

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

2.1 PURPOSE AND SCOPE OF THE EIR

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

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

2.2 PROJECT CHARACTERISTICS

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

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

The following objectives have been identified for the proposed project:

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

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

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2.3 PROJECT ALTERNATIVES SUMMARY

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

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

2.4 AREAS OF CONTROVERSY

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

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

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

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

2.5 SUMMARY OF ENVIRONMENTAL IMPACTS

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

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

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

**TABLE 2.0-1
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

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

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

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

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

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

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

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

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

N – No Impact

LS – Less Than Significant

PS – Potentially Significant

S – Significant

SU – Significant and Unavoidable

LCC – Less Than Cumulatively Considerable

CC– Cumulatively Considerable