flagging the burrow to avoid disturbance, passive relocation, active relocation to move owls from the site, or other measures required by the biologist or CDFG.

Monitoring Actions

- ***No later than December 21***, the applicant shall submit to Development Services – Planning for approval, a copy of the autumn survey results.
- ***No later than March 21***, the applicant shall submit to Development Services – Planning for approval, a copy of the winter survey results.
- ***Prior to the commencement of any clearing, grading or construction***, the applicant shall submit to Development Services – Planning for approval, a copy of the survey results including evidence of consultation with CDFG and their recommendations, if applicable.

Timing/Implementation: *Prior to the commencement of any clearing, grading or construction*

Enforcement/Monitoring: City of Elk Grove Development Services-Planning

The above mitigation measure (MM 2) would reduce impacts to burrowing owls to a less than significant level.

b-f) No impact. As described above, the project site does not contain riparian habitat and no natural community is present. There are no wetlands and the site does not constitute a resident or migratory wildlife corridor because it is an approximately 13.5-acre lot that is substantially surrounded by industrial development. The proposed project does not conflict with any of the City of Elk Grove General Plan policies aimed at protecting biological resources. There is no habitat conservation plan, natural community conservation plan, or any other similar conservation plan in the City of Elk Grove that would apply to the proposed project.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

Discussion/Conclusion/Mitigation:

a-d) No impact. The project site is not located in an area of archaeological sensitivity as defined in the City of Elk Grove General Plan. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. Furthermore, General Plan Policy HR-6 Action Item 2 requires that all discretionary projects be conditioned to stop work if any potential cultural resources are found during construction activities. Therefore the project will not adversely impact any historical resource, unique paleontological resource, or unique geological resource.

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

Discussion/Conclusion/Mitigation:

a-d) Less than Significant Impact. The site is not located within an Alquist-Priolo earthquake hazard zone and there are no known faults crossing or in the vicinity of the project site. However, the project site, as with virtually all sites within the state, would be vulnerable to ground shaking in the event of an earthquake. The nearest active fault is the Foothills Fault System, which is located approximately 20 miles east of the site. The maximum level of ground motion that could ever be experienced at the project site would occur as a result of a 6.5 magnitude earthquake on the Foothills Fault (Elk Grove, 2003). As the project site is not in an area with

deposits of water-saturated alluvium of similar deposits of artificial fill, the potential for liquefaction is minimal. The project site and surrounding vicinity are relatively flat eliminating the potential for landslides. The City of Elk Grove General Plan requires that the project be designed and constructed in accordance with the requirements of the Uniform Building Code (UBC). Adherence to the provisions of the UBC would reduce potential for structural damage in the event of an earthquake. Therefore, seismic related impacts are considered less than significant.

The project site has been previously graded, but will require additional earthwork and excavation to install necessary infrastructure to accommodate future development of the site. These activities would occur entirely on the project site. While some soils erosion may occur during the construction process, the loss of topsoil would not be substantial. Existing City codes regulating erosion control during and after construction would be fully enforced. The project would be subject to the City Land Grading and Erosion Control Ordinance and the requirements of the Clean Water Act (CWA).

The CWA Amendments of 1972 require the project contractor to file a notice of intent under the State's NPDES General Construction Permit (CAS0002). The City requires adherence to conditions under the City's NPDES permit set forth by the Regional Water Quality Control Board (RWQCB), and also the preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout all phases of grading and project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction are minimized. Therefore, adverse impacts related to soil erosion and loss of topsoil are considered less than significant.

The project site is relatively flat and is not located on a geologic unit or soil that is unstable. The project would not require substantial earth moving or create unstable earth conditions, significant changes to the geologic substructure, or substantial changes to topography. Therefore, the proposed project would result in less than significant impacts relative to soils and soil stability.

Soils in the project area are generally San Joaquin Silt loam and San Joaquin-Galt Complex (Sacramento County, 1995). These soil units have some clay content. Minerals in certain clays swell with increased moisture content and then contract during dry periods. Areas surrounding the project site have been developed and are not experiencing any problems relative to expansive soils. The project would be designed consistent with the requirements of the UBC and on-site soils would be properly compacted and engineered to support future uses. Therefore, this impact is considered less than significant.

e) No Impact. Neither septic tanks nor alternative wastewater disposal systems are part of the proposed project. Therefore, no adverse impact would occur.

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

Discussion/Conclusion/Mitigation:

a-c) Less than Significant Impact. The Suburban Propane terminal facility is located to the northeast of the project site, while Georgia Pacific, a formalin storage facility is located

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approximately 250 feet north of the project site. General Plan Policy SA-2 states that in considering the potential impact of hazardous facilities on the public and/or adjacent or nearby properties, the City shall consider the hazards posed by reasonably foreseeable events. For the purposes of implementing Policy SA-2, the City considers an event to be "reasonably foreseeable" when the probability of the event occurring is:

<u>Land Use</u>	<u>Probability of Occurrence Per Year</u>
"Commercial" Uses involving continuous access but of easy evacuation, e.g. commercial uses, offices.	Between 10 in one million and 1 in one million (10 ⁻⁵ to 10 ⁻⁶)

The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. According to the "Review of Suburban Propane Hazards Analysis Studies and Evaluation of Accident Probabilities," prepared by Quest Consultants Inc in June 2003, the probabilities for the following are:

<u>Catastrophic Failure of</u>	<u>Probability of Failure Per Year</u>
60,000 gallon propane bullet	2.0 x 10 ⁻⁶
33,000 gallon propane railcar	2.5 x 10 ⁻⁷
10,000 gallon propane tank truck	5.0 x 10 ⁻⁷

The probabilities for catastrophic failure are less than the threshold set by the General Plan for a reasonably foreseeable event for commercial uses. Therefore, establishing an SPA with general commercial or auto commercial uses on the project site is considered a less than significant impact.

c-d) No Impact. The site is not identified as a hazardous material release site. There are no schools located within one-quarter mile of the project site. Therefore, no adverse impact is expected.

e-h) Less than Significant Impact. The nearest airport/airstrip is the Sunset Sky Ranch, located at 9925 Grant Line Road, approximately 1½ miles east of the project site. However, the project site is not within the flight path and the airport accommodates only ultralight planes. The normal operations of this facility would not result in safety related or other adverse impacts to people working at or near the project site. Upon incorporation, the City of Elk Grove adopted the Sacramento County Multi-Hazard Disaster Plan (SCMDP), which was established to address planned response to extraordinary emergency situations associated with natural disasters and technological incidents. The Plan focuses on operational concepts relative to large-scale disasters, which can pose major threats to life and property requiring unusual emergency responses. Additionally, the City adopted the Sacramento County Area Plan (SCAP), which is used as a guideline for hazardous material related accidents or occurrences. The purpose of the SCAP is "To delineate responsibilities and actions by various agencies in Sacramento County required to meet the obligation to protect the health and welfare of the populace, natural resource (environment), and the public and private properties involving hazardous materials." The project would not impede or conflict with the objectives or policies of the identified emergency response plans and evacuation plans. The site is not adjacent to or in close proximity to wildland areas. The Elk Grove Community Services District Fire Department would

provide fire and emergency services at the site in the event of an emergency. Therefore, adverse impact is considered less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY

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

Discussion/Conclusion/Mitigation:

a, c-f) Less Than Significant Impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. In addition, any future development would be required to comply with all applicable water quality and waste discharge standards as well as to provide a SWPPP and implement construction best management practices. The site would be graded in compliance with the requirements of the City of Elk Grove Public Works Department and not result in erosion or siltation impacts and flooding on- or off-site. Therefore, impacts are expected to be less than significant.

b) Less Than Significant Impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Future development of the site could require paving a large portion of the site that is currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. However, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are regarded as being minor because it will not directly impact the production of any nearby well. Connection to public water service will be required for the site. No wells are proposed for the subject site. The site is not located in a recharge area as identified in the City's General Plan. Therefore, impacts to groundwater supplies will be less than significant.

g-j) No impact. The project is not located within a 100-year floodplain as designated by the Federal Emergency Management Agency or any other type of floodplain hazard area. The project is not located immediately up or down stream from a dam or levee. The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. Also, the project is not near any physical or geologic features that would pose a mudflow hazard. The surrounding property is developed with storm drainage infrastructure and is not anticipated to pose any risk of mudflow. Therefore, no impact is expected.

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

Discussion/Conclusion/Mitigation

a-c) No Impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. The project would not physically divide an established community. There are no habitat conservation plans or natural community conservation plans within the City of Elk Grove. Therefore, no impacts to land use or planning will occur from project implementation.

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

Discussion/Conclusion/Mitigation:

a-b) No Impact. The Elk Grove General Plan Background Report indicates that the project site is comprised of "aggregate deposits which cannot be evaluated from available data." The project site is not delineated as a locally important mineral resource recovery site. The proposed project is not expected to 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. Therefore, no impact to mineral resources is expected within the project site.

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

Discussion/Conclusion/Mitigation:

a-f) Less than Significant Impact. Although no development is proposed as part of this project, any future development on the site will require discretionary approvals, including Design Review, and will be subject to the California Environmental Quality Act. The project site is located in an industrial park adjacent to other light industrial and heavy industrial uses. Elk Grove General Plan sets the performance standard for stationary noise sources at 55dB and tonal, impulsive, repetitive noises at 50dB. Given that the project is in an industrial area and more than 300 feet from any residential zones, the project's potential contribution to deviations from noise standards are minimal. Therefore, the impact is less than significant.

The project site is located approximately 1½ miles from Sunset Sky ranch Airport, a privately owned public-use airport. Only ultra-light planes operate out of the airport and touch-and-go operations are not allowed. The project site is outside of the airport's flight zone. Therefore, the impact from the airport is considered less than significant. (References: EGGP Background Report, 4. Noise; EGGP DEIR, 4.6. Noise).

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

Discussion/Conclusion/Mitigation:

a-c) No impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. However, the project would not involve the construction of housing nor propose displacing any existing housing. Therefore, the project will not have an adverse impact on population or housing.

XIII. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project result in:

Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) No Impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Implementation of the project will result in less than significant impacts to fire or police protection. The Police Department had no comment and the Fire Department provided general comments outlining the department's policy and guidelines. Therefore, the impact to police and fire protection is less than significant. The project will not create the need for additional schools, parks, and other public facilities. Therefore, no impacts to schools, parks, or public facilities are expected.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) No Impact. There are no recreational facilities on or near the project site that could be impacted by the project and the project does not include recreational facilities. Therefore implementation of the project will not result in adverse impacts to recreational resources.

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

Discussion/Conclusion/Mitigation:

As described in the Project Description Section, while no specific development is currently proposed, the proposed GPA and rezone could result in the development of up to 145,000 square feet of retail use.

In order to evaluate the adverse effects related to traffic of this potential level of development, the City contracted with TJKM Transportation Consultants to prepare a Traffic Impact Study (Attachment A). At the time the study was prepared, only 5 parcels were identified as comprising the project site. City staff was later informed by the applicant that the project site included three additional parcels which increased the project site to 13.5 acres. Given that the level of development is limited to 145,000 square feet the findings of the traffic study are valid for the entire project site, including the three additional parcels (see memo from City Public Works, Attachment B).

The TJKM Transportation Consultants study, evaluated potential traffic impacts, identified short-term and long-term roadway circulation needs, determined potential mitigation measures, and

identify critical traffic issues. The findings of the Traffic Impact Study are presented below and a complete copy of the study is included as Attachment A of this report.

TJKM evaluated traffic conditions at eight (8) study intersections during a.m. and p.m. peak hours for a typical weekday. The peak periods observed were between 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. The study intersections are as follows:

1. CMD Court (East Stockton Boulevard) / Grant Line Road
2. CMD Court (East Stockton Boulevard) / Elkmont Way
3. East Stockton Boulevard / Hampton Oak Drive
4. East Stockton Boulevard / Industrial Road (private road, just south of Elkmont Way)
5. Grant Line Road / State Route (SR) 99 northbound ramps
6. Grant Line Road/ SR 99 southbound ramps
7. Grant Line Road / Waterman Road
8. Grant Line Road (Kammerer Road) / West Stockton Blvd.

The study road segments are:

1. Grant Line Road – West of Waterman Road
2. East Stockton Boulevard – South of Hampton Oaks Drive

This study addresses the following five (5) traffic scenarios:

1. Existing Conditions – This scenario evaluates current traffic conditions based on field surveys and existing (2007) traffic counts.
2. Baseline Conditions – This scenario is identical to Existing Conditions, but with the addition of traffic from nearby approved and pending developments. This scenario also considers the proposed Grant Line Road interchange improvement at SR 99 and the Grant Line Road/Waterman Road interim improvements to be constructed by the Waterman Park development.
3. Baseline plus Project Conditions – This scenario is identical to Baseline Conditions, but with the addition of traffic from the proposed project.
4. Cumulative (2025) Conditions – This scenario evaluates 2025 traffic volumes that are based on projections from the regional SACMET travel demand model updated with the buildout of the City of Elk Grove land use projections. This scenario also considers the proposed build-out of the intersection of Grant Line Road/Waterman Road.
5. Cumulative (2025) Plus Project Conditions – This scenario is identical to Cumulative (2025) Conditions, but with the addition of proposed project traffic.

The proposed project is expected to generate approximately 5,292 total daily trips, including 126 a.m. peak hour trips and 463 p.m. peak hour trips.

Currently, all eight study intersections operate at level of service (LOS) D or better during both a.m. and p.m. peak hours, which is within acceptable City of Elk Grove LOS standards. Under Existing Conditions, both study roadway segments are operating at LOS C, which is within acceptable City standards.

Under Baseline Conditions, traffic from nine pending/approved projects was added to the study intersections. The nine projects combined are expected to generate 64,350 daily trips, including 3,062 trips during the a.m. peak hour and 5,075 trips during the p.m. peak hour. Baseline Conditions considers the proposed Grant Line Road interchange improvement at State Route (SR) 99 and the Grant Line Road/Waterman Road interim improvements to be constructed by

the Waterman Park development project. Under Baseline Conditions, all study intersections are expected to operate at LOS D or better during both a.m. and p.m. peak hours, which is within acceptable City of Elk Grove LOS standards.

Baseline plus Project Conditions is identical to Baseline Conditions, but with the addition of traffic from the proposed development. Under Baseline plus Project Conditions, all study intersections are expected to operate at LOS D or better during both a.m. and p.m. peak hours.

Under Cumulative (2025) Conditions without the project, five study intersections are expected to continue operating acceptably at LOS D or better. The following three intersections are expected to operate at unacceptable levels of service:

- East Stockton Boulevard/ Grant Line Road – Expected to operate at LOS F for both a.m. and p.m. peak hours
- Grant Line Road/SR Southbound Ramps – Expected to operate at LOS F during the p.m. peak hour
- Kammerer Road/West Stockton Boulevard – Expected to operate at LOS F during the p.m. peak hour.

It is noted that the below-standard levels of service are entirely due to background traffic growth, since the proposed project is not included under this scenario.

Under Cumulative (2025) plus Project Conditions, all study intersections that operated acceptably under Cumulative Conditions are expected to continue operating acceptably at LOS D or better.

The three study intersections that operated unacceptably under Cumulative Conditions are expected to continue operating at LOS F with slight increase in delay. With added traffic from the proposed project, the overall delay at the intersection of East Stockton Boulevard and Grant Line Road is expected to increase by approximately 14 seconds during the p.m. peak hour. This is a significant impact, since the project traffic is expected to increase the average delay at this intersection by more than five seconds. Widening the intersection to provide four through eastbound and westbound lanes would mitigate the impact. The General Plan identifies this section of Grant Line Road as an eight-lane facility and this project would contribute to that improvement through the traffic impact fee program.

Roadway segments were analyzed by comparing average daily traffic volumes to capacity thresholds included in the City of Elk Grove's Traffic Impact Analysis Guideline, July 2000. Under Existing Conditions, both Grant Line Road and E. Stockton Boulevard are operating at LOS C or better, which is within acceptable City standards. Under Baseline Conditions, East Stockton Boulevard is expected to operate at LOS A and Grant Line Road is expected to operate at LOS F. It is noted that the below-standard level of service for Grant Line Road is entirely due to background traffic growth, since the proposed project is not included under this scenario. Under Baseline plus Project Conditions, Grant Line Road is expected to continue operating at LOS F with a slight increase of 0.04 in the V/C ratio. East Stockton Boulevard is expected to continue operating acceptably at LOS A. Under Cumulative Conditions, Grant Line Road is expected to deteriorate to LOS F. The below-standard level of service is entirely due to background traffic growth, since the proposed project is not included under this scenario. Under Cumulative plus Project Conditions, Grant Line Road segment is expected to continue operating at LOS F with a slight increase of 0.02 in the V/C ratio. After widening to eight lanes, as identified in the City's General Plan, Grant Line Road is expected to operate at acceptable levels of service.

Standards of Significance

Intersections

In the City of Elk Grove, a significant traffic impact (intersection) occurs when:

1. The traffic generated by a project degrades peak period level of service from A, B, C, or D (without project) to E or F (with project); or,
2. The LOS (without project) is E or F and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Roadway Segments

In the City of Elk Grove, a significant traffic impact (roadway segment) occurs when:

1. The traffic generated by a project degrades peak period level of service from A, B, C, or D (without project) to E or F (with project); or,
2. The LOS (without project) is D, E or F and project generated traffic increases the volume to capacity ratio by 0.05 or more.

a-b) Less Than Significant Impact. The Traffic Impact Study completed for this project showed that the changes in intersection operating conditions with the addition of project-generated traffic do not exceed the standards of significance for impacts to intersections at any of the study area intersections. Likewise, the increase of traffic on the roadways does not exceed the standard of significance for roadway segments.

Under Cumulative (2025) plus Project Conditions, all study intersections that operated acceptably under Cumulative Conditions are expected to continue operating acceptably at LOS D or better. The three study intersections that operated unacceptably under Cumulative Conditions are expected to continue operating at LOS F with slight increase in delay. With added traffic from the proposed project, the overall delay at the intersection of East Stockton Boulevard and Grant Line Road is expected to increase by approximately 31 seconds during the p.m. peak hour. This is a significant impact, since the project traffic is expected to increase the average delay at this intersection by more than five seconds. Widening the intersection to provide four through eastbound and westbound lanes would mitigate the impact. The General Plan identifies this section of Grant Line Road as an eight-lane facility and this project would contribute to that improvement through the traffic impact fee program. Under Cumulative plus Project Conditions, Grant Line Road segment is expected to continue operating at LOS F with a slight increase of 0.02 in the V/C ratio. After widening to eight lanes, as identified in the City's General Plan, Grant Line Road is expected to operate at acceptable levels of service. Therefore, the impacts are considered less than significant.

c-g) No Impact. The proposed project will have no effect on air traffic patterns. There are no design features of the project that will increase risks of hazards. The project has also been reviewed by the police and fire departments and returned with standard conditions. There are no alternative transportation plans in the vicinity of the project. Therefore, no adverse impacts are expected.

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

Discussion/Conclusion/Mitigation:

a-g) Less than Significant Impact. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial (GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. The City's Drainage Department and the County Sanitation District-1 will condition any future project to provide adequate drainage and water for each parcel in conformance with the City's General Plan and to provide adequate

sewer service for each parcel in conformance with the district standards. Therefore, the impact to utilities and service systems is less than significant.

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 environmental impact report (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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) Less than Significant Impact. This Initial Study found that the proposed project could potentially degrade the quality of the environment, resulting in an adverse impact on fish, wildlife, or plant species including special status species. However, based on the analysis and mitigation provided in this Initial Study, potential environmental impacts of project would be mitigated to less than significant levels. Although no wildlife was observed on the site, future development of the proposed site with commercial use could displace resident and/or migratory wildlife and could adversely affect foraging habitat for including the Burrowing Owl. Impacts to Swainson's hawk, a listed threatened species under the California Endangered Species Act, in the form of loss of foraging habitat have been adequately mitigated by the City through a project currently under construction. A mitigation measures will be imposed on the project that will reduce impacts to the Burrowing Owl to a less than significant level. The proposed project consists of a 1) *General Plan Amendment* to change the General Plan land use designation for the area designated as Heavy Industry to Commercial, 2) *Special Planning Area (SPA) Initiation* for the establishment of a SPA, and 3) *Rezone* from General Commercial

(GC) and Heavy Industrial (M-2) to Special Planning Area (SPA) that would allow General Commercial uses as per the Elk Grove Zoning Code with the addition of auto sales. No development is proposed as part of this project. Any future development on the site will require subsequent discretionary approvals that will be subject to the California Environmental Quality Act. The site does not appear to contain any known historic buildings or cultural resource of significant importance. Project implementation includes following appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation.

b) Less than Significant Impact. The project is consistent with the City's General Plan and would not create any impacts that would be cumulatively considerable. All project impacts have been reduced by adherence to basic regulatory requirements or conditions of approval incorporated into the project design.

c) Less than Significant Impact. Based on the analysis provided in this Initial Study, less than significant impacts to human beings would result from the proposed project. The project as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENTS

- A. Traffic Impact Study for the CMD Court Project
- B. Public Works Memo Regarding Traffic Impact Study Validity

REFERENCES

1. City of Elk Grove. City of Elk Grove General Plan. Elk Grove, CA. 2003.
2. City of Elk Grove. City of Elk Grove General Plan Background Report. Elk Grove, CA. 2003.
3. Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessment
4. Review of Suburban Propane Hazards Analysis Studies and Evaluation of Accident Probabilities. Quest Consultants, OK, 2003.