

# POLICE VEHICLE STORAGE FACILITY PROJECT

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

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**PREPARED BY**

CITY OF ELK GROVE  
DEVELOPMENT SERVICES-PLANNING  
8400 LAGUNA PALMS WAY  
ELK GROVE, CA 95758

**MARCH 2006**

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**1.0 INTRODUCTION**

1.1 Introduction and Regulatory Guidance ..... 1-1

1.2 Lead Agency..... 1-1

1.3 Purpose and Document Organization ..... 1-2

**2.0 PROJECT DESCRIPTION**

2.1 Project Background ..... 2-1

2.2 Project Location..... 2-1

2.3 Project Purpose and Objectives..... 2-1

2.4 Project Description ..... 2-1

2.5 Project Construction ..... 2-2

2.6 Required Project Approvals/Actions ..... 2-2

2.7 Other Project Assumptions..... 2-2

2.8 Technical Studies ..... 2-2

**3.0 INITIAL STUDY CHECKLIST**

3.1 Aesthetics..... 3-2

3.2 Agriculture Resources ..... 3-4

3.3 Air Quality ..... 3-6

3.4 Biological Resources ..... 3-15

3.5 Cultural Resources ..... 3-31

3.6 Geology And Soils ..... 3-33

3.7 Hazards and Hazardous Materials ..... 3-37

3.8 Hydrology And Water Quality ..... 3-45

3.9 Land Use And Planning ..... 3-49

3.10 Mineral Resources..... 3-50

3.11 Noise..... 3-51

3.12 Population And Housing..... 3-54

3.13 Public Services..... 3-55

3.14 Recreation ..... 3-57

3.15 Transportation/Traffic ..... 3-58

3.16 Utilities And Service Systems ..... 3-61

3.17 Mandatory Findings of Significance ..... 3-64

**4.0 LIST OF MITIGATION MEASURES**

4.1 Summary of Mitigation Measures ..... 4-1

**5.0 LIST OF PREPARERS**

5.1 List of Preparers ..... 5-1

**6.0 REFERENCES**

6.1 References ..... 6-1

**APPENDIX A:** Summary of URBEMIS Air Quality Emission Model Results

## TABLE OF CONTENTS

---

### TABLES

3.3-1	Federal and State Air Quality Standards .....	3-8
3.3-2	SMAQMD Significance Criteria Operational Emission Thresholds .....	3-11
3.3-3	SMAQMD Significance Criteria Construction-related Emission Thresholds.....	3-11
3.3-4	Construction Emission Estimates For Police Vehicle Storage Facility Project .....	3-12
3.3-5	Operational Emission Estimates For Police Vehicle Storage Facility Project .....	3-13
3.4-1	Listed and Special-Status Species Potentially Occurring Within or Near the Project ESL .....	3-21
3.6-1	Near Site Seismic Sources.....	3-34

### FIGURES

2.0-1	Project Location.....	2-3
3.4-1	Location of Sensitive Habitats Near Project Site.....	3-19

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## 1.0 INTRODUCTION

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## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study (IS) with supporting environmental studies, which provides justification for a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA) for the Police Vehicle Storage Facility Project.

The Initial Study/Mitigated Negative Declaration (IS/MND) is a public document to be used by the City of Elk Grove to determine whether the project may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment with mitigation, a Negative Declaration shall be prepared with a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
  - (1) *Revisions in the project plans or proposals made by or agreed to by the City before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
  - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

This MND has been prepared in accordance with the CEQA, Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines 14 California Code of Regulations (CCR) Section 15000 *et seq.*

## 1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers." The City of Elk Grove Public Works Department has initiated preliminary design of the roadway improvements. The project lies within the city limits of the City of Elk Grove and requires approvals from the Elk Grove City Council. Therefore, based on the criteria described above, the lead agency for the proposed project is the City of Elk Grove.

## 1.0 INTRODUCTION

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### 1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed Police Vehicle Storage Facility Project. Mitigation measures have also been identified to reduce or eliminate any identified significant and/or potentially significant impacts.

This document is divided into the following sections:

#### 1.0 INTRODUCTION

Provides an introduction and describes the purpose and organization of this document;

#### 2.0 PROJECT DESCRIPTION

Provides a detailed description of the proposed project and the alternatives considered;

#### 3.0 ENVIRONMENTAL SETTING, IMPACTS, MITIGATION MEASURES, AND DETERMINATION

Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," "potentially significant unless mitigation is incorporated," or "potentially significant" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the project;

#### 4.0 SUMMARY OF MITIGATION MEASURES

Provides a summary of mitigation measures for the proposed project;

#### 5.0 REPORT PREPARATION

Identifies a list of staff and consultants responsible for preparation of this document; and

#### 6.0 LIST OF REFERENCES

Identifies a list of agencies and documents consulted.

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## 2.0 PROJECT DESCRIPTION

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### 2.1 PROJECT BACKGROUND

The City of Elk Grove (City) incorporated in the year 2000. Upon incorporation, the City of Elk Grove contracted with the Sacramento County Sheriff to provide police services in the city. In 2005, the City elected to begin providing its own police services under the new City of Elk Grove Police Department.

The new City of Elk Grove Police Department must provide for its own fleet of approximately 160 police service vehicles and construct a service yard in which to store and maintain the vehicle fleet. The City proposes to install this yard on currently held City property, adjacent to its existing City of Elk Grove Corporation Yard on Iron Rock Way.

The estimated construction cost of the project is approximately \$2,000,000, and would be funded through the Elk Grove Capital Facilities Fee Program. The expected completion date for the project is fall/winter 2006.

### 2.2 PROJECT LOCATION

The Police Vehicle Storage Facility Project (proposed project) site is located entirely within the City of Elk Grove ("City") city limits. Unincorporated Sacramento County lies on the east side of Grant Line Road. **Figure 2.0-1** shows a map of the project location. The proposed project would take place at the corner of Iron Rock Way and Union Park Way immediately adjacent to the City of Elk Grove Corporation Yard.

### 2.3 PROJECT PURPOSE AND OBJECTIVES

The intent of the Police Vehicle Storage Facility is to provide for a storage yard and service facility to accommodate the approximately 160 police service vehicles needed for the new Elk Grove Police Department.

### 2.4 PROJECT DESCRIPTION

The proposed project would take place at the corner of Iron Rock Way and Union Park Way, immediately adjacent to the City of Elk Grove Corporation Yard. The project site, comprised of 5.6-acres, would be graded, and approximately 3-acres paved to provide parking facilities. One maintenance/storage building of approximately 10,000 sq. ft. would be constructed on the project site, and two 12,000 gallon above ground fuel storage tanks and dispensers would be installed.

The project would include the installation of lighting, a security fence with automatic gate, and landscaping along Iron Rock Way.

The project site is currently a vacant field, of which approximately 80% has been graded. Soil berms exist along the periphery of the project site in the north, east, and south. There are no trees present and vegetation consists of highly disturbed ruderal grassland. The southeast corner of the project site is currently being used as temporary storage for concrete K-rails.

The project site is located among an industrial park area, and is surrounded by a vacant lot and commercial buildings currently under construction to the north. To the east there is another vacant lot. South of the project site is the City of Elk Grove Corporation Yard and a vacant lot. To the west lies a commercial building with a swath of field between it and the proposed project site.

## **2.0 PROJECT DESCRIPTION**

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The area is rapidly urbanizing, as evidenced by the number of buildings recently completed or under construction. Large commercial complexes are located in the surrounding area, and urban infrastructure is located throughout the project area. Overhead power poles run northwest to southeast through the middle of the project site and streetlights line the northern and eastern edge of the project site along Iron Rock Way and Union Park Way. The project may relocate the existing power poles and lines.

### **2.5 PROJECT CONSTRUCTION**

It is anticipated that project construction would begin in August 2006 and be completed in September 2006.

### **2.6 REQUIRED PROJECT APPROVALS/ACTIONS**

In order for the project to be implemented, a series of actions and approvals would be required from agencies. Anticipated project approvals/actions would include, but are not limited to, the following:

- Elk Grove City Council - Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and other actions associated with project approval.
- It is not anticipated that additional permits from regulatory agencies would be required prior to beginning construction.

### **2.7 OTHER PROJECT ASSUMPTIONS**

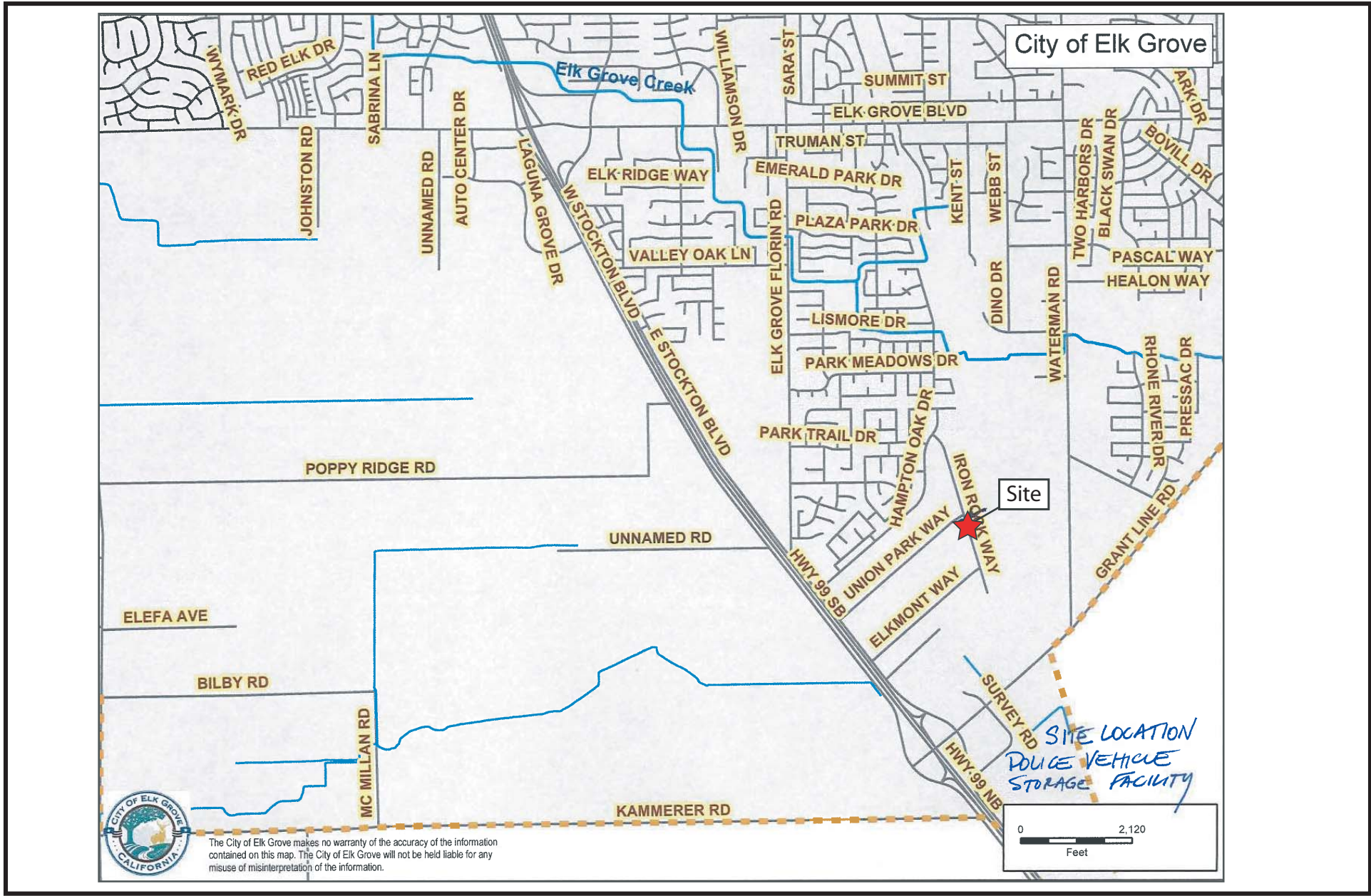
The Initial Study assumes compliance with all applicable state, federal and local codes and regulations including, but not limited to, City of Elk Grove Improvement Standards, the California Building Code, the Guidance Manual of On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

### **2.8 TECHNICAL STUDIES**

Two technical studies were conducted as part of this IS/MND. They are:

- A Draft Phase I Environmental Site Assessment for 10250 Iron Road Way, Elk Grove, California, completed by Kleinfelder, March 1, 2004; and
- A Draft Air Quality Impacts Assessment for the Police Vehicle Storage Facility Project, completed by the City of Elk Grove, March 2006.

These technical studies is available for review weekdays between the hours of 9:00 a.m. and 5:00 p.m. at the City of Elk Grove Development Services, 8400 Laguna Palms Way, Elk Grove, CA 95758.



**City of Elk Grove  
Development Services**

**Figure 2.0-1  
Project Location**

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## 3.0 INITIAL STUDY CHECKLIST

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### 3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this project, as discussed in the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input checked="" 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 checked="" 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 behalf 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 the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Environmental Planner

\_\_\_\_\_  
Date

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.1</b>	<b>AESTHETICS</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### ENVIRONMENTAL SETTING

The project area is primarily industrial and commercial, with the majority of the existing landscape composed of either small vacant lots or industrial buildings with artificially planted and maintained native and non-native plants, shrubs, and trees. The Police Vehicle Storage Facility would involve paving for a parking lot and construction of an auxiliary building on an undeveloped vacant lot. Landscaping would be installed on the lot frontage facing Iron Rock Way.

#### DISCUSSION OF IMPACTS

a) *Would the project have a substantial adverse effect on a scenic vista?*

**No Impact.** There are no identified scenic vistas within or in the vicinity of the project site, and therefore, the proposed project would have no substantial adverse effects on a scenic vista.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The project would involve the addition of a parking lot and auxiliary building. No scenic resources are located in the project area, and no roadway in the area is designated as a State scenic highway. The nearest State highway is State Route 99 (SR 99), which is approximately 0.6 mile west of the project site. SR 99 does not have a scenic designation in Sacramento County; therefore, the project would not affect aesthetic resources within the proximity of a State scenic highway.

There are no identified historic buildings within or in the vicinity of the project site. The nearest area of historical significance is the Elk Grove Old Town Historic District, located approximately 1.5 miles south of the project site. The majority of the district is located along Elk Grove Boulevard between Elk Grove-Florin Road and Waterman Road, and therefore, the project would not affect historic buildings or resources within the Elk Grove Old Town Historic District.

There are no identified rock outcroppings within or in the vicinity of the project site. Rock outcroppings are not normally found in the area, and the project would not affect rock outcroppings within the project site. The proposed project would not have a substantial adverse affect on any scenic resources.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less than Significant.** The majority of the current landscape surrounding the project site consists of industrial buildings and vacant lots, with street lighting and artificially planted and maintained non-native landscaping. The proposed parking facility would be of similar visual character to the existing surrounding landscape, and would not impact the visual character of the area, and therefore, would be considered a less than significant impact to visual resources in the project area.

- d) *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

**Less than Significant.** The project would introduce a new source of nighttime lighting associated with the building and parking lot. Lighting would be visible to vehicles traveling on Iron Rock Way, Union Park Way, and Elkmont Drive. The project would be required to use light fixtures that conform to City of Elk Grove Standards, which require lighting to be focused downward and shielded to minimize light "spillover" and light pollution. Additionally, the auxiliary building that would be constructed on the site would be of standard design and construction, and would not have non-standard architectural features or use non-standard paint or coatings that would create daytime glare. Therefore, the project would not create substantial glare, and changes in day or nighttime views are considered less than significant.

### 3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.2 AGRICULTURE RESOURCES</b> 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
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 checked="" type="checkbox"/>	<input 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 that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ENVIRONMENTAL SETTING

The project area is located within the limits of the City of Elk Grove, with unincorporated Sacramento County located east of Grant Line Road. The project area is primarily industrial/commercial and consists of warehouses, office buildings, and vacant lots.

### DISCUSSION OF IMPACTS

- a) *Would the project 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?*

**Less than Significant.** The proposed project would not convert any Prime Farmland, Unique Farmland, Farmland of Statewide Importance to urbanized uses. The land bordering Union Park Way adjacent to the proposed project area is comprised of Farmland of Local Importance, according to the California Department of Conservation Farmland Mapping and Monitoring Program 2002 Map of Sacramento County Important Farmland. This land, however, does not appear to have been in agricultural production in the recent past and consists of a vacant lot with highly disturbed ruderal vegetation and a commercial building currently under construction. In addition, the project area is zoned as Light Industrial (M-1) and land immediately adjacent to the proposed project is zoned as both Light Industrial and Industrial-Office Park (M-P).

While according to the California Department of Conservation Farmland Mapping and Monitoring Program map, the project area is identified as Farmland of Local Importance, the parcel is not currently used for agricultural production, appears to not have been used for agricultural production for several years, appears to be unsuitable for agricultural use in the future, and is not zoned by the City for agricultural use. Therefore, the project would result in a less than significant impact to agricultural conversion.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The proposed project area is zoned as Light Industrial. Surrounding areas are zoned as Light Industrial (M-1), Heavy Industrial (M-2), and Industrial-Office Park (MP) according to the most recent City of Elk Grove Zoning Map. There are no parcels in the project site under Williamson Act contract. The proposed project would not disrupt agricultural activities, and does not conflict with existing zoning for agricultural use or a Williamson Act contract.

- c) *Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

**Less than Significant.** Refer to discussion a) and b) above. Additionally, there are no parcels within the project area that are zoned for Permanent Agriculture (AG-20 and AG-80) use. The project would have a less than significant impact on agricultural land conversion.

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.3 AIR QUALITY</b> 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:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ENVIRONMENTAL SETTING

#### REGIONAL SETTING

The project is located within the Sacramento Valley Air Basin (SVAB), which consists of nine counties or portions of counties stretching from Plumas County in the north to Mariposa County in the south. The San Francisco Bay Area Air Basin lies to the west, and the San Joaquin Valley Air Basin is located to the south. The Sierra Nevada Mountain Range surrounds Sacramento County to the east and the Coastal Range towards the west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants.

Light winds and atmospheric stability provides frequent opportunities for pollutants to accumulate in the atmosphere. Wind speed and direction also play an important role in the dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. The prevailing winds during the summer known as "up-valley winds," and originate with coastal breezes that enter the Valley through breaks in the coastal ranges, particularly through the Carquinez Straits in the San Francisco Bay Area.

Ozone, which is classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Winds from the west transport ozone from the Bay Area to the Sacramento Valley Air Basin. Ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, CO, for example, may form high concentrations when wind speed is low. During the winter, Sacramento County experiences cold temperatures and calm

conditions that increase the likelihood of a climate conducive to high, localized CO concentrations.

Surface radiant cooling can also cause temperature inversions. On clear winter nights, the ground loses heat at a rapid rate, causing air in contact with it to cool. Once formed, radiation inversions are similar to subsidence inversions with respect to their effects on pollutant dilution. As a result, conditions in Sacramento County are conducive to the containment of air pollutants.

#### **Air Pollution Sources and Current Air Quality**

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for the management of air pollutant emissions. The District regulates air quality through its permit authority for most types of stationary emission sources, and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: nitrogen dioxide, sulfur dioxide, particulate, carbon monoxide, and ozone. Ozone pollution is the most conspicuous type of air pollution, and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., "smog"). Ozone is a pollutant of particular concern in the Sacramento Valley.

Particulate matter is another pollutant of concern in the Sacramento Valley. Particulate matter less than 10 microns in diameter, commonly called PM<sub>10</sub>, and less than 2.5 microns in diameter, commonly called PM<sub>2.5</sub>, refers to substances that can be inhaled into lungs and can potentially cause serious health problems. Common particulate matter sources include construction and demolition activities, agricultural operations, burning, and traffic.

In general, there are four major sources of air pollutant emissions in the Sacramento Valley Air Basin including motor vehicles, industrial plants, agricultural activities, and construction activities. Motor vehicles account for a significant portion of regional gaseous and particulate emissions. Local large employers, such as industrial plants, can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Applicable Federal and State standards for each regulated pollution category is provided in **Table 3.3-1**. The applicable standard for each pollution category, for environmental documentation purposes (i.e., identification of significant impacts), is whichever are the more stringent of the Federal or State standards. Based on existing monitoring data located nearest the project site, the City of Elk Grove and the Sacramento Valley Air Basin are not in compliance with ozone or PM standards.

#### Ozone Emissions

The most severe air quality problem in the Sacramento Air Basin is the high level of ozone. Ozone can cause eye irritation and impair respiratory functions. Accumulations of ozone depend heavily on weather patterns and thus vary substantially from year to year. Ozone is produced in the atmosphere through photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (NO<sub>x</sub>). Numerous small sources throughout the region are responsible for most of the ROG and NO<sub>x</sub> emissions in the Basin.

### 3.0 INITIAL STUDY CHECKLIST

**TABLE 3.3-1  
FEDERAL AND STATE AIR QUALITY STANDARDS**

Pollutant	Averaging Time	Federal Standard	State Standard
Ozone	1-Hour	--	0.09 PPM
	8-Hour	0.08 ppm	.07 ppm
Carbon Monoxide	1-Hour	35.0 ppm	20.0 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	--	0.25 ppm
PM <sub>10</sub>	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
	Annual	50 µg/m <sup>3</sup>	20 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	15µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	65 µg/m <sup>3</sup>	--
Lead	30-Day Avg.	--	1.5 µg/m <sup>3</sup>
	Calander Quarter	1.5 µg/m <sup>3</sup>	--

*ppm = parts per million*

*µg/m<sup>3</sup> = Micrograms per Cubic Meter*

*Source: California Air Resource Board, Ambient Air Quality Standards Chart (11/29/05).*

#### Suspended PM10 Emissions

PM<sub>10</sub> refers to particulate matter less than 10 microns in diameter - those that can be inhaled and cause health effects. Common sources of particulate include demolition, construction activity, agricultural operations, traffic and other localized sources such as from fireplaces. Very small particulate of certain substances can cause direct lung damage, or can contain absorbed gases that may be harmful when inhaled. Particulate can also damage materials and reduce visibility. Twenty-four hour PM<sub>10</sub> standards are exceeded occasionally at the Elk Grove monitoring station. The annual geometric mean has also been exceeded during that same time frame. Currently, Sacramento County is in attainment status for Federal and State PM<sub>10</sub> standards and is in non-attainment status for State standards.

#### Carbon Monoxide (CO)

Because CO is emitted primarily by motor vehicles and is non-reactive, ambient CO concentrations normally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. The standards for CO are being met in the Sacramento Air Basin and the District does not expect that the standards will be exceeded in the near future.

#### Nitrogen Dioxide (NO<sub>2</sub>)

The major sources of nitrogen dioxide (NO<sub>2</sub>), essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel combustion. NO<sub>2</sub> is the "whiskey brown" colored gas evident during periods of heavy air pollution. NO<sub>2</sub> increases respiratory disease and irritation and may reduce resistance to certain infections. The standards for NO<sub>2</sub> are being met in the Sacramento Air Basin and the District does not expect that the standards will be exceeded in the near future.

#### Sulfur Dioxide (SO<sub>2</sub>)

The major source of sulfur dioxide (SO<sub>2</sub>) is the combustion of high-sulfur fuels for electricity generation, petroleum refining, and shipping. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain. SO<sub>2</sub> can irritate the lungs, damage vegetation and materials and reduce visibility. The standards for SO<sub>2</sub> are being met in the Sacramento Air Basin and the Sacramento Metropolitan Air Quality Management District (SMAQMD) does not expect that the standards will be exceeded in the near future.

#### Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase. The standards for lead are being met in the Sacramento Air Basin and the District does not expect that the standards will be exceeded in the future.

### **Air Quality Standards**

#### Federal

The 1977 Federal Clean Air Act (CAA) required the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for the six criteria air pollutants. (These are included in **Table 3.3-1**)

In June of 1997, the EPA adopted new ozone and PM<sub>10</sub> standards. The EPA intends to phase out the 1 – hour ozone standard of 0.12 ppm and replace it with an 8-hour standard of 0.08 ppm. The EPA also adopted an additional standard for particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). Although monitoring is currently in effect, the planning process to determine compliance with these new standards and the development of control programs to meet these standards, if needed, is not yet completed.

Pursuant to the 1990 amendments to the Federal CAA, the EPA has classified air basins (or portions thereof) as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the NAAQS have been achieved.

#### State

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568) that established more stringent State ambient air quality standards, and set forth a program for their achievement. State air basins are established by the CARB. CARB

### 3.0 INITIAL STUDY CHECKLIST

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implements State ambient air quality standards, as required in the State CCAA, and cooperates with the Federal government in implementing pertinent sections of the Federal Clean Air Bill, Amendments. Further, CARB has responsibility for controlling stationary and mobile source air pollutant emissions throughout the State. Like its Federal counterpart, the CCAA designates areas as attainment or non-attainment, with respect to the CCAAQS.

Sacramento County is in the CARB-designated Sacramento Valley Air Basin (SVAB). In addition to Sacramento County, the SVAB includes Yolo and Solano Counties to the west, and eight other counties to the north and east.

#### Regional

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Sacramento County and throughout the Sacramento Valley Air Basin. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law. The SMAQMD is the agency responsible for preparing regional air quality plans under the State and Federal Clean Air Acts. The current regional clean air plan addresses ozone and PM<sub>10</sub> and identifies strategies for progressive reduction in emissions of ozone precursors and particulate matter.

Under the State standards, Sacramento County is "Non-Attainment" for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> and in "Attainment" or "Unclassified" for other criteria pollutants. Sacramento County is also "Non-Attainment" under Federal ozone standards, but is considered in "Attainment" or "Unclassified" for other Federal criteria pollutants.

#### City of Elk Grove

The Elk Grove General Plan Air Quality Element has policies and objectives for reduction of consumption of fossil fuels and the reduction of the use of private motor vehicles in favor of alternative forms of transportation.

#### **Standards of Significance**

According to the California Environmental Quality Act (CEQA), a project will normally have a significant adverse impact on air quality if it will "violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations".

For regional pollutants such as ozone, PM<sub>10</sub>, sulfur dioxide, or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. For non-attainment pollutants (ozone precursors or PM<sub>10</sub>), any net increase in regional emissions is considered significant.

For localized pollutants, such as carbon monoxide, an increase in concentrations that would result in a predicted violation of the most stringent State or Federal standard (20.0 PPM for 1-hour state or 9.0 PPM for 8-hours state) is considered to represent a significant impact. This assessment provides for two types of localized area pollutant impact analysis, (1) street and highway improvements, and (2) traffic volumes and construction impacts.

For purposes of this study, an impact is considered significant if one or more of the following conditions occur from implementation of the project:

- Regional air quality emission exceed standards;
- Local air quality emission exceed standards;
- Significant construction related air quality impacts occur; and/or
- The creation of objectionable odors.

SMAQMD has established thresholds for certain pollutants. For localized pollutants, such as CO, an increase in concentrations that would result in a predicted violation of the most stringent State or Federal standard [20.0 parts per million (PPM) for 1-hour or 9.0 PPM for 8 hours] is considered to represent a significant impact. For regional pollutants, such as ozone precursors (NO<sub>x</sub> and ROG), SMAQMD establishes thresholds for both project-related operational pollutant increases and construction-related increases (reference **Table 3.3-2** and **Table 3.3-3**).

**TABLE 3.3-2  
SMAQMD SIGNIFICANCE CRITERIA OPERATIONAL EMISSION THRESHOLDS**

Ozone Precursor Emissions	Emission Thresholds lbs./day
NO <sub>x</sub>	65
ROG	65

*Source: Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment, July 2004.*

**TABLE 3.3-3  
SMAQMD SIGNIFICANCE CRITERIA CONSTRUCTION-RELATED EMISSION THRESHOLDS**

Ozone Precursor Emissions	Emission Thresholds lbs./day
NO <sub>x</sub>	85

*Source: Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment, July 2004.*

Construction activities are a minor source of organic gas emissions. Solvents in adhesives, non-water based paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application. The URBEMIS 2002 for Windows (Version 8.7.0) emissions modeling program estimates maximum emissions from site grading, construction worker trips, stationary and mobile equipment, architectural coatings and asphalt off-gassing.

URBEMIS 2002 was used to estimate potential emission for the proposed project. Emissions from all construction sources, as well as operational emissions (vehicles) are provided in Table 3.3-4 and Table 3.3-5, respectively.

**DISCUSSION OF IMPACTS**

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Less than Significant.** URBEMIS 2002 was used to estimate potential emissions for the proposed project. Emissions from all construction sources, as well as operational emissions

### 3.0 INITIAL STUDY CHECKLIST

(vehicles) are provided in **Table 3.3-4** and **Table 3.3-5**, respectively. (Full URBEMIS 2002 results are included **Appendix A**). URBEMIS 2002 contains default values for much of the information needed to calculate emissions. Project-specific information, when known, was added to the model. This information included details on the extent of grading activities, the duration of specific construction activities, and the vehicle fleet mix that would utilize the project after development.

#### Construction-Related

It is assumed that a maximum of 0.25 acres of the project site would be disturbed per day during preparation and construction of the project. Based on URBEMIS2002 modeling results, project construction activities are expected to generate approximately 88.37 pounds/day of ROG, 10.23 pounds/day of NO<sub>x</sub>, 4.08 pounds/day of CO and 2.76 pounds/day of PM<sub>10</sub>. These temporary emission rates would not exceed SMAQMD's significance threshold of 85 pounds/day for NO<sub>x</sub>. This is considered a less than significant impact from construction activities.

**TABLE 3.3-4  
CONSTRUCTION EMISSION ESTIMATES FOR POLICE VEHICLE STORAGE FACILITY PROJECT  
(URBEMIS 2002 VERSION 8.7.0)**

Construction Emission Estimates for Police Vehicle Storage Facility Project					Exhaust	Fugitive Dust
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grading/Excavation	0	0	0	2.5	0	2.5
Building Construction	88.37	4.08	10.23	0.27	0.26	0.01
Paving	4.18	2.25	10.14	0.27	0.26	0.01
Maximum (pounds/day)	88.37	4.08	10.23	2.76	0.26	2.50
Total (tons/year)	0.18	0.03	0.01	0.01	0	0.01

*Notes:*

*Project Start Year: 2006*

*Project Length (months): 2*

*Total Project Area (acres): 5.6*

*Maximum Area Disturbed/Day (acres): 0.25*

*Total Soil Imported/Exported (yd<sup>3</sup>/day): 0*

*PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.*

*Total PM10 emissions shown are the sum of exhaust and fugitive dust emissions.*

#### Operational

Operation of the proposed project is expected to generate mobile air pollutant emission sources in the project area from vehicles entering and exiting the storage lot. Increases in operational air pollutant emissions were modeled utilizing the URBEMIS2002 version 8.7.0 air quality model. **Table 3.3-5** summarizes the estimated operational air pollutant emissions for the project.

**TABLE 3.3-5  
OPERATIONAL EMISSION ESTIMATES FOR POLICE VEHICLE STORAGE FACILITY PROJECT  
(URBEMIS 2002 VERSION 8.7.0)**

Operational Emission Estimates for Police Vehicle Storage Facility Project				
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)
Single Tenant Office Building	0.35	2.86	0.19	0.28
Maximum (pounds/day)	0.35	2.86	0.19	0.28
Total (tons/year)	0.06	0.53	0.04	0.05

*Notes:*  
 Project Start Year: 2006  
 Project Length (months): 2  
 Total Project Area (acres): 5.6  
 Maximum Area Disturbed/Day (acres): 0.25  
 Total Soil Imported/Exported (yd<sup>3</sup>/day): 0  
 Total PM10 emissions shown are the sum of exhaust and fugitive dust emissions.

As identified in **Table 3.3-5**, the proposed project would not result in a substantial increase in operational air pollutant emissions and would also not exceed SMAQMD's operational air pollutant emission significance standards of 65 lbs/day or ROG and 65 lbs/day of NO<sub>x</sub>. Thus, operational air quality impacts would be less than significant.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established criteria and plans for reducing air emissions. The emissions generated during the site preparation phase would not exceed the thresholds of significance established by the SMAQMD. Further, 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. Therefore, air quality impacts resulting from the proposed project are considered less than significant.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less than Significant.** Refer to response a) above. The project would result in emission below SMAQMD thresholds of significance both during construction and during operation of the facility, and would not contribute substantially to an existing or projected air quality violation.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

**Less than Significant.** Refer to response a) above. While the project in and of itself would generate a small amount of increased traffic, via police vehicles entering and exiting the parking lot, the impact would be considered less than significant. Additionally, the pollutant increase associated with construction activities would be temporary and less than significant. Therefore, the project would have less than significant contributions to cumulative pollutant increases in the region.

### 3.0 INITIAL STUDY CHECKLIST

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- d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less than Significant.** The Elk Grove General Plan considers residences to be "sensitive receptors" in relation to air quality issues. There are no residences within 0.25 miles of the proposed project. Additionally, construction-related impacts to non-sensitive receptors (i.e., industrial and commercial buildings) adjacent to the project area would be short-term in nature and pollutants from construction would not be constant. Furthermore, exhaust from construction equipment dissipates rapidly, and would not substantially impact surrounding commercial or industrial buildings.

- e) *Would the project create objectionable odors affecting a substantial number of people?*

**Less than Significant.** Construction activities would involve the use of a variety of gasoline or diesel powered equipment that emits exhaust fumes. However, these emissions would occur intermittently throughout the workday, and the exhaust odors are expected to dissipate rapidly within the immediate vicinity of the equipment. While some persons who work or walk by the construction site may find these odors objectionable, the infrequency of the emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would be considered a less than significant impact.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.4</b>	<b>BIOLOGICAL RESOURCES</b>	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 U.S. 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 wetlands, 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 checked="" type="checkbox"/>	<input 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"/>

**ENVIRONMENTAL SETTING**

During the month of February 2006, City of Elk Grove biologists surveyed the project area. Surveys included searches for listed species and their habitat, wetland resources, and riparian habitat within the project area. Particular attention was focused upon potential special-status species and their habitats.

### 3.0 INITIAL STUDY CHECKLIST

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#### PLANT COMMUNITIES AND WILDLIFE

Vegetation occurring within and surrounding the study area is described as both urban landscape and ruderal grasslands. Urban landscape is composed of artificially planted and maintained native and non-native plants, shrubs, and trees. Urban landscapes provide habitat for common native and non-native wildlife, including the northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*), Brewer's blackbird (*Euphagus cyanocephalus*), and western fence lizard (*Sceloporus occidentalis*).

Ruderal grasslands consist of grasslands growing where humans have disturbed natural vegetational cover. Ruderal grasslands provide foraging and breeding habitat and cover for the California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), western meadowlark (*Sturnella neglecta*), black-tailed hare (*Lepus californicus*), common kingsnake (*Lampropeltis getula*), western burrowing owl (*Athene cunicularia*), and foraging habitat for Swainson's hawk (*Buteo swainsoni*).

No trees are present within the project area. One large oak tree is located across the street from the project area, approximately 180 feet from the project boundary at the closest point. Other small common landscape trees and shrubs are present outside the project area, and appear to have been primarily planted by property owners to provide decorative accent.

#### WETLANDS AND WILDLIFE

The project area is isolated from any adjacent creeks, streams, or other waterways. Drainage for the site is provided by underground urban storm drainage system underneath the curb/gutter/sidewalk on roadways surrounding the parcel. According to site surveys conducted by City of Elk Grove biologists on February 23, 2006, no wetlands or potential wetlands are present on the project site.

#### SPECIAL-STATUS SPECIES

The following discussion describes the plant and animal species that have been afforded special recognition by federal, state, or local resource agencies or organizations. **Table 3.4-1** lists special-status species potentially occurring within and near the project site. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions. Listed and special-status species are defined as one of the following:

- Listed or proposed for listing under the State or Federal Endangered Species Acts;
- Protected under other regulations (e.g., Migratory Bird Treaty Act);
- California Department of Fish and Game (CDFG) Species of Special Concern;
- Listed as species of concern by the California Native Plant Society (CNPS) or the U. S. Fish and Wildlife Service (USFWS); or
- Receive consideration during environmental review under CEQA.

Special-status species and sensitive resources were considered for this analysis based on field survey results, a review of the California Natural Diversity Database (CNDDDB, updated 9/2/2005),

CNPS literature (CNPS 2001), and information provided by the U.S. Fish and Wildlife Service (Elk Grove 7 ½ Minute Quad [http://www.fws.gov/sacramento/es/spp\\_list.htm](http://www.fws.gov/sacramento/es/spp_list.htm)).

#### **Burrowing Owl (*Athene cunicularia*)**

Burrowing owl (*Athene cunicularia*) is a federal and state species of concern. Found commonly in fallow agricultural fields and low-growing grassland, this owl also frequents habitats such as airport fields, highway shoulders, golf courses, and vacant lots. As a subterranean nester, the burrowing owl is dependant on ground squirrels or other small mammals for ideal nest sites and tends to reuse the same burrows year after year. Man-made structures such as cement culverts, debris piles, or openings beneath pavement can also provide suitable nest areas. Burrowing owls can often be seen in the daytime perching near their burrow.

Nesting season begins as early as February 1 and continues through August 31, peaking between April 15 and July 15. An average nest consists of 6 to 11 white eggs that need to be incubated for 21 to 28 days. The young are initially dependent on their parents for food and warmth and generally leave the nest about 28 days from hatching. Disturbance of nest sites (harassment within 160 feet of the burrow) and habitat loss contribute to the decline of this species.

This species has been observed wintering within the project area during surveys conducted by City of Elk Grove biologists in January and February 2006. No active nests were observed, although it is anticipated that the owls could establish nests on the project site as nesting season approaches.

#### **Swainson's Hawk (*Buteo swainsoni*)**

Swainson's hawk (*Buteo Swainsoni*) is a state-listed threatened species. This raptor catches prey in flight, including mice, gophers, ground squirrels, rabbits, amphibians, reptiles, other birds, and bats. Swainson's hawk roosts in large trees and occasionally on the ground. Reproduction occurs from late March to late August, with peak activity from late May through July. Loss and/or disturbance of roost sites contribute to the decline of this species.

Swainson's hawks are shown on the CNDDDB as occurring within one mile of the project location, which is within their dispersal range. The project area does not contain nesting habitat for Swainson's hawk, but nesting nearby is possible.

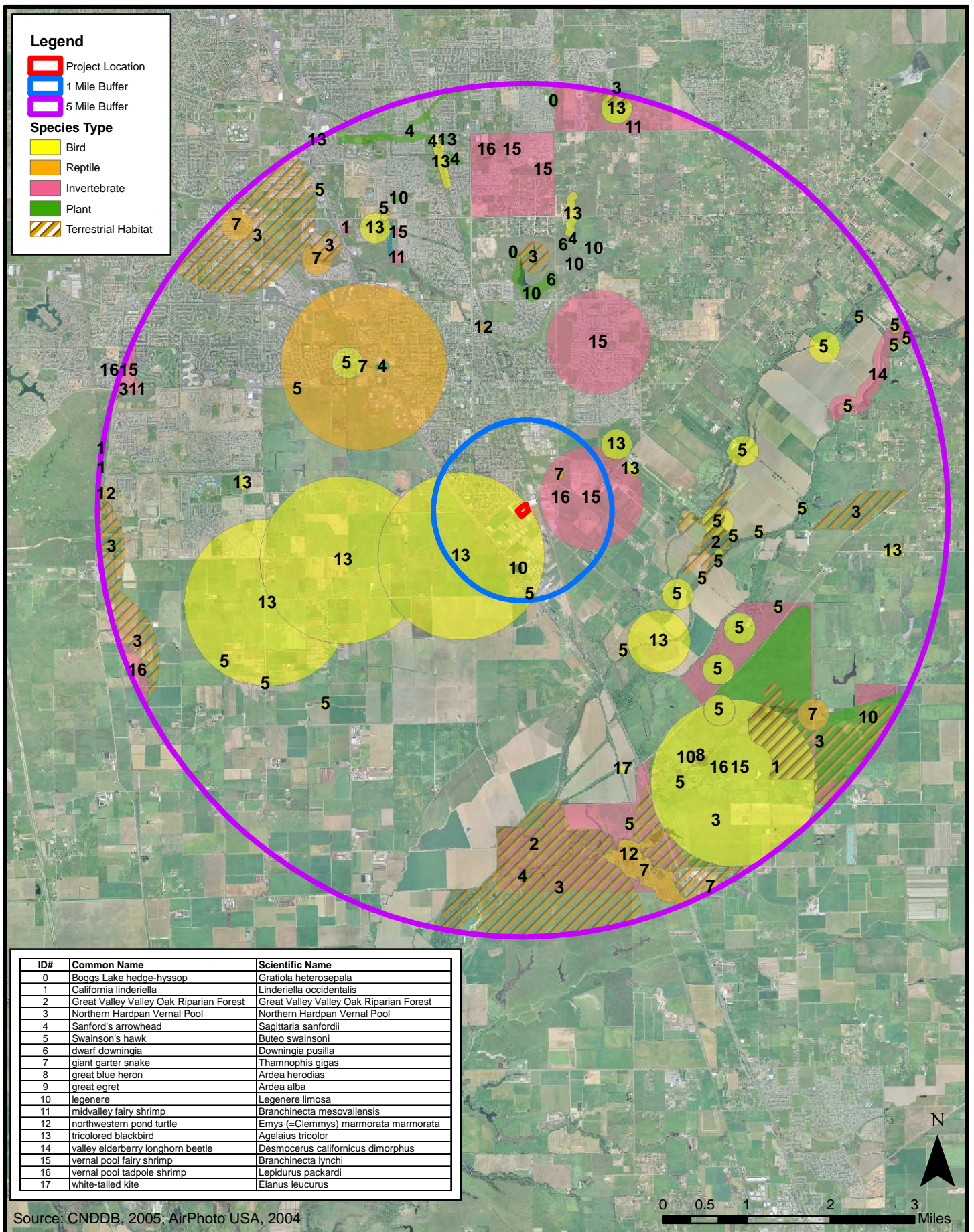
The California Department of Fish and Game and the City of Elk Grove have determined that Swainson's hawk foraging habitat is comprised of areas of open space of five acres or larger with suitable vegetative cover, (i.e., grasses and agricultural crops) that are in within a one-mile proximity to nests.

Due to the proximity of nests to the project area, the size of the project parcel and available open space surrounding the parcel, and the vegetative cover on the project parcel and surrounding open space, it is possible that Swainson's hawk could use the project area for foraging.

### 3.0 INITIAL STUDY CHECKLIST

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**Legend**

- Project Location
- 1 Mile Buffer
- 5 Mile Buffer

**Species Type**

- Bird
- Reptile
- Invertebrate
- Plant
- Terrestrial Habitat

ID#	Common Name	Scientific Name
0	Boggs Lake hedge-hyssop	Gratiola heterosepala
1	California linderiella	Linderiella occidentalis
2	Great Valley Valley Oak Riparian Forest	Great Valley Valley Oak Riparian Forest
3	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool
4	Sanford's arrowhead	Sagittaria sanfordii
5	Swainson's hawk	Buteo swainsoni
6	dwarf downingia	Downingia pusilla
7	giant garter snake	Thamnophis gigas
8	great blue heron	Ardea herodias
9	great egret	Ardea alba
10	legenere	Legenere limosa
11	midvalley fairy shrimp	Branchinecta mesoovallensis
12	northwestern pond turtle	Emys (=Clemmys) marmorata marmorata
13	tricolored blackbird	Agelaius tricolor
14	valley elderberry longhorn beetle	Desmocerus californicus dimorphus
15	vernal pool fairy shrimp	Branchinecta lynchi
16	vernal pool tadpole shrimp	Lepidurus packardii
17	white-tailed kite	Elanus leucurus

Source: CNDDDB, 2005; AirPhoto USA, 2004



**City of Elk Grove**  
Development Services

**Figure 3.4-1**  
Location of Sensitive Habitats Near Project Site

**TABLE 3.4-1  
LISTED AND SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING  
WITHIN OR NEAR THE PROJECT ESL**

Common Name	Scientific Name	Status	Habitat	Potential for Occurrence
<b>Plants</b>				
Dwarf downingia	<i>Downingia pusilla</i>	-/--/CNPS 2	Vernal pools, mesic valley and grassland habitat; elevation 3.2 to 1,460 ft.; annual herb; blooms March-May.	None due to absence of suitable habitat.
American manna grass	<i>Glyceria grandis</i> Wats.	-/--/CNPS 2	Bogs, fens, meadow, seeps, marshes, swamps, streamsides, lake margins; elevation 50 to 6,500 ft.; perennial herb (rhizomatous); blooms June-August.	None due to absence of suitable habitat.
Boggs Lake hedge hyssop	<i>Gratiola heterosepala</i>	-/ SE/CNPS 1B	Marshes, swamp, lake margins and vernal pools/clay; elevation to 32.8 to 7,790 ft.; annual herb; blooms April-August.	None due to absence of suitable habitat.
Legenere	<i>Legenere limosa</i>	FSC/CNPS 1B	Vernal pool; elevation 3.0 to 2,890 ft.; annual herb; blooms April-June.	None due to absence of suitable habitat.
Sacramento Orcutt grass	<i>Orcuttia viscida</i>	FE/SE/CNPS1B	Vernal pools; elevation 98 to 328 ft.; annual herb; blooms April-July.	None due to absence of suitable habitat.
Slender Orcutt grass	<i>Orcuttia tenuis</i>	FT/SE/CNPS 1B	Vernal pool: large and deep; elevation 115 to 5,775 ft.; annual herb blooms May-Oct.	None due to absence of suitable habitat.
Sanford's Arrowhead	<i>Sagittaria sanfordii</i>	FSC/--/CNPS1B	Shallow freshwater marsh and swamps, ditches and drainages; sea level to 2,00 ft. in elevation; perennial herb; blooms May-Oct.	None due to absence of suitable habitat.
Ahart's dwarf rush	<i>Juncus leiospermus</i> var. <i>ahartii</i>	CNPS 1B	Mesic valley and foothill grasslands; elevation 98 to 3,280 ft.; annual herb; blooms March-May.	None due to absence of suitable habitat. Only 6 occurrences known.
<b>Insects and Crustacea</b>				
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT/--	Vernal pool.	None due to absence of suitable habitat.
Midvalley fairy shrimp	<i>Branchinecta mesovalle nsi</i>	FSC/--	Vernal pool.	None due to absence of suitable habitat.
Valley elderberry longhorn beetle	<i>Desmocercus californicus dimorphus</i>	FT/--	Vernal pool.	None due to absence of suitable habitat.
Vernal pool	<i>Lepidurus</i>	FE/--	Vernal pool.	None due to absence of suitable habitat.

### 3.0 INITIAL STUDY CHECKLIST

Common Name	Scientific Name	Status	Habitat	Potential for Occurrence
tadpole shrimp	packardi			habitat.
California linderiella	Linderiella occidentalis	FSC/--	Vernal pool.	None due to absence of suitable habitat.
<b>Reptiles and Amphibians</b>				
California tiger salamander	Ambystoma californiense	FPT FE Santa Barbara DPS FE Sonoma DPS CSC	Vernal pool lowland species restricted to the grasslands and lowest foothill regions of Central and Northern California, breeding habitat consists of long-lasting rain pools but also temporary wetlands; upland estivation in basements, underground pipes, and septic tank drains.	None due to absence of suitable habitat. Habitat limited to foothill areas not near project area.
Northwestern pond turtle	Clemmys marmorata marmorata	FSC/CSC	Perennial ponds, rivers, streams. Requires underwater foraging areas.	None: No suitable habitat available. Not observed.
California red-legged frog	Rana aurora draytonii	FT/CSC	Still or slow riparian habitats, ponds with floating vegetation, warm water.	None. More common in Sierra Nevada & foothills to east. No longer thought to inhabit Central Valley region.
Western spadefoot toad	Spea (Scaphiopus) hammondii	FSC/CSC	Terrestrial species that spawns in rain pools with little/no aquatic vegetation; friable moist soils for burrowing.	None due to lack of suitable breeding habitat.
Giant garter snake	Thamnophis gigas	FT/ST	Sloughs, canals, wetlands.	None due to absence of suitable habitat.
<b>Mammals</b>				
Pallid bat	Antrozous pallidus	--/CSC	Open lowlands, roosting in buildings, cliffs, and bridges.	Foraging only possible. No roosts or nurseries found in project site.
Small-footed myotis	Myotis ciliolabrum	FSC/--	Roosts in cliff-face crevices, erosion cavities under rocks on the ground.	Foraging only possible. No roosts or nurseries found in project site.
Long-eared myotis	Myotis evotis	FSC/--	Roost in tree cavities and beneath exfoliating bark in both living trees and dead snags. Foraging possible over standing water.	Foraging only possible. No roosts or nurseries found in project site.
Fringed myotis	Myotis thysanodes	FSC/--	Roosts under sidings or shingles.	Foraging only possible. No roosts or nurseries found in project site.
Long-legged myotis	Myotis volans	FSC/--	Roosts in trees that provide crevices/exfoliating bark.	Foraging only possible. No roosts or nurseries found in project site.

**3.0 INITIAL STUDY CHECKLIST**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>Habitat</b>	<b>Potential for Occurrence</b>
Yuma myotis	Myotis yumaensis	FSC/--	Near ponds, streams, or lakes. Roosts under sidings or shingles by day often in buildings at night.	Foraging only possible. No roosts or nurseries found in project site.
Riparian (San Joaquin) woodrat	Neotoma fuscipes riparia	FE/CSC	Riparian habitat, hardwood forest brushland.	None. No nearby CNDDDB records or suitable habitat.
Riparian brush rabbit	Sylvilagus bachmani riparius	FE/SE	Riparian habitat.	None .No nearby CNDDDB records or suitable habitat.
<b>Birds</b>				
Cooper’s hawk	Accipiter cooperi	--/CSC	Woodland and forest.	None: no nesting habitat in project site. No CNDDDB record within 5.0 miles. No suitable nest forest/trees on-site. Not observed during surveys.
Burrowing owl	Athene cunicularia	BCC/ CSC	Open agricultural, grasslands.	Present: wintering owls observed on-site during surveys. Numerous potential burrow sites observed.
Short-eared owl	Asio flammeus	--/CSC	Open agricultural, grasslands.	Very Low: grasslands adjacent to project site marginally suitable but unlikely. Not observed.
Tricolored blackbird	Agelaius tricolor	FSC/BCC/CSC	Wetlands.	None: suitable habitat not observed on or near project site.
Aluetian Canada goose	Branta canadensis leucopareia	FT/CSC	Wetlands.	None: suitable habitat not observed on or near project site.
Ferruginous hawk	Buteo regalis	FSC/BCC/CSC	Open grassland/agricultural areas.	None: No nesting habitat in area. Hunting/winter habitat in general area. Not observed.
Swainson’s hawk	Buteo swainsoni	FSC/BCC/ ST	Open grasslands, riparian, agricultural areas.	No nesting habitat in project site but nests nearby including one approximately 1.0 mile away. Potential foraging habitat present.
Northern harrier	Circus cyaneus	--/CSC	Open agricultural, grasslands.	No nesting habitat on site. Not observed in project area.
Western yellow-	Coccyzus americanus	FC/BCC/SE	Riparian woodlands, streams, thickets.	None: absence of suitable riparian habitat. Not observed or heard in area.

### 3.0 INITIAL STUDY CHECKLIST

Common Name	Scientific Name	Status	Habitat	Potential for Occurrence
billed cuckoo	occidentalis			No CNDDDB records for the area.
White-tailed kite	Elanus leucurus	FSC/MNBMC/ SFP	Oak woodland, grassland, agricultural areas.	No nesting habitat in project site. Potential foraging habitat present.
California horned lark	Eremophila alpestris actia	-/CSC	Open agricultural, grasslands.	No nesting habitat on site. Not observed in project area. Potential foraging habitat present.
Greater sandhill crane	Grus canadensis tabida	-/SSC/FP	Winter only. Wetlands, rice fields; common in winter at Cosumnes River Preserve.	None: winter only. Lack of suitable nesting habitat and marginal winter foraging. Not observed.
Loggerhead shrike	Lanius ludovicianus	FSC/CSC	Grasslands, savannah, woodland. Nests in shrubs/trees.	Low. No nesting habitat in project site. Potential foraging habitat present.
White-faced ibis	Plegadis chihi	FSC/ CSC	Dense emergent wetland, rice fields for foraging.	None. No breeding habitat present. Not observed.
Egret, heron, cormorant rookeries		MBTA/CSC	Trees used for rookeries.	None. No suitable habitat.

*Status Legend:*

California Native Plant Society (CNPS) 1B = Plants rare, threatened, or endangered in California and elsewhere; 2 = Plants rare, threatened, or endangered in California but more common elsewhere. FE = Federally listed as endangered. FE\* = Federally endangered in Sonoma and Santa Barbara Counties. FT = Federally listed as threatened. FPE = Proposed endangered. FPT = Proposed threatened. FC = Candidate for listing as federal threatened or endangered. Proposed rules have not yet been issued because they have been precluded at present by other listing activity. FSC = Species of Special Concern. SE = Species whose continued existence in California is jeopardized. ST = Species that although not presently threatened in California with extinction, is likely to become endangered in the foreseeable future. SC = State candidate for listing as threatened or endangered. CSC = California Department of Fish and Game Species of Special Concern (species with declining populations in California). SFP = Fully protected against take pursuant to the California Fish and Game Code Section 3503.5. SP = State Protected. BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern. MNBMC = U.S. Fish and Wildlife Service Migratory Non-game Bird of Management Concern; -- = no status.

## REGULATORY ENVIRONMENT

### FEDERAL

#### Endangered Species Act

Provisions of the Federal Endangered Species Act (FESA), as amended (16 USC 1531), protect federally listed threatened and endangered species and their habitats from unlawful take. "Take" under FESA includes activities such as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The USFWS regulations define harm to include some types of "significant habitat modification or degradation." The U.S. Supreme Court ruled on June 29, 1995, that "harm" may include habitat modification "...where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering." For projects with a federal nexus, Section 7 of the FESA requires that federal agencies, in consultation with USFWS or NOAA Fisheries, use their authorities to further the purpose of FESA and to ensure that their actions are not likely to jeopardize the continued existence of listed species or result in destruction or adverse modification of critical habitat. Section 10(a)(1)(B) allows non-federal entities to obtain permits for incidental taking of threatened or endangered species through consultation with USFWS or NOAA Fisheries.

#### Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The vast majority of birds found in and around the project area are protected under the MBTA.

### STATE

#### California Endangered Species Act

Under CESA, CDFG has the responsibility for maintaining a list of endangered and threatened species (California Fish and Game Code 2070). CDFG maintains a list of "candidate species" which are species that CDFG formally notices as being under review for addition to the list of endangered or threatened species. CDFG also maintains lists of "species of special concern" which serve as species "watch lists." Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will have a potentially significant impact on such species. In addition, CDFG encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under *California Fish and Game Code Section 206.591*. Authorization from CDFG would be in the form of an Incidental Take Permit.

### 3.0 INITIAL STUDY CHECKLIST

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#### California Department of Fish and Game

##### Native Plant Protection Act

The Native Plant Protection Act (*California Fish and Game Code Section. 1900-1913*) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by CDFG). An exception to this prohibition in the Act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify CDFG and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed (*Fish and Game Code, § 1913* exempts from "take" prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way").

##### Birds of Prey

Under Section 3503.5 of the *California Fish and Game Code* it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

##### "Fully Protected" Species

California statutes also accord "fully protected" status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be "taken," even with an incidental take permit. Section 3505 of the *California Fish and Game Code* makes it unlawful to "take" "any egret or egret, osprey, bird of paradise, gaura, numidi, or any part of such a bird." Section 3511 protects from "take" the following "fully protected birds": (a) American peregrine falcon (*Falco peregrinus anatum*); (b) brown pelican (*Pelecanus occidentalis*); (c) California black rail (*Laterallus jamaicensis coturniculus*); (d) California clapper rail (*Rallus longirostris obsoletus*); (e) California condor (*Gymnogyps californianus*); (f) California least tern (*Sterna albifrons browni*); (g) golden eagle; (h) greater sandhill crane (*Grus canadensis tabida*); (i) light-footed clapper rail (*Rallus longirostris levipes*); (j) southern bald eagle (*Haliaeetus leucocephalus leucocephalus*); (k) trumpeter swan (*Cygnus buccinator*); (l) white-tailed kite (*Elanus leucurus*); and (m) Yuma clapper rail (*Rallus longirostris yumanensis*).

*California Fish and Game Code Section 4700* identifies the following "fully protected mammals" that cannot be "taken": (a) Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*); (b) bighorn sheep (*Ovis canadensis*), except Nelson bighorn sheep (subspecies *Ovis canadensis nelsoni*); (d) Guadalupe fur seal (*Arctocephalus townsendi*); (e) ring-tailed cat (genus *Bassariscus*); (f) Pacific right whale (*Eubalaena sieboldi*); (g) salt-marsh harvest mouse (*Reithrodontomys raviventris*); (h) southern sea otter (*Enhydra lutris nereis*); and (i) wolverine (*Gulo gulo*).

*Fish and Game Code Section 5050* protects from "take" the following "fully protected reptiles and amphibians": (a) blunt-nosed leopard lizard (*Crotaphytus wislizenii silus*); (b) San Francisco garter snake (*Thamnophis sirtalis tetrataenia*); (c) Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); (d) limestone salamander (*Hydromantes brunus*); and (e) black toad (*Bufo boreas exsul*).

*Fish and Game Code Section 5515* also identifies certain "fully protected fish" that cannot lawfully be "taken" even with an incidental take permit. The following species are protected in this fashion: (a) Colorado River squawfish (*Ptychocheilus lucius*); (b) thicktail chub (*Gila*

*crassicauda*); (c) Mohave chub (*Gila mohavensis*); (d) Lost River sucker (*Catostomus luxatus*); (e) Modoc sucker (*Catostomus microps*); (f) shortnose sucker (*Chasmistes brevirostris*); (g) humpback sucker (*Xyrauchen texanus*); (h) Owens River pupfish (*Cyprinoden radiosus*); (i) unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*); and (j) rough sculpin (*Cottus asperimus*).

LOCAL

**City of Elk Grove General Plan**

The City of Elk Grove General Plan identifies specific goals, objectives, and policies regarding natural resources. Goals and objectives outlined in the wildlife and vegetation section of the General Plan are as follows:

- Guiding Goal 3** Protection of the Natural resource Environment.
- Focused Goal 3-1** Development which recognizes environmental constraints and is designed and operated to minimize impacts on the environment.
- Focused Goal 3-2** Open space lands in proximity to Elk Grove that provide for an agricultural use and habitat for native species.
- Focused Goal 3-3** Natural Resources managed and protected for the use and enjoyment of current and future generations.
- Focused Goal 3-4** Preservation and enhancement of Elk Grove's natural areas, in particular the areas within the floodplain of the Consumes River

DISCUSSION OF IMPACTS

- a) *Would the project 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?*

Special-status species were considered for this analysis based on field survey results, a review of the California Natural Diversity Database (CNDDDB), CNPS literature, and website information provided by the U. S. Fish and Wildlife Service. The developed nature of the study area does not support habitat for any of the plants or wildlife species listed in the above databases for the Elk Grove USGS Quadrangle or listed in **Table 3.4-1** above, with the exception of burrowing owl (*Athene cunicularia*), which is a federal and state species of concern. There is also potential for Swainson's hawk (*Buteo swainsoni*), which is state-listed threatened species, to utilize the project area for foraging.

Biologists from the City of Elk Grove conducted multiple onsite surveys from January through February 2006. The project area was systematically surveyed to ensure total search coverage, with special attention given to the observation of on-site natural communities, the suitability of the habitat for special-status species, and the presence of sensitive habitat types, including wetlands and jurisdictional waterways. These surveys did not reveal the presence of any special-status species (plants or wildlife) within the ESL, with the exception of burrowing owl, as discussed above.

### 3.0 INITIAL STUDY CHECKLIST

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#### Swainson's Hawk

**Less than Significant with Mitigation Incorporated.** Construction activities could result in the loss of foraging habitat on the project site. This is a potentially significant impact unless mitigation is incorporated.

As stated above, The California Department of Fish and Game and the City of Elk Grove have determined that Swainson's hawk foraging habitat is comprised of areas of open space of five acres or larger with suitable vegetative cover, (i.e., grasses and agricultural crops) that are in within a one-mile proximity to nests. Due to the proximity of nests to the project area, the size of the project parcel and available open space surrounding the parcel, and the vegetative cover on the project parcel and surrounding open space, it is possible that Swainson's hawk could use the project area for foraging.

The propose project would disturb the entire 5+ acres of the parcel, thus eliminating it as potential foraging habitat for Swainson's hawk. Because the Swainson's hawk is a California Threatened Species, loss of potential Swainson's hawk foraging habitat would be considered a significant impact, unless mitigation measures are incorporated.

#### Mitigation Measures

**MM 3.4.1** In order to mitigate for the loss of Swainson's hawk foraging habitat, the City shall implement one of the following City of Elk Grove's approved mitigation alternatives described below:

Prior to any site disturbance, such as clearing or grubbing, the City shall:

- 1) Preserve 1.0 acres of similar habitat for each acre lost. The is land shall be protected through a fee title or conservation easement acceptable to the CDFG and the City of Elk Grove as set for in Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect, or
- 2) Submit payment of Swainson's hawk impact mitigation fee per acre of habitat impacted (at a 1:1 ratio) to the City of Elk Grove in the amount set forth in Chapter 16.130 of the City of Elk Grove Cost as such may be amended from time to time and to the extent that said chapter remains in effect.

*Timing/Implementation: Prior to site improvements.*

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

#### Burrowing Owl

**Less than Significant with Mitigation Incorporated.** Construction activities could potentially result in the take of burrowing owl through disturbance of burrows that may contain burrowing owls or burrowing owl nests. This is a potentially significant impact unless mitigation is incorporated.

Wintering (non-nesting) burrowing owls were observed on the project site during field surveys in January and February 2006. No active nests were observed.

City of Elk Grove biologists consulted with the CDFG to determine appropriate mitigation measures to avoid take of burrowing owls during project construction. These measures are as follows:

**MM 3.4.2** The City shall retain a qualified biologist to complete mitigation established by the CDFG to avoid and minimize impacts to burrowing owls at the project site. The biologist shall complete "passive relocation" of the owls utilizing one-way doors. Owls shall be excluded from burrows in the immediate impact zone and within a 50-meter (approx. 160 feet) buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to insure owl have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation.

**MM 3.4.3** One week prior to the start of ground disturbing activities within the project area, a qualified biologist shall survey the project site and surrounding areas (up to 160 feet outside the project area) for the presence of burrowing owls. A second pre-construction survey shall occur one-day prior to ground disturbing activities. If ground-disturbing activities are delayed or suspended for more than one week after the preconstruction survey, the site should be resurveyed. If no burrowing owls are detected during the preconstruction surveys, no further action is necessary and construction may proceed.

**MM 3.4.4** If burrowing owls are detected during preconstruction surveys, occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

*Timing/Implementation:* Prior to any site disturbance.

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

Implementation of the above mitigation measures would ensure that potential impacts to Swainson's hawk and burrowing owls would be minimized to a **less than significant level**.

b) *Would the project 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 U.S. Fish and Wildlife Service?*

**No Impact.** Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the California Fish and Game Code, or Section 404 of the Clean Water Act. During site-surveys conducted by City of Elk Grove Biologists, no sensitive habitats, such as wetlands, creeks, streams, riparian habitat, etc., were identified on the project site. Therefore, it is anticipated that the project would have no impact on sensitive natural communities or habitats.

c) *Would the project 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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means?*

### 3.0 INITIAL STUDY CHECKLIST

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**No Impact.** During site-surveys conducted by City of Elk Grove Biologists, no federally protected wetlands were identified on the project site. Therefore, it is anticipated that the project would have no impact on federally protected wetlands.

- d) *Would the project 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?*

**Less than Significant.** There are no known wildlife corridors or native wildlife nursery sites within the project area. The site consists open, disturbed grassland, surrounded by primarily urban landscape. Urban landscape trees provide some limited habitat value for common species, however no trees or large shrubs that would provide habitat for wildlife exist on site. The movement of wildlife species would not be adversely affected by the proposed project, and this impact would be considered less than significant.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact.** The City of Elk Grove has adopted ordinances that protect both native trees and habitat for Swainson's hawk. There are no trees present on the site that would be subject to the City of Elk Grove Tree Preservation Ordinance, therefore, there would be no impacts from conflict with the Tree Preservation Ordinance. Implementation of mitigation measure MM 3.4-2 would serve to mitigate for the loss of Swainson's hawk foraging habitat pursuant to the requirements of the City of Elk Grove Swainson's Hawk Ordinance, therefore the project would not conflict with the Swainson's Hawk Ordinance, and the project would result in no impacts from the conflict with the Swainson's Hawk Ordinance.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

**No Impact.** The City of Elk Grove does not at present have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Therefore, there would be no impact to these types of plans.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.5</b>	<b>CULTURAL RESOURCES</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

A records search of the entire Elk Grove General Plan Area, including the project site, was conducted by the North Central Information Center of the California Historical Resources Information System on May 20, 2002. For paleontological resources, files from the Museum of Paleontology at the University of California Berkeley were searched. The GeoRef database was also consulted for information relating to the Elk Grove region. The project site is not located in a sensitive area as depicted on Elk Grove General Plan EIR Figure 4.11-1, Cultural Resources Sensitivity Map. The site has been previously disturbed (e.g. tilling and grading), and it is unlikely that previously undiscovered cultural resources would be present.

**SITE CHARACTERIZATION AND ELIGIBILITY FOR THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES**

CEQA presents guidelines at §15064.5 and §21083.2 for the identification of historical resources and determining their historical significance. The ESL for the Police Vehicle Storage Facility Project does not include any cultural resources (e.g., prehistoric sites, historic sites, or buildings) that meet the CEQA criteria for consideration as historical resources or unique archaeological resources.

**DISCUSSION OF IMPACTS**

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?*

**No impact.** As discussed above, there are no identified historical resources, as defined in § 15064.5, located within the project area. Therefore, the proposed project would have no impact on a historical resource.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

### 3.0 INITIAL STUDY CHECKLIST

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**Less than Significant.** As discussed above, there are no identified historical or archaeological resources, as defined in § 15064.5, located within the project area. Therefore, the proposed project should have no impact on an archaeological resource. However, should a previously unidentified or unanticipated archaeological resource be discovered during project construction, the City of Elk Grove requires the following pursuant to General Plan Archaeological and Paleontological Policy HR-6-Action 2:

The Planning Division shall be notified immediately if any prehistoric, archaeological, or paleontological artifact is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

**Less than Significant.** There are no identified unique paleontological resources or sites, or unique geological features located within the project. Therefore, the proposed project should have no impact on a unique paleontological resource or site, or a unique geological feature. However, should a previously unidentified or unanticipated paleontological resource be discovered during project construction, the City of Elk Grove General Plan Archaeological and Paleontological Policy HR-6-Action 2 would be followed.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

**Less than Significant.** The proposed project would be subject to State law regarding the discovery and disturbance of human remains. It is not anticipated that any human remains will be encountered during construction of the proposed project. The project would have minimal excavation. Therefore, potential impacts from the proposed project are considered less than significant.

While it is not expected that human remains would be discovered during project construction, should any previously unidentified or unanticipated human remains be discovered during project construction, the City of Elk Grove requires the following pursuant to General Plan Archaeological and Paleontological Policy HR-6-Action 2:

All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outline in CEQA Section 15064.5 (d) and (e) shall be followed.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.6</b>	<b>GEOLOGY AND SOILS</b> 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 <b>Table 18-1-B</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"/>

**ENVIRONMENTAL SETTING**

**REGIONAL GEOLOGY**

This site is located in the Great Valley Geographic Province in Central California. The filling of a large structural trough or downwarp of the underlying bedrock formed this province. The Great Valley is an elongate, northwest-trending structural trough situated between the Sierra Nevada Mountains on the east and the Coast and Cascade Ranges on the west. The Great Valley has been and is presently being filled with sediments primarily derived from the Sierra Nevada. The greatest depth of sediments lay along the eastern margin of the trough.

### 3.0 INITIAL STUDY CHECKLIST

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#### PROJECT GEOLOGY

The project site is located in a relatively flat area at an approximate surface elevation of 45 feet above mean sea level. The general topographic gradient is in a general westerly direction. Soils in the area are primarily composed of silty loams.

#### Faults and Seismicity

Sacramento County is less affected by seismic events and other geologic hazards than other portions of the State. Nevertheless, some property damage has occurred in the past. The damage that was experienced has largely been the result of major seismic events occurring in adjacent areas, especially the San Francisco Bay area and, to a lesser extent, the foothills of the Sierra Nevada Mountain Range. The areas of Sacramento County most vulnerable to seismic and geologic hazards are those areas subject to liquefaction, shaking, and subsidence. The Central Valley, like most of California, is a seismically active region.

Earthquakes can cause strong ground shaking that may damage property and infrastructure. The severity of ground shaking at any particular point is referred to as intensity and is a subjective measure of the effects of ground shaking on people, structures, and earth materials. The intensity of shaking generally decreases with distance away from the source of an earthquake. The level of intensity is commonly defined by comparison to the Modified Mercalli Scale that subjectively categorizes the intensity on the basis of observed effects of seismic shaking on people and objects. Quantitative measurements of the level of ground motion during an earthquake are made by strong-motion seismographs that measure the acceleration of objects at the ground surface caused by seismic shaking. These measurements are made relative to, and are expressed as a fraction of, the acceleration of gravity.

According to a search using the software program EQFAULT Version 3.0 (Blake, 2000), the nearest active fault to the project site is the Foothills Fault System, which is located approximately 26 miles east of the site. This fault is considered capable of a moment magnitude earthquake of 6.5. Other active faults in the region and their approximate distance from the project area are listed in the following table:

**TABLE 3.6-1  
NEAR SITE SEISMIC SOURCES**

<b>Fault Name</b>	<b>Distance from Site in Miles</b>	<b>Moment Magnitude</b>
Foothills Fault System	26	6.5
Great Valley 5	34	6.5
Great Valley 4	35	6.6
Great Valley 6	39	6.7
Great Valley 3	43	6.8
Concord - Green Valley	48	6.9
Greenville	49	6.9
Hunting Creek - Berryessa	50	6.9
Great Valley 7	53	6.7
West Napa	56	6.5

**DISCUSSION OF IMPACTS**

a) *Would the project 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?*

**Less than Significant.** There are no known faults crossing through the project site or in the vicinity of the project site. The site is not located within an Alquist-Priolo earthquake hazard zone. The nearest active fault to the project site is the Foothills Fault System, which is located approximately 26 miles east of the site. The project would have a less than significant impact concerning fault rupture hazards.

ii) *Strong seismic ground shaking?*

**Less than Significant.** The project would be designed and constructed in accordance with the requirements of the Uniform Building Code. As a result, the risk of adverse effects from ground shaking would be reduced to a minimum and is considered to be less than significant. See **Table 3.6.1** for a listing of seismic sources near the site, their moment magnitude possibilities, and their distance from the site area.

iii) *Seismic-related ground failure, including liquefaction?*

**Less than Significant.** Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. Within Sacramento County, the Sacramento downtown area and the Delta are the only areas that are subject to potentially significant liquefaction problems. The City of Elk Grove is not within these areas. Therefore, this impact is considered less than significant.

iv) *Landslides?*

**Less than Significant.** The project site and the surrounding vicinity are relatively flat; therefore, the likelihood of landslides is minimal and less than significant impacts are anticipated.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

**Less than Significant.** The proposed project would include grading and paving over a portion of the parcel to create a parking facility and auxiliary building. In order to accomplish these tasks, grading, cut, and fill would take place as part of the project construction. These activities would occur primarily in areas that have been previously disturbed by agricultural-related grading and tilling activities. The project would be subject to the City Land Grading and Erosion Control Ordinance and the requirements of the Clean Water Act.

Because the project would not require large areas of grading, the project's contribution to erosion and loss of topsoil would be considered less than significant.

### 3.0 INITIAL STUDY CHECKLIST

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- c) *Would the project 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?*

**Less than Significant.** The project site is relatively flat. The project would not require major earth moving activities to accommodate the project. The construction of the project would not result in unstable earth conditions, significant changes to the geologic substructure or substantially change the topography. The project is not located on a geologic unit or soil that is unstable. The project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore the proposed project impacts would have a less than significant impact.

- d) *Would the project 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?*

**Less than Significant.** Soils with high clay content are usually expansive. Minerals in certain clays swell with increased moisture content and then contract during dry periods. The project site contains soils with some clay content, however they have not been identified as expansive. The proposed project would be designed so that grades are constructed in such a way as to prevent water from collecting on or adjacent to pavements, thereby discouraging soil saturation adjacent to the parking facility. Therefore, the project would be considered to have a less than significant impact.

- 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?*

**No Impact.** Neither septic tanks nor alternative wastewater disposal systems are part of the proposed project. Therefore, there is no impact associated with the proposed project.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.7</b>	<b>HAZARDS AND HAZARDOUS MATERIALS</b> 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 checked="" type="checkbox"/>	<input 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 § 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 area or, where such a plan has not been adopted, within two miles of a public airport or a 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly

### 3.0 INITIAL STUDY CHECKLIST

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contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity. CCR, Title 22, Sections 66261.20-66261.24 define the aforementioned properties. The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List", includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the Sacramento County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) keeps files on hazardous material sites.

Most hazardous materials regulation and enforcement in Sacramento County is managed by the Sacramento County Environmental Management Department. Most hazardous materials regulation and enforcement in the City of Elk Grove is overseen by the Sacramento County Environmental Management Department that refers large cases of hazardous materials contamination or violations to the Central Valley Regional Water Quality Control Board (RWQCB) and the California State Department of Toxic Substances Control (DTSC). It is not at all uncommon for other agencies such as the Air Pollution Control District and both the Federal and State Occupational Safety and Health Administrations (OSHA) to become involved when issues related to hazardous materials arise.

Several hazardous materials databases were searched to determine the potential for the presence of hazardous materials and hazardous waste in the project area. These databases are listed below.

#### FEDERAL RECORD SOURCES:

- NPL – National Priority List;
- Proposed NPL – Proposed National Priority List;
- Delisted NPL – National Priority List Deletions;
- CERCLIS – Comprehensive Environmental Response, Compensation, and Liability Information System;
- CERCLIS-NFRAP – CERCLIS No Further Remedial Action Planned;
- RCRIS-TSD – Resource Conservation and Recovery Information System;
- RCRIS-LQG – Resource Conservation and Recovery Information System;
- ERNS – Emergency Response Notification System;
- CONSENT – Superfund (CERCLA) Consent Decrees;
- ROD – Records of Decision;
- TRIS – Toxic Chemical Release Inventory System;
- CORRACTS – Corrective Action report;
- FINDS – Facility Index System/Facility Identification Initiative Program Summary Report;
- HMIRS – Hazardous Materials Information Reporting System;
- MLTS – Material Licensing Tracking System;
- MINES – Mines Master Index File;
- NPL Liens – Federal Superfund Liens;

- PADS – PCB Activity Database System;
- DOD – Department of Defense Sites;
- US BROWNFIELDS – A Listing of Brownfields Sites;
- RAATS – RCRA Administrative Action Tracking System;
- TSCA – Toxic Substances Control Act;
- SSTS – Section 7 Tracking Systems;
- FTTS INSP – FIFRA/TSCA Tracking System-FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act).

#### STATE AND LOCAL RECORD SOURCES:

- CAL-SITES – Contains potential or confirmed hazardous substance release properties;
- SWF/LF (SWIS) – Solid Waste Information System;
- SLIC – Spills, Leaks, Incidents, Complaints;
- Sacramento County ML – Sacramento County Master List and Contaminated Sites (CS);
- CA FID UST – Facility Inventory Database;
- HIST UST – Hazardous Substance Storage Container Database;
- Indian UST – Underground Storage Tanks on Indian Land;
- WMUDS/SWAT – Waste Management Unit Database;
- CHMIRS – California Hazardous Material Incident Report System;
- AWP – Annual Workplan Sites;
- Notify 65 – Proposition 65 Records;
- Toxic Pits – Toxic Pits Cleanup Act Sites;
- VCP – Voluntary Cleanup Program Properties;
- AST – Aboveground Petroleum Storage Tank Facilities;
- CLEANERS – Cleaner Facilities;
- CA WDS – Water Discharge System;
- DEED – List of Deed Restrictions;
- NFE – Properties Needing Further Evaluation;
- NFA – No Further Action Determined;
- EMI – Emissions Inventory Data;
- REF – Unconfirmed Properties Referred to Another Agency;
- SCH – School Property Evaluation;
- HAZNET – Hazardous Waste Information System;
- CA UST – Active Underground Storage Tank Facilities.

#### LAND USE

The project site is a vacant lot that is occasionally used as temporary storage for materials for the adjacent City of Elk Grove Corporation Yard. The land uses surrounding the project area include commercial, industrial, and agricultural. The Sunset Sky ranch Airport is also located on Grant Line Road. Several facilities are present within or adjacent to the project area that store, use, or manufacture hazardous materials. The properties within or near the project area that could pose a hazard risk are detailed below.

#### **Suburban Propane**

The Suburban Propane facility is located at 10450 Grant Line Road, approximately 0.5 mile from the proposed project site. The facility, one of the largest aboveground propane storage facilities in the United States, receives pressurized liquid propane at ambient temperatures from tanker trucks and railroad cars, and loads ambient temperature propane for transport offsite. The facility stores both ambient temperature and refrigerated liquid propane. On average,

### 3.0 INITIAL STUDY CHECKLIST

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approximately 120,000 gallons of propane are handled at the facility each day, 50% by tanker truck and 50% by railroad car.

The major equipment at the facility consists of four 60,000-gallon storage tanks (known as "bullet tanks") for pressurized, ambient temperature propane, two 12-million-gallon refrigerated, low-pressure storage tanks, loading/unloading stations for tanker trucks and railroad cars, a propane refrigeration system, a flare, and safety systems such as a water spray system in the railroad car and truck loading area. The bullet tanks (approximately 12 feet in diameter and 91 feet long) are placed horizontally on concrete supports about 5 feet above ground. The large storage tanks for refrigerated propane are approximately 146 feet in diameter and 122 feet tall. The bullet tanks are protected from overpressure (the greater-than-normal pressure that accompanies an explosion) by multiple pressure relief valves on the top of each tank. A water spray system protects each bullet tank from excessive heating in the event of fire exposure. The refrigerated storage tanks are equipped with pressure and liquid-level gauges, liquid overflow vents, pressure relief valves, vacuum breakers, and a vent line to the facility flare.

The loading/unloading stations for tanker trucks and railroad cars are equipped with water deluge systems. In the event of a fire in these areas, the deluge systems should help prevent physical failure of tanker trucks and railroad cars as a result of excessive heat and internal pressure. Overhead utility poles run along the south side of the Suburban Propane parcel east to west along Grant Line Road. Due to recent security concerns, the level of security at the Suburban Propane facility has been significantly increased. Barbed wire fencing and high voltage electrical fencing surround the entire parcel.

#### DISCUSSION OF IMPACTS

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

**Less than Significant.** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, and solvents). As indicated above, hazardous materials would primarily be used during construction of the project and would not result in any adverse health or environmental impacts to people in the vicinity of the project site. Additionally, any hazardous material uses, including the dispensation of fuel (gasoline), would be required to comply with all applicable local, state and federal standards associated with the handling of hazardous materials and with applicable air quality rules, therefore, these impacts are considered less than significant.

- b) *Would the project 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?*

#### CONSTRUCTION ACTIVITIES

**Less than Significant with Mitigation Incorporated.** Historically, the project site was used for agriculture. There is the possibility that pesticides used are still present in the soil and, upon disturbance, could pose a hazard. In addition, the project site contains concrete and metal standpipes associated with water conveyance. Buried piping associated with the standpipes may remain and, depending on the date and materials of construction, may contain "transite". Transite is a possible asbestos containing material (ACM), which requires special handling and, if removed, must be disposed in accordance with applicable regulations.

Construction activities associated with the project would include refueling and minor maintenance of construction equipment on location, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements. Should any fuel and/or oil spills occur, they would take place in areas where there are few residences or other land use activities sensitive to hazardous material releases, and these spills would be minor. Nevertheless, such spills are considered potentially significant impact.

Mitigation Measure

**MM 3.7.1** If buried pipe is encountered during excavation or other construction activities, the pipe shall be evaluated to determine if it contains transite and to determine appropriate remediation. In the event that the pipe does not contain transite, the construction may proceed. If the pipe is found to contain transite at levels that may pose a health or safety hazard, a hazardous waste remediation plan that complies with all federal, state, and local laws shall be developed, and it shall be implemented throughout the remainder of construction. Construction plans shall be modified or postponed to ensure construction would not inhibit remediation activities and would not expose the public or construction workers to hazardous conditions.

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

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

**MM 3.7.2** If potentially contaminated soil and/or groundwater are encountered during excavation or other construction activities (as indicated by sheen, discoloration, odors, etc.), a Phase II Hazardous Waste Investigation shall be completed to determine the extent of the contamination and remediation. In the event that the soil and/or groundwater are not contaminated, the construction may proceed. If the soil and/or groundwater are contaminated, a hazardous waste remediation plan that complies with all federal, state, and local laws shall be developed, and it shall be implemented throughout the remainder of construction. Construction plans shall be modified or postponed to ensure construction would not inhibit remediation activities and would not expose the public or construction workers to hazardous conditions.

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

*Enforcement/Monitoring:* City of Elk Grove Development Services

**MM 3.7.3** The construction contractor shall designate staging areas where fueling and oil-changing activities are permitted. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities and schools. Staging areas shall not be located near any stream channels or wetlands. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP), which shall be reviewed and approved by the City of Elk Grove Stormwater Management Department as part of the NPDES permit process.

### 3.0 INITIAL STUDY CHECKLIST

*Timing/Implementation:* During project design and construction.

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

Implementation of the above mitigation measures would reduce potential impacts from transite pipe and contaminated soil or groundwater to less than significant level, and would confine fueling and oil-changing activities to specific areas that would avoid potential entry of spills into local water systems. With these measures, and compliance with other applicable hazardous material regulations, potential impacts are reduced to **less than significant**.

#### PROJECT OPERATION

##### Aboveground Fuel Tanks

**Less Than Significant.** Two (2) 12,000-gallon aboveground fuel tanks would be placed at the project site to provide fuel for police vehicles. The Safety Element of the Elk Grove General Plan (**SA-8**), states general safety policies must be implemented when dealing with the storage of hazardous materials. The fuel tanks would require secondary containment and periodic examination as is required for all storage of hazardous and toxic materials, consistent with state and federal laws. In addition, the fuel tanks would have equipment intended to prevent accidental fuel spills during use (i.e., automatic shutoff valves etc.) as required for all aboveground fuel storage tanks located in Sacramento County.

The incorporation of containment structures and spill prevention equipment, as required by City policies, would reduce the environmental hazards associated with the operation and maintenance of aboveground fuel tanks at the project site. Compliance with this policy and with other applicable hazardous material regulations, potential impacts from aboveground fuel tank operation are considered **less than significant**.

##### Suburban Propane Facility

**Less Than Significant.** The proposed project site is approximately 0.5 miles north of the Suburban Propane facility. The City of Elk Grove General Plan Safety Element 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 proposes of implementing Policy SA-2, the City considers an event to be “reasonably foreseeable” when the probability of the event occurring is:

Land Use	Probability of Occurrence Per Year
“Agriculture, Light Industrial, and Industrial” uses involving continuous access and the presence of limited number of people but easy evacuation, e.g., open spaces, warehouses, manufacturing plants, etc.	Between 100 in one million and 10 in one million ( $10^{-4}$ to $10^{-5}$ )

The potential hazardous physical effects of an event need not be considered if the occurrence of an event is not “reasonably foreseeable.

Table 4.4-4 of the City of Elk Grove General Plan Environmental Impact Report, 2003 summarizes the probability of various hazardous events occurring during a given year, and identifies the extent of a hazard's impact area, as judged distance from the Suburban Propane site. For hazards that could impact areas at 0.5 miles from the Suburban Propane

site, none were found to have a probability of occurrence that would be greater than the thresholds established by SA-2 for Light Industrial land uses. Therefore, the potential impacts to the proposed project from a hazardous event at Suburban Propane are less than significant.

Additionally, the future use of the parcel as a vehicle parking lot and auxiliary building correspond to the allowed or conditionally allowed industrial uses in the City of Elk Grove Zoning Code. Light Industrial uses are considered an acceptable land use in this area and they would not exceed the risk level imposed by the General Plan. Therefore, potential hazards from the site's proximity to the Suburban Propane facility would be considered less than significant.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** There are presently no elementary, middle, or high schools within one-quarter (0.25) mile of the project area. There is one elementary school located on Tralee Way, approximately 0.80 miles from the project area. Since the school site is located more than one-quarter (0.25) mile away from the border of the project area, no impact is expected concerning hazardous emissions, materials, substances, or waste near a school.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** Under contract with the City of Elk Grove, Kleinfelder completed a hazardous materials list database search on June 30, 2004. The search found no hazardous materials sites within the project area.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**Less than Significant.** The nearest airport/airstrip is the Sunset Sky ranch/Elk Grove Airport, located at 9925 Grant Line Road, approximately 2.0 miles from the project site. The project site is not located within the Comprehensive Land Use Planning Area (CLUP) of this facility, according to the City of Elk Grove General Plan.

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport.

The mission of the Federal Aviation Administration (FAA) organization is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment. Federal Regulation 49 CFR Part 77 establishes standards and notification requirements for objects affecting navigable airspace. The FAR Part 77 notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace. The regulations identify three-dimensional imaginary surfaces on and around airports through which no

### 3.0 INITIAL STUDY CHECKLIST

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object should penetrate. All development projects are subject to review associated with Part 77, if obstruction into the navigable airspace is anticipated.

The proposed project would not include any structures or equipment anticipated to penetrate the navigable airspace of the Sunset Sky ranch/Elk Grove Airport, nor would it interfere with the CLUP regulations for this facility; therefore, the impacts are considered to be less than significant.

- 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?*

**Less than Significant.** See discussion under e) above. The Sunset Sky ranch/Elk Grove Airport is approximately 2.0 miles east of the project site. 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, therefore, this impact is considered less than significant.

- g) *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

**Less than Significant.** 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; therefore, no impact is anticipated.

Additionally, emergency vehicle access could potentially be affected by construction activities associated with the project. Please see Section 3.15 Traffic and Circulation for an analysis of the project's potential impacts associated with emergency vehicle access.

- h) *Would the project 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?*

**No Impact.** The project site is located in industrialized/agricultural areas of the City and is surrounded by industrial, residential, agricultural, commercial and other developed land uses. As such, the site is not adjacent 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, no impacts are anticipated.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.8</b>	<b>HYDROLOGY AND WATER QUALITY</b>	Would the project:			
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a 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"/>

**ENVIRONMENTAL SETTING**

The project area is within the jurisdictional boundaries of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Specifically, the RWQCB identifies potential water quality concerns, confirms and

### 3.0 INITIAL STUDY CHECKLIST

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characterizes water quality problems through assessments, remedies problems through imposing or enforcing appropriate measures, and monitors problem areas to assess effectiveness of remedial measures.

#### DISCUSSION OF IMPACTS

- a) *Would the project violate any water quality standards or waste discharge requirements?*

**Less than Significant.** The proposed project would construct approximately 3 acres of parking lot and an auxiliary building (approximately 10,000 sq. ft.) upon a vacant parcel. This would increase the amount of impervious surfaces in the area resulting in increased volumes of runoff. Permeability of the soil onsite (i.e., San Joaquin-Galt complex) is slow and the depth to groundwater is approximately 85-ft. below ground surface. While the project would increase the amount of impervious surfaces in the area, no uses are associated with the project that would substantially contribute to increases in surface runoff or degradation of water quality. During construction and operation, the project would be required to meet all applicable water quality standards or waste discharge requirements, thereby avoiding violation of water quality standards or requirements. Therefore, this impact is considered less than significant.

- b) *Would the project 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)?*

**No Impact.** The impact of the proposed parking facility should be minimal in terms of adverse effects on groundwater resources. The project does not contain elements that either add to or draw from groundwater.

- c) *Would the project 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?*

**Less than Significant.** The drainage for the project area would be collected in existing drainage inlets and conveyed in existing storm drain infrastructure in the direction of historic drainage. An addition of a parking lot would not substantially alter the existing drainage pattern of the project area, nor significantly increase the rate or amount of surface runoff. Therefore, the project would result in a less than significant impact to the course, direction or volume of surface water flows.

- d) *Would the project 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 that would result in flooding on- or off-site?*

**Less than Significant.** Refer to discussion c), above.

- e) *Would the project 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?*

**Less than Significant.** The project would cause a slight increase in the quantity of runoff generated in a storm event through the increase in impervious area associated with the pavement surface. The quantity of additional run-off generated from the project would not be substantial, and flows from the additional pavement would be contained within storm drains sized and constructed in accordance with Sacramento County and City of Elk Grove standards.

The operation of the proposed project would include use of the parking lot by motor vehicles. These uses may result in the deposit of various materials on the pavement that constitute urban pollution. These materials include engine oil and other automobile wastes (e.g., antifreeze, transmission fluid, rubber, etc.) that can be transported in surface water runoff during storm events. These additional sources of polluted runoff, however, would be minimal, since the number of vehicles would be limited to police vehicles (approximately 160). Based on the foregoing information, this is considered a less than significant impact.

- f) *Would the project otherwise substantially degrade water quality?*

**Less than Significant.** As discussed in the impact discussions above, the project would accumulate small quantities of heavy metals, oil and grease, as well as an increase in other chemicals used by motor vehicles that may be released during first rains. Compared with existing conditions, the amount of runoff generated by the project is minimal. In addition, the low permeability of onsite soils would lessen any impacts to water quality. Therefore, impacts related to water quality are considered to be less than significant.

- g) *Would the project 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?*

**No Impact.** No housing structures are planned as part of this project. Therefore there would be no impact.

- h) *Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

**No Impact.** The project area is not within an identified FEMA 100-year flood zone. The parking facility would not impede or redirect any flood flows, and would have no impact on any flood flows.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

**No Impact.** The project would not be subject to natural flooding or flooding due to the failure of a levee or dam. Additionally, the proposed drainage design would be in compliance with all applicable city, County, and federal Standards to reduce the risk of people and structures to flood hazards. Therefore, no impact to floods or flooding is expected from this project.

- j) *Would the project be subject to inundation by seiche, tsunami or mudflow?*

**No Impact.** The project is not located near any ocean coast or seiche hazard areas and would not involve the development of residential or other sensitive land uses. Therefore, the project would not expose people to potential impacts involving seiche or tsunami. No

### 3.0 INITIAL STUDY CHECKLIST

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potential for mudflows is anticipated. Therefore, there is no impact associated with the proposed project.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.9</b>	<b>LAND USE AND PLANNING</b>	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"/>

**ENVIRONMENTAL SETTING**

The project area consists of a parking facility and auxiliary building at the corner of Union Park Way and Iron Rock Way. Within the project area, the existing land uses include industrial and commercial. Currently, the project area is zoned as light industrial (M-1).

**DISCUSSION OF IMPACTS**

a) *Would the project physically divide an established community?*

**No Impact.** The Elk Grove Police Vehicle Storage Facility would not physically divide an established community. The proposed project consists of grading and paving in order to build a parking lot and auxiliary building. The project would not install any additional barriers to movement between various segments of the established community. Therefore, the project would have no impact on any established communities.

b) *Would the project 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?*

**No Impact.** The City of Elk Grove General Plan Policy outlines several guiding goals and policies that serve to avoid or mitigate environmental effects of projects within the City. The proposed project would comply with all General Plan policies, as they relate to Public Works projects. The project would be consistent with the City of Elk Grove's General Plan, Zoning Code, and Circulation Plan. Therefore, no significant impact is expected from the project.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** No habitat conservation plans or natural community conservation plans are in place now or applicable to the project area. The project would have no impact with regard to these types of plans.

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.10</b>	<b>MINERAL RESOURCES</b> 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"/>

#### ENVIRONMENTAL SETTING

No mineral extraction activities occur in the vicinity of the project site. Neither Iron Rock Way, Union Park Way, nor other roadways in the vicinity of the project serve as routes for traffic involved in mineral extraction activities.

#### DISCUSSION OF IMPACTS

- a) *Would the project 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?*

**No Impact.** The proposed project would not use or extract any mineral or energy resources and would not restrict access to known mineral resource areas. The proposed alterations would not conflict with energy conservation plans, use non-renewable resources in a wasteful manner or result in the loss of availability of a known mineral resource. The project is not located in an Aggregate Resource Area as identified by the City Land Use Diagram, nor is any important mineral resource known to be located on the project site. Therefore, there would be no impact created from the implementation of the proposed project.

- b) *Would the project 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?*

**No Impact.** See response to a), above. The project would have no impact on mineral resources.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.11</b>	<b>NOISE</b> 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 of 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 area or, where such a plan has not been adopted, within two miles of a public airport or a 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project site is located at the corner of two minor roadways within the City of Elk Grove – Iron Rock Way and Union Park Way. Of the existing noise sources in the area, the most prominent is machinery noise from nearby construction and industrial uses and traffic from SR 99. Some land uses are considered more sensitive to intrusive noise than others, due to the type of activities typically involved at the receptor location. Specifically, residences, schools, libraries, religious institutions, parks, hospitals, and nursing homes are generally more sensitive to noise than commercial and industrial land uses. The closest sensitive receptor is a residential development located approximately 0.25 mi. to the north of the project site. The distance of the residential development and the presence of a sound wall located immediately adjacent to the residences would substantially lessen any noise impacts from project site land uses.

**CONSTRUCTION NOISE**

Use of construction equipment during the development of the project could lead to a temporary increase in noise levels in the immediate project area. The operation of typical equipment for road construction projects can range in noise levels from 80 dBA to 87 dBA. Temporary noise impacts ranging from 75 dBA to 85 dBA could result from construction at surrounding land uses. The impacts from construction noise would be temporary. Further, the City of Elk Grove General Plan (**NO-3**) restricts construction to between 7 a.m. and 7 p.m.

### 3.0 INITIAL STUDY CHECKLIST

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#### DISCUSSION OF IMPACTS

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

**Less than Significant.** Construction activities could increase noise levels temporarily in the vicinity of the project. Construction of the proposed project could expose nearby commercial development to elevated noise levels during construction. Maximum noise level (db at 50 feet) for typical construction equipment ranges from 85 dB for a backhoe and pneumatic tools to 87 dB for bulldozers, and 88 dB for heavy trucks. The actual noise levels at any particular location would depend on a variety of factors, including the type of construction equipment or activity involved, distance to the source of the noise, obstacles to noise that exist between the receptor and the source, time of day, and similar factors. The project site is located in a primarily industrial area. The closest sensitive uses are a residential development located approximately 0.25 mi. to the north. The distance of the residential development and the presence of a sound wall located immediately adjacent to the residences would substantially lessen any noise impacts from construction. In addition, noise increases due to construction would be temporary, intermittent, and limited to daytime hours. The project site would be subjected to only temporary noise levels during the construction period. Finally, the City of Elk Grove General Plan Noise Element Policy limits construction hours near residential uses to between 7:00 A.M. and 7:00 P.M. (General Plan Noise Action NO-3-Action 1), which would insure less than significant noise impacts to nearby residents from the construction of the proposed project.

Additionally, the project does not include any significant noise generating uses that would affect sensitive receptors outside of the project area. It is anticipated the minimal traffic would be generated from operation of the facility (see Section 3.15 Transportation/Traffic for a discussion of anticipated increases in traffic resulting from the project), and that no perceptible increases in noise would result from traffic that would result from project operation. Also, no significant noise-generating activities would take place in the auxiliary building that would be constructed as part of the project. Therefore, impacts from noise due to project construction and operation would be less than significant.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less than Significant.** Potential groundborne vibration or groundborne noise levels would most likely occur as part of construction activities associated with the project. These construction activities would be temporary in nature, and City of Elk Grove Noise Action NO-3-Action 1 would ensure less than significant impacts from construction-associated groundborne vibration and groundborne noise levels.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less than Significant.** The site is currently vacant. Following construction, noise levels on the project site would increase in association with the proposed parking lot and auxiliary building. Noise generated would be typical of such uses and include traffic noise, car doors, and talking in outdoor pedestrian areas. While ambient noise levels would increase as a result of the project, as compared to the current vacant condition of the site, the proposed uses are not anticipated to exceed any applicable noise standards and no sensitive uses (i.e. residential areas) would be affected.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less than Significant.** Refer to a) above. Noise generated from construction vehicles and activities would result in periodic increases in ambient noise levels in the vicinity of the construction site. However these increases would be temporary, intermittent, and limited to daytime hours. City of Elk Grove Noise Action NO-3-Action 1 would insure less than significant impacts from temporary construction noise.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The nearest airport/airstrip is the Sunset Sky Ranch/Elk Grove Airport, located at 9925 Grant Line Road, approximately 2.0 miles from the project site. Since, the project is limited to construction of a parking lot and auxiliary building, it would have no impacts associated with public airports.

- f) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** Refer to e) above for discussion of this potential impact.

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.12</b>	<b>POPULATION AND HOUSING</b>	Would the project:			
a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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"/>

### ENVIRONMENTAL SETTING

The proposed project area is currently zoned as light industrial. The surrounding areas are zoned commercial office and heavy industrial. The closest residential development is approximately 0.25 miles away to the north of the project area.

### DISCUSSION OF IMPACTS

- a) *Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

**No Impact.** The proposed project is a parking facility for the City of Elk Grove Police that is intended to serve a working population already present in Elk Grove. Therefore, the proposed project would not contribute to population growth in the area. The parking facility would not displace housing, or conflict with any general plans or adopted policies. The project is expected to have a no impact on growth in the area.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** No structures or residential houses would be taken as part of the proposed project, and the project would have no impact on existing housing.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** As discussed in b) above, the project would not involve the removal or relocation of any housing, and would, therefore, not displace any people or necessitate the construction of any replacement housing.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.13 PUBLIC SERVICES</b> 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 following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The proposed project would construct a parking facility and auxiliary building immediately adjacent to the City of Elk Grove corporation yard. The City receives general public safety and law enforcement services for the project area from the City of Elk Grove Police Department. The Elk Grove Fire Department provides fire protection services, emergency services, and hazardous materials response to the project area. The Elk Grove Unified School District provides educational services to the project area. Additionally, the City provides maintenance of public facilities, including the project area roadways.

**DISCUSSION OF IMPACTS**

*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 following public services:*

a) *Fire protection?*

**Less than Significant.** The project would provide for a parking lot and auxiliary building to park and service police department vehicles. The increase in need for fire protection services for this type of facility would be minimal, and would not result in unacceptable fire protection service ratios or response times, nor would the project result in the need for additional fire protection staff or facilities to service the project or maintain adequate fire protection services in the area. Therefore, the project would have a less than significant impact on these services.

b) *Police protection?*

**Less than Significant.** The proposed project represents an improved parking facility for the police and does not include a residential or commercial component that would increase human presence in the area. As such, the project would not directly result in an increased demand for police protection service. Therefore, the project would have a less than significant impact on these services.

### 3.0 INITIAL STUDY CHECKLIST

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c) *Schools?*

**No Impact.** The project site is located within the Elk Grove Unified School District. The addition of a police parking facility does not include a residential component that would increase the human population, thus resulting in an increased demand for schools. Therefore, the project would have no impact on these services.

d) *Parks?*

**No Impact.** The project site is located within the Elk Grove Community Services District Department of Parks and Recreation service area. The addition of a police parking facility does not include a residential or commercial component that would increase the human population, thus resulting in an increased demand for parks. Therefore, the project would have no impact on these services.

e) *Other public facilities?*

**Less than Significant.** The proposed project would not require additional public services other than maintenance of the parking lot and an auxiliary building. Maintenance of the proposed project would be the responsibility of the City of Elk Grove Public Works Department. The proposed improvements are not anticipated to require a significant additional level of effort for maintenance personnel. Therefore, the proposed project would have a less than significant impact on public facility maintenance.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.14</b>	<b>RECREATION</b>				
a)	Would the project 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"/>

**ENVIRONMENTAL SETTING**

No recreational facilities have been identified within 0.5 mile of the project area and there are no known plans to develop new recreational facilities. The City of Elk Grove General Plan contains goals and policies established to conserve existing national, state, and regional recreation areas, as well as encouragement for the development of additional recreational opportunities to meet the City's needs.

**DISCUSSION OF IMPACTS**

a) *Would the project 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?*

**No Impact.** The proposed project would not create any new demand for any type of recreational facilities. Therefore, the project would have no impact on existing local recreational facilities.

b) *Does the project include recreational facilities, or require the construction or expansion of existing facilities, which might have an adverse physical effect on the environment?*

**No Impact.** The proposed project does not include construction of any recreational facilities and would not require the expansion of any existing recreational facilities. Therefore, the project would have no environmental impact resulting from construction of recreational facilities or from the expansion of existing recreational facilities.

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.15</b>	<b>TRANSPORTATION/TRAFFIC</b>	Would the project:			
a)	Cause an increase in traffic that 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 result 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 checked="" type="checkbox"/>	<input 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"/>

### ENVIRONMENTAL SETTING

The project area is currently a vacant lot, which draws minimal traffic to the area. The parcel is occasionally used by City staff for storage of City maintenance materials and equipment.

The roadways surrounding the project area service the industrial and commercial buildings that surround the project area. These roadways carry localized traffic that is traveling to or from the businesses and buildings in the area.

The Grant Line/SR 99 Interchange is located nearby the project site. The interchange was constructed in 1958 and contains an overpass to provide traffic access to, from, and across SR 99. As identified in the Grant Line Road/SR 99 Interchange Replacement Project Draft EIR, 2003, the interchange and surrounding intersections operate at inadequate levels of service. The interchange is scheduled to be replaced with a new, larger interchange that will provide adequate levels of service, beginning in the summer of 2006.

### DISCUSSION OF IMPACTS

- a) *Would the project cause an increase in traffic that 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)?

**Less than Significant.** The proposed project would not directly cause or result in a substantial increase in existing traffic trips on the roadways surrounding the project area. Although a slight increase in existing traffic trips will occur as police and their vehicles enter and exit the parking lot, it is not anticipated that this increase would be substantial or cause traffic congestion. Approximately 160 police vehicles would utilize the facility for parking, storage, and maintenance. Police officers would drive their personal vehicles to the facility and pick-up their vehicles at the start of each patrol shift, and would return the vehicles to the facility at the end of the shift and drive their personal vehicles home. The City of Elk Grove Police Department provides 24-hour police patrol services to the area, therefore shift changes would occur throughout the day and additional traffic created by the project would be disbursed throughout the day and would not result in a spike in traffic that would create or contribute to congestion in the area roadways.

Short-term construction activities may temporarily disrupt traffic through the area. The contractor would complete a Traffic Control Plan and submit it to the Public Works Department for approval. Because any potential traffic disruption resulting from the project would be construction-related and temporary in nature, and the implementation of a Traffic Control Plan would minimize disruption to traffic flows to the greatest extent possible, the overall impacts are considered less than significant.

- b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Less than Significant.** As stated above, the proposed project would result in minimal increases in traffic in the surrounding area, and is not anticipated to exceed either individually or cumulatively a level of service standard established by the county congestion management agency. Therefore, this impact is considered less than significant.

- c) *Would the project 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?*

**No Impact.** The proposed project would not result in a change in air traffic patterns or increase traffic levels that would result in a substantial safety risk. The project does not propose any structures that would impede a height limitation in close proximity to an airport. Therefore, no impacts on air traffic patterns would occur as a result of this project.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** The proposed project would construct a parking lot and auxiliary building on a currently vacant lot. No design features such as sharp curves, dangerous intersections, turning radius, banking, or line of sight are present within the existing project limits. The proposed project would not include any of the above non-standard design features. Therefore, no impacts are anticipated.

- e) *Would the project result in inadequate emergency access?*

**Less than Significant.** As part of the Traffic Control Plan submitted to the City from the contractor, the contractor would be required to submit an emergency access plan to

### 3.0 INITIAL STUDY CHECKLIST

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accommodate emergency traffic during the construction period, and this plan would be provided to emergency agencies (i.e., fire and police departments,) prior to the start of construction. Therefore, the proposed project would have a less than significant impact on emergency access.

- f) *Would the project result in inadequate parking capacity?*

**No Impact.** No land uses are proposed that would generate an increase in demand for public parking. Private vehicles that would be driven to the site by police staff would be parked on the project site, and would not affect parking availability in the surrounding area. Also, the proposed project would not cause the loss of on street parking spaces. Therefore, the proposed project would have no impact on parking capacity.

- g) *Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**No Impact.** The proposed project was developed based the City of Elk Grove General Plan, and is consistent with its goals and objectives. The project design does not conflict with adopted polices, plans or programs supporting alternative methods of transportation.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.16</b>	<b>UTILITIES AND SERVICE SYSTEMS</b> 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 that 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Utilities located in and surrounding the project area include water services provided by the Elk Grove Water Services District (EGWSD) and the Sacramento County Department of Water Resources (SCDWR), electricity provided by Sacramento Metropolitan Utilities District (SMUD), natural gas provided by Pacific Gas & Electric (PG&E), telephone services provided by Frontier Communications, and cable television provided by Comcast Cable. Solid waste services in the project area are provided by Central Valley Waste Services. The City of Elk Grove maintains storm drainage facilities associated with Bond Road and Grant Line Road.

**DISCUSSION OF IMPACTS**

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

### 3.0 INITIAL STUDY CHECKLIST

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**Less than Significant.** The project would have minimal need for wastewater services. The auxiliary building would provide restroom and perhaps small kitchen facilities to service those who utilize the facility, however, the additional demand required to service the restrooms and kitchen facilities would be minimal, and would not result in the need for significant additional wastewater treatment, nor would it result in a violation of wastewater treatment requirements.

- 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?*

**Less than Significant.** Refer to response to a) above. The project would have a less than significant impact on water or wastewater treatment facilities.

- 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?*

**Less than Significant.** The proposed project would tie-in to existing underground stormwater facilities, which are capable of adequately conveying existing and future storm flows in the area, and would not require the construction of additional facilities or expansion of existing facilities. The drainage patterns of the storm water drains would not be altered. The project's impacts to drainage facilities would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less than Significant.** The project would not require substantial amounts of water to service the restrooms or kitchen facilities included in the auxiliary building. The Elk Grove General Plan EIR included an analysis of General Plan future water demands. Water demand of proposed land uses under the proposed General Plan and existing and projected water use conditions in Sacramento County are anticipated to result in groundwater elevation declines for approximately 20 years due to groundwater pumping exceeding the level of groundwater recharge. Currently Elk Grove Water Works has sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, impacts to water supply are considered less than significant.

- e) *Result in a determination by the wastewater treatment provider that 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?*

**Less than Significant.** As stated above, the project would not create substantial demand for additional wastewater treatment to service the project. The project's demand would be slight and not trigger the need for new wastewater treatment facilities. Currently there are sufficient wastewater treatment facilities and infrastructure available to serve the. Infrastructure (i.e., a septic sewer line) would be extended to the site from existing lines. Extensions would occur within the project site and would not result in any significant environmental effects. Therefore, impacts to wastewater treatment would be less than significant.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less than Significant.** The project would generate minor amounts of solid waste during construction and would contribute incrementally to the loss of landfill capacity in the County. Solid waste from the project site would be disposed of at the Kiefer Landfill. The Kiefer Landfill has sufficient disposal capacity to handle the current and estimated waste stream until at least year 2022 (approximately 18 years of capacity) for the land uses associated with the General Plan. The City may obtain service from landfill facilities outside the County to fulfill its solid waste disposal needs. Recycling efforts will also help in prolonging the disposal capacity. The County operates a solid waste management system that has been effective in reducing the amount of solid waste almost 50 percent. The project would comply with federal, state and local statutes and regulations related to solid waste. Therefore, the project's contribution to the waste stream would be less than significant.

- g) *Comply with federal, state and local statutes and regulations related to solid waste?*

**No Impact.** The proposed project would conform to all applicable state and federal solid waste regulations, therefore, there would be no impact.

### 3.0 INITIAL STUDY CHECKLIST

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.17</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>	Would the project:			
a)	Does the project 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Does the project 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)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION OF IMPACTS

- a) *Does the project 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?*

**Potentially Significant Unless Mitigation is Incorporated.** The proposed project is within a primarily urban or ruderal grassland landscape area and its habitat has a low potential for special status species, with the exception of burrowing owl and Swainson's hawk foraging habitat. Vegetation occurring within the project area is described as primarily urban or ruderal grassland. Urban landscapes provide habitat for common native and non-native wildlife. Mitigation measures **MM 3.4.1** through **MM 3.4.4**, have been identified to ensure **less than significant** impacts to burrowing owl and Swainson's hawk prior to or during construction. The urban and ruderal grassland landscape is highly disturbed and regionally widespread and common wildlife species utilizing these habitats would likely be displaced to adjacent offsite habitats and therefore not adversely affected by the proposed project.

- b) *Does the project 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.*

**Less than Significant.** CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. As stated in the question above, the assessment of the significance of the cumulative effects of a project must be conducted in connection with the effects of past projects, other current projects, and probable future projects.

Overall, the project would make no significant contribution to cumulatively adverse impacts associated with existing or proposed development projects in the City of Elk Grove area. Construction of the proposed project along with other construction within the City and County would impact air, noise, and water quality, but proposed project's contribution would be negligible; therefore, cumulative impacts of the project are considered **less than significant**.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

**Potentially Significant Unless Mitigation is Incorporated.** Construction activities could pose threats to area residents and construction contractors by the use of fuels and chemicals associated with fueling construction equipment and other construction activities, and through the disturbance of potential hazardous materials (transite and potentially contaminated soil or water) during construction. See Section 3.7 for discussion of potential hazards. Mitigation measure **MM 3.7.1** through **MM 3.7.3** would reduce the impacts related to hazardous materials to **less than significant**.

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## 4.0 LIST OF MITIGATION MEASURES

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### 4.1 SUMMARY OF MITIGATION MEASURES

#### BIOLOGICAL RESOURCES (SECTION 3.4)

**MM 3.4.1** In order to mitigate for the loss of Swainson's hawk foraging habitat, the City shall implement one of the following City of Elk Grove's approved mitigation alternatives described below:

Prior to any site disturbance, such as clearing or grubbing, the City shall:

- 1) Preserve 1.0 acres of similar habitat for each acre lost. The is land shall be protected through a fee title or conservation easement acceptable to the CDFG and the City of Elk Grove as set for in Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect, or
- 2) Submit payment of Swainson's hawk impact mitigation fee per acre of habitat impacted (at a 1:1 ratio) to the City of Elk Grove in the amount set forth in Chapter 16.130 of the City of Elk Grove Cost as such may be amended from time to time and to the extent that said chapter remains in effect.

**MM 3.4.2** The City shall retain a qualified biologist to complete mitigation established by the CDFG to avoid and minimize impacts to burrowing owls at the project site. The biologist shall complete "passive relocation" of the owls utilizing one-way doors. Owls shall be excluded from burrows in the immediate impact zone and within a 50-meter (approx. 160 feet) buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to insure owl have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation.

**MM 3.4.3** One week prior to the start of ground disturbing activities within the project area, a qualified biologist shall survey the project site and surrounding areas (up to 160 feet outside the project area) for the presence of burrowing owls. A second pre-construction survey shall occur one-day prior to ground disturbing activities. If ground-disturbing activities are delayed or suspended for more than one week after the preconstruction survey, the site should be resurveyed. If no burrowing owls are detected during the preconstruction surveys, no further action is necessary and construction may proceed.

**MM 3.4.4** If burrowing owls are detected during preconstruction surveys, occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

## 4.0 LIST OF MITIGATION MEASURES

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### HAZARDS AND HAZARDOUS MATERIALS (SECTION 3.7)

- MM 3.7.1** If buried pipe is encountered during excavation or other construction activities, the pipe shall be evaluated to determine if it contains transite and to determine appropriate remediation. In the event that the pipe does not contain transite, the construction may proceed. If the pipe is found to contain transite at levels that may pose a health or safety hazard, a hazardous waste remediation plan that complies with all federal, state, and local laws shall be developed, and it shall be implemented throughout the remainder of construction. Construction plans shall be modified or postponed to ensure construction would not inhibit remediation activities and would not expose the public or construction workers to hazardous conditions.
- MM 3.7.2** If potentially contaminated soil and/or groundwater are encountered during excavation or other construction activities (as indicated by sheen, discoloration, odors, etc.), a Phase II Hazardous Waste Investigation shall be completed to determine the extent of the contamination and remediation. In the event that the soil and/or groundwater are not contaminated, the construction may proceed. If the soil and/or groundwater are contaminated, a hazardous waste remediation plan that complies with all federal, state, and local laws shall be developed, and it shall be implemented throughout the remainder of construction. Construction plans shall be modified or postponed to ensure construction would not inhibit remediation activities and would not expose the public or construction workers to hazardous conditions.
- MM 3.7.3** The construction contractor shall designate staging areas where fueling and oil-changing activities are permitted. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities and schools. Staging areas shall not be located near any stream channels or wetlands. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP), which shall be reviewed and approved by the City of Elk Grove Stormwater Management Department as part of the NPDES permit process.

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## 5.0 LIST OF PREPARERS

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5.1 LIST OF PREPARERS

CITY OF ELK GROVE DEVELOPMENT SERVICES, PUBLIC WORKS DEPARTMENT

Michael Kashiwagi, P.E.	Manager of Engineering and Building
Bob Lee, P.E., T.E.	City Engineer
Fritz Buchman	CIP Manager
Randall Provencio	Project Manger

CITY OF ELK GROVE DEVELOPMENT SERVICES, PLANNING DEPARTMENT

Taro (Lautaro) Echiburu	Environmental Manager
Richard Galvin	Senior Environmental Planner
Melissa D. Logue	Environmental Planner
Patricia Medina	Environmental Planner
Tina Pitsenberger	Environmental Planner/Cultural Resources Specialist

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## 6.0 REFERENCES

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APPENDIX A:  
URBEMIS AIR QUALITY EMISSIONS MODEL  
RESULTS

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URBEMIS 2002 For Windows 8.7.0

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Project Name: EG Police Yard  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

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TOTALS (lbs/day, unmitigated)	88.37	10.23	4.08	0.18	2.76	0.26	2.50

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.27	0.07	0.84	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.35	0.19	2.86	0.00	0.28

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

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CONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	88.37	10.23	4.08	0.18	2.76	0.26	2.50

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.27	0.07	0.84	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.35	0.19	2.86	0.00	0.28

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.62	0.26	3.69	0.00	0.29