

## 2.0 EXECUTIVE SUMMARY

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### **PURPOSE**

*It is the intent of the Executive Summary to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the CEQA Guidelines requires that the summary identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This section focuses on the major areas of the proposed project that are important to decision-makers and utilizes non-technical language to promote understanding.*

### **SITE LOCATION AND DESCRIPTION**

The project site is located in the central and southern portion of Sacramento County, within the city limits of the newly incorporated City of Elk Grove, California. The City of Elk Grove is approximately 14 miles southeast of downtown Sacramento, and approximately 12 miles north of the Sacramento-San Joaquin County boundary.

The project site is triangular in shape and encompasses approximately 294.8 acres on four individual parcels. The Assessor's Parcel Numbers (APNs) for the four parcels are 132-0152-002, 134-0600-019, 134-0220-068 and -069, respectively. The project site is relatively flat; most parcels are currently in agricultural production. Crops planted on the site include oats, barley, hay, and wheat. Currently, four residences, two mobile homes, a bunkhouse, a barn, and eight support buildings occupy portions of the site. There are a few small agricultural drainage ditches on the site that vary between two and three feet in width. These ditches drain into a larger ditch that roughly bisects the site from east to west and is approximately 20 feet in width. Several dirt roads also cross the site, as well as a small paved landing strip, which runs parallel to West Stockton Boulevard.

### **PROJECT DESCRIPTION**

The proposed project, referred to as the Lent Ranch Marketplace, involves the development of six individual land use districts consisting of a regional shopping mall, community commercial, neighborhood commercial, office and entertainment, visitor commercial and multi-family residential uses within the approximately 294.8-acre site. Each district would be distinct due to land orientation, site location, the specific tenant(s), and architectural character. The commercial component of the

project would contain 3,091,000 square feet of space at project buildout. The project would also include 280 residential units.

## **Relationship of the Project to the Region**

The City of Elk Grove General Plan designates land generally surrounding the project site for urban use. A number of approved and proposed development projects are located within the immediate area, including the Laguna Ridge Specific Plan, East Franklin Specific Plan, and East Elk Grove Specific Plan. Consequently, the project region is anticipated to undergo sustained growth through the year 2020. The 1999 Metropolitan Transportation Plan (MTP) prepared by the Sacramento County Association of Governments (SACOG) predicts that the Franklin/Laguna communities alone will experience a population increase of 79,019 persons by the year 2022.

This growth presents an opportunity to provide retail services to the City of Elk Grove and surrounding community. The proposed project has been designed with the intent to provide a regional commercial center that can attract fashion department stores and specialty uses that are not currently represented in the market area.

## **TOPICS OF KNOWN CONCERN**

To determine which environmental topics should be addressed in this EIR, the City of Elk Grove prepared an Initial Study, and circulated it along with a Notice of Preparation (NOP) in order to receive input from interested public agencies and private parties. Copies of these planning documents, as well as copies of all written responses to the NOP, are presented in **Appendix 1.0** of this EIR. Based on both the Initial Study and the NOP comment period, this EIR addresses the following topics in depth:

- Agricultural Resources
- Transportation and Circulation
- Air Quality
- Noise
- Hazards
- Public Services and Utilities
- Hydrology and Water Quality
- Biological Resources
- Geology and Geotechnical Hazards
- Cultural Resources
- Visual Quality
- Land Use/Population, Employment and Housing
- Economic and Social Effects
- Growth Inducement

Based on both the Initial Study and the NOP, the following topics were found to result in either no significant impact or less-than-significant impacts and are, therefore, not discussed in detail in this EIR:

- Mineral Resources

## **IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE SIGNIFICANT IMPACTS**

Pursuant to the findings of the Initial Study, this EIR assesses each potentially significant impact to the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential impacts, refer to **Section 4.0, Existing Conditions, Project Impacts, and Mitigation Measures**, of this EIR.

In accordance with the *CEQA Guidelines*, summaries of the project's impacts are provided in **Table 2.0-1**, below. Also provided in **Table 2.0-1** are mitigation measures that are recommended to bring, wherever feasible, project impacts to within identified thresholds of significance. Finally, the table indicates whether or not implementation of the recommended mitigation measures can reduce the level of impact to less than significant.

## **ALTERNATIVES**

In response to the significant impacts created by the project, five on-site alternatives and one off-site alternative to the project have been defined and analyzed:

- Alternative 1(a), No Project Alternative. This alternative is required by the *CEQA Guidelines*, and it discusses the existing conditions, without any development, as well as comparing the impacts which might occur if this particular project is not approved, but the site otherwise develops based on present plans and infrastructure constraints, with those that would be generated by the project as proposed.
- Alternative 1(b), Planning and Zoning Code Alternative. This alternative would involve the development of the site consistent with the existing zoning of AG-80 – 80 acre minimum lot size. Development of the site consistent with zoning would allow for the construction of 4 single-family dwelling units on 295 acres.
- Alternative 2, Modified Mixed Use Alternative A. This alternative would result in the development of 1,235 single family residences, 400 multi-family residences, and 163,350 square feet of commercial uses.

- Alternative 3, Modified Mixed Use Alternative B. This alternative would result in the development of 575 single family residences, 400 multi-family residences, and 1,300,000 square feet of regional commercial, and 232,224 square feet of commercial uses.
- Alternative 4, Reduced Density. This alternative would result in the development of 280 multi-family residences, 910,000 square feet of regional shopping mall, 820,000 square feet of community/neighborhood commercial, 222,600 square feet of office and entertainment, 210,700 square feet of visitor commercial, and 84.4 acres of agriculture.
- Alternative 5, Off-site Alternative. This alternative examines one alternative location that fronts SR-99 near the intersection of West Stockton Boulevard and Poppy Ridge Road, and is located within the City of Elk Grove.

Other alternatives examined in the EIR but dismissed from further consideration included a theoretical air quality alternative, as well as other offsite alternatives. The reader is referred to **Section 6.0, Alternatives**, for a further discussion of the alternatives analysis.

## **ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY**

Several comments were received in response to the Notice of Preparation (NOP)/Initial Study (IS). While not a requirement of the *CEQA Guidelines*, copies of the comments are presented in EIR **Appendix 1.0**. The primary areas of controversy raised in the response to comments on the NOP/IS included increased development and growth inducement; the loss of agricultural land and biological resources; increased traffic; the consequence of economic and social changes resulting from the project; the project's overall consistency with general plan policies; and human safety issues associated with the Suburban Propane facility.

Table 2.0-1  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>AGRICULTURAL RESOURCES</b>			
<i>Project</i>			
Impact 4.1-1 Implementation of the project would result in the conversion of approximately 285 acres of Farmland of Statewide Importance for the development of the project and 8 acres for the proposed off-site detention basin.	Significant	There is no feasible mitigation for this impact on a project or cumulative basis.	Unavoidable Significant
Impact 4.1-2 Implementation of the project would place urban land use within a primarily agricultural area, which may impair agricultural production and result in land use compatibility conflicts.	Significant	While land use conflicts between the project and agricultural uses can be minimized by existing standards and policies, impacts associated with the viable use of surrounding agricultural land is considered to be significant and unavoidable.	Unavoidable Significant
<i>Cumulative</i>			
Impact 4.1-3 Cumulative projects could result in impairment to agricultural productivity and land use compatibility impacts.	Significant	While land use conflicts between the project and agricultural uses can be minimized by existing standards and policies, impacts associated with the viable use of surrounding agricultural land is considered to be significant and unavoidable.	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
AGRICULTURAL RESOURCES (continued)			
<p>Impact 4.1-4 The project would convert approximately 293 acres of Farmland of Statewide Importance to urban uses. Overall, the impact to agricultural land has already been envisioned and recognized by the County through the adoption of a Statement of Overriding Condition. Although the cumulative impact to the overall loss of farmland has been addressed, recent County decisions indicate that impacts to Farmland of Statewide Importance shall be considered significant for individual projects. To the extent that other projects in the County would affect Farmland of Statewide Importance, the loss of such farmland from the Lent Ranch Marketplace project would contribute to a significant cumulative impact.</p>	Significant	There is no feasible mitigation for this impact on a project or cumulative basis.	Unavoidable Significant
TRANSPORTATION AND CIRCULATION			
<p><i>Project</i></p> <p>Impact 4.2-1 Elk Grove Boulevard between East Stockton Boulevard and Elk Grove – Florin Road is projected to be 36,900 vehicles per day (VPD) with the project, which exceeds the capacity of 36,000 VPD for four-lane roadways.</p>	Significant	<p>Widen the section of Elk Grove Boulevard between East Stockton Boulevard and Elk-Grove Florin Road from two lanes to three lanes in each direction. Based on City ADT guidelines, this improvement would provide sufficient capacity to accommodate the projected daily volume and would eliminate the operational and physical deficiencies.</p> <p>The widening this section of Elk Grove Boulevard would be infeasible due to right-of-way costs associated with acquisition of existing commercial developments on both sides of the roadway, and due to the location of Heritage Oaks along and adjacent to the roadway at the Elk Grove Boulevard/Elk Grove Florin intersection.</p>	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
Impact 4.2-2 West Stockton Boulevard between the project's main driveway and Kammerer Road is projected to be 39,800 VPD with the project, which exceeds the capacity of 11,000 VPD for rural two-lane roadways.	Significant	MM4.2-2 Widen the section of West Stockton Boulevard between the project's main driveway and Kammerer Road from one lane to three lanes in each direction.	Less than Significant
Impact 4.2-3 West Stockton Boulevard between Poppy Ridge Road and the project's main driveway is projected to be 24,500 VPD with the project, which exceeds the capacity of 11,000 VPD for rural two-lane roadways.	Significant	MM4.2-3 Widen the section of West Stockton Boulevard between Poppy Ridge Road and the project's main driveway from one lane to two lanes in each direction.	Less than Significant
Impact 4.2-4 West Stockton Boulevard between Elk Grove Boulevard and Poppy Ridge Road is projected to be 18,000 vehicles per day (VPD) with the project, which exceeds the capacity of 11,000 VPD for rural two-lane roadways.	Significant	MM4.2-4 Improve the existing substandard cross-section of West Stockton Boulevard between Elk Grove Boulevard and Poppy Ridge Road to a Class C Typical Street Section (minimum) with 12-foot travel lanes and six-foot usable shoulder.	Less than Significant
Impact 4.2-5 Implementation of the project would cause LOS F operations at the SR 99 Northbound Ramps/E. Stockton Boulevard intersection (at the SR 99/Grant Line Road interchange) during the p.m. peak hour.	Significant	MM4.2-5 Reconstruct the SR 99 Northbound Ramps/E. Stockton Boulevard intersection to intersect with Grant Line Road to form the northbound off-ramp. Signalize and provide the following lane configuration at the intersection: <ul style="list-style-type: none"> <li>• Two left- and right-turn lanes on the northbound off-ramp;</li> <li>• Two through lanes on the eastbound approach; and</li> <li>• Three through lanes lane on the westbound approach.</li> </ul>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-6 Implementation of the project would cause LOS F operations at the Grant Line Road/E. Stockton Boulevard intersection during the a.m. and p.m. peak hours.</p>	Significant	<p>MM4.2-6 The Grant Line Road/E. Stockton Boulevard intersection would be relocated 900 feet to the east to coincide with the existing Grant Line Road/Survey Road intersection. Signalize and provide the following lane configuration at the intersection:</p> <ul style="list-style-type: none"> <li>• One left turn lane, three through lanes and a separate right turn lane on the eastbound approach;</li> <li>• One left turn lane, two through lanes and a shared through/right-turn lane on the westbound approach; and</li> <li>• One left turn, one through and one right turn lane on the northbound and southbound approaches.</li> </ul>	Less than Significant
<p>Impact 4.2-7 Implementation of the project would cause LOS F operations at the SR 99 Southbound Ramps/W. Stockton Boulevard intersection (at the SR 99/Grant Line Road interchange) during the p.m. peak hour.</p>	Significant	<p>MM4.2-7 Reconstruct the SR 99 Southbound Ramps/W. Stockton Boulevard intersection to intersect with Grant Line Road. Signalize and provide the following lane configuration at the intersection:</p> <ul style="list-style-type: none"> <li>• One left-turn lane, one shared left/right-turn lane and one separate right turn lane on the southbound off-ramp;</li> <li>• Three through lanes on the eastbound approach; and</li> <li>• Two through lanes on the westbound approach.</li> </ul>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-8 Implementation of the project would cause LOS F operations at the Grant Line Road/W. Stockton Boulevard intersection during the a.m. and p.m. peak hours.</p>	Significant	<p>MM4.2-8 The Grant Line Road/W. Stockton Boulevard intersection is the main access to and from the proposed project site. This intersection would be relocated approximately 850 feet west of its current location to provide better spacing between the new SR 99 Southbound off-ramp intersection. Signalize and provide the following lane configurations at the intersection:</p> <ul style="list-style-type: none"> <li>• Three left-turn lanes, one through lane and one shared through/right-turn lane on the southbound approach;</li> <li>• One left turn lane, two through lanes and one shared through/right-turn lane on the eastbound approach;</li> <li>• One left turn lane, two through lanes one shared through/right-turn lane and a free right-turn lane on the westbound approach; and</li> <li>• One left turn, one through lane and one right-turn lane on the northbound approach.</li> </ul>	Less than Significant
<p>Impact 4.2-9 Implementation of the project would cause the LOS to change from LOS E to LOS F operations at the Elk Grove Boulevard/Elk Grove-Florin Road intersection during the p.m. peak hour.</p>	Significant	<p>Modify the Elk Grove Boulevard/Elk Grove-Florin Road intersection to provide a separate right-turn lane on the northbound and southbound approaches. This intersection would operate at LOS E in the p.m. peak hour with thesis improvements. This measure would eliminate the deficiency.</p> <p>The widening this section of Elk Grove Boulevard would be infeasible due to right-of-way costs associated with acquisition of existing commercial developments on both sides of the roadway, and due to the location of Heritage Oaks along and adjacent to the roadway at the Elk Grove Boulevard/Elk Grove Florin intersection.</p>	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
Impact 4.2-10 Implementation of the project traffic would cause LOS E operations on the southbound section of SR 99 north of the Elk Grove Boulevard interchange during the peak hour.	Significant	MM4.2-10 Construct an auxiliary southbound lane on SR 99 between Laguna Boulevard and Elk Grove Boulevard. The auxiliary lane would provide sufficient capacity to accommodate vehicles exiting at Elk Grove Boulevard, reducing the density of the through travel lanes.	Less than Significant
Impact 4.2-11 Implementation of the project would cause LOS E operation at the SR 99 southbound off-ramp junction with Grant Line Road in the p.m. peak hour.	Significant	MM4.2-11 Construct two lanes on the SR 99 southbound off-ramp to Grant Line Road. This would provide LOS C operations during the p.m. peak hour. This measure would eliminate the deficiency.	Less than Significant
<p><i>Year 2003</i></p> Impact 4.2-12 West Stockton Boulevard between the project's main driveway and Kammerer Road is projected to be 41,700 Vehicles Per Day with initial development of the Lent Ranch Marketplace, which exceeds the capacity of 11,000 VPD for rural two-lane roadways.	Significant	Implementation of mitigation measure MM4.2-2 would mitigate this impact to a less than significant level.	Less than Significant
Impact 4.2-13 Implementation of the project would cause LOS F operations at the SR 99 Northbound Ramps/E. Stockton Boulevard intersection (at the SR 99/Grant Line Road interchange) during the p.m. peak hour.	Significant	Implementation of mitigation measure MM4.2-5 would mitigate this impact to a less than significant level.	Less than Significant
Impact 4.2-14 Implementation of the project would cause LOS F operations at the Grant Line Road/E. Stockton Boulevard intersection during the a.m. and p.m. peak hours.	Significant	Implementation of mitigation measure MM4.2-6 would mitigate this impact to a less than significant level.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
Impact 4.2-15 Implementation of the project would cause LOS F operations at the SR 99 Southbound Ramps/W. Stockton Boulevard intersection (at the SR 99/Grant Line Road interchange) during the p.m. peak hour.	Significant	Implementation of mitigation measure MM4.2-7 would mitigate this impact to a less than significant level.	Less than Significant
Impact 4.2-16 Implementation of the project would cause LOS F operations at the Grant Line Road/W. Stockton Boulevard intersection during the a.m. and p.m. peak hour.	Significant	Implementation of mitigation measure MM4.2-8 would mitigate this impact to a less than significant level.	Less than Significant
Impact 4.2-17 Implementation of the project would cause the volume to capacity ratio to increase by more than 0.05 at the Elk Grove Boulevard/Elk Grove-Florin Road intersection during the p.m. peak hour, which would operate at LOS F in Year 2003.	Significant	Widening of Elk Grove Boulevard would mitigate this impact to a less than significant level. However, this mitigation measure would be infeasible due to right-of-way costs associated with acquisition of existing commercial developments on both sides of the roadway, and due to the location of Heritage Oaks along and adjacent to the roadway.	Unavoidable Significant
Impact 4.2-18 Implementation of the project would cause LOS E operations at the SR 99 Southbound off-ramp junction to West Stockton Boulevard at the SR 99/Grant Line Road interchange.	Significant	Implementation of mitigation measure MM4.2-11 would mitigate this impact to a less than significant level	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p><i>Cumulative</i></p> <p>Impact 4.2-19 Elk Grove Boulevard between E. Stockton Boulevard and Elk Grove-Florin Road is 36,100 vehicles per day (VPD) with the project, which exceeds the capacity of the existing four-lane roadway.</p>	Significant	<p>Widen the section of Elk Grove Boulevard between E. Stockton Boulevard and Elk Grove-Florin Road to six lanes. Based on Sacramento County guidelines, this improvement would provide sufficient capacity to accommodate the projected daily volume and would eliminate the operational and physical deficiencies.</p> <p>Field observations indicate that widening this section of Elk Grove Boulevard would be infeasible due to existing commercial developments on both sides of the roadway and Heritage Oaks located along and adjacent to the roadway at the Elk Grove Boulevard / Elk Grove Florin intersection.</p>	Unavoidable Significant
<p>Impact 4.2-20 Implementation of the project would add more than 5 seconds of delay to the intersection of Elk Grove Boulevard and SR 99 southbound ramps, which is projected to operate at LOS F in the p.m. peak hour.</p>	Significant	<p>The deficiencies identified in Impact 4.2-20 and 4.2-21 are due to the insufficient capacity of elements of the SR 99/Elk Grove Boulevard interchange under cumulative plus project conditions. Additional improvements to the interchange are considered economically infeasible due to right-of-way constraints.</p>	Unavoidable Significant
<p>Impact 4.2-21 Implementation of the project would add more than 5 seconds of delay to the intersection of Elk Grove Boulevard and East Stockton Boulevard, which is projected to operate at LOS F in the p.m. peak hour.</p>	Significant	<p>The deficiencies identified in Impact 4.2-20 and 4.2-21 are due to the insufficient capacity of elements of the SR 99/Elk Grove Boulevard interchange under cumulative plus project conditions. Additional improvements to the interchange are considered economically infeasible due to right-of-way constraints.</p>	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-22 Implementation of the project would increase the volume-to-capacity ratio by more than 0.05 at the intersection of Elk Grove Boulevard and Elk Grove-Florin Road, which is projected to operate at LOS F in the a.m. and pm. peak hours.</p>	<p>Significant</p>	<p>The deficiencies identified in Impact 4.2-22 is due to the insufficient capacity of the Elk Grove Boulevard /Elk Grove-Florin Boulevard intersection. In order to improve the intersection, an additional through lane for the east and west approaches and an additional left-turn lane for both the eastbound and northbound approaches should be provided. With these improvements the intersection would operate at LOS E in the p.m. peak hour under cumulative plus project conditions.</p> <p>The widening this section of Elk Grove Boulevard would be infeasible due to right-of-way costs associated with acquisition of existing commercial developments on both sides of the roadway, and due to the location of Heritage Oaks along and adjacent to the roadway at the Elk Grove Boulevard/Elk Grove Florin intersection.</p>	<p>Unavoidable Significant</p>
<p>Impact 4.2-23 Implementation of the project would degrade operations at the Poppy Ridge Road/West Stockton Boulevard intersection from LOS A to F in the p.m. peak hour.</p>	<p>Significant</p>	<p>MM4.2-23 Signalize the intersection of Poppy Ridge Road and West Stockton Boulevard and provide the following lane configurations:</p> <ul style="list-style-type: none"> <li>• Two left-turn lanes and two through lanes on the northbound approach;</li> <li>• One right-turn lane and two through lanes on the southbound approach; and</li> <li>• One left-turn and one right-turn lane on the eastbound approach.</li> </ul>	<p>Less than Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-24 Implementation of the project would further degrade operations on the segment of SR 99 south of the Grant Line Road interchange, which would operate at LOS E in the a.m. peak hour (northbound).</p>	<p>Significant</p>	<p>MM4.2-24 The deficiencies identified in Impact 4.2-24 and 4.2-25 are due to the insufficient capacity of the I-5 mainline. HOV lanes are planned on I-5 from the City of Sacramento area to Elk Grove Boulevard. Extending the HOV lanes south to the Hood Franklin Road interchange would improve each deficient ramp from LOS E to D.</p>	<p>The implementation of this improvement would eliminate the deficiency. This improvement is not currently programmed in the 1999 Metropolitan Transportation Plan (MTP). Consequently, while this is a viable mitigation measure, the timing of this improvement is not known and will depend on when Caltrans (acting as the lead agency) submits the project for inclusion into the MTP. As such, this impact is considered to be significant and unavoidable until the timing of this improvement is determined.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-25 Implementation of the project would further degrade operations on the segment of I-5 north of the Hood Franklin Road interchange would operate at LOS E in the a.m. peak hour (northbound),</p>	<p>Significant</p>	<p><b>MM4.2-25</b> It is expected that as development increases in the area, I-5 would be upgraded. HOV lanes are planned on I-5 from the City of Sacramento area to Elk Grove Boulevard. Extending the HOV lanes south to the Hood Franklin Road interchange would improve the northbound a.m. peak hour level of service from LOS E to D. The need for this improvement exists under both cumulative and cumulative plus project. The implementation of this improvement would eliminate the deficiency.</p>	<p>The implementation of this improvement would eliminate the deficiency. This improvement is not currently programmed in the 1999 Metropolitan Transportation Plan (MTP). Consequently, while this is a viable mitigation measure, the timing of this improvement is not known and will depend on when Caltrans (acting as the lead agency) submits the project for inclusion into the MTP. As such, this impact is considered to be significant and unavoidable until the timing of this improvement is determined.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-26 Implementation of the project would cause operations on the SR 99 southbound on-ramp to Elk Grove Boulevard to deteriorate from LOS C to F during the a.m. peak hour.</p>	<p>Significant</p>	<p><b>MM4.2-26</b> The deficiencies identified are due to insufficient capacity of elements of the SR 99/Elk Grove Boulevard interchange under cumulative with project conditions. A new SR 99/Poppy Ridge Road interchange would provide an alternative to both the Elk Grove Boulevard and Grant Line Road interchanges. The resulting decrease in traffic volumes would improve operations at the Elk Grove Boulevard/SR 99 southbound ramps, Elk Grove Boulevard/East Stockton Boulevard intersection, and SR 99 northbound off-ramp/East Stockton Boulevard intersection.</p>	<p>This improvement is not currently programmed in the 1999 Metropolitan Transportation Plan (MTP). Consequently, while this is a viable mitigation measure, the timing of this improvement is not known and will depend on when Caltrans (acting as the lead agency) submits the project for inclusion into the MTP. As such, this impact is considered to be significant and unavoidable until the timing of this improvement is determined.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
TRANSPORTATION AND CIRCULATION (continued)			
<p>Impact 4.2-27 Under cumulative with project conditions the I-5 southbound off-ramp at Hood Franklin Road is projected to operate unacceptably at LOS E during the p.m. peak hour, which exceeds Caltrans' LOS D threshold.</p>	<p>Significant</p>	<p><b>MM4.2-27</b> The deficiencies identified are due to the insufficient capacity of the I-5 mainline. HOV lanes are planned on I-5 from the City of Sacramento area to Elk Grove Boulevard. Extending the HOV lanes south to the Hood Franklin Road interchange would improve each deficient ramp from LOS E to D.</p>	<p>This improvement is not currently programmed in the 1999 Metropolitan Transportation Plan (MTP). Consequently, while this is a viable mitigation measure, the timing of this improvement is not known and will depend on when Caltrans (acting as the lead agency) submits the project for inclusion into the MTP. As such, this impact is considered to be significant and unavoidable until the timing of this improvement is determined.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
AIR QUALITY			
<p><i>Project</i></p> <p>Impact 4.3-1 Construction equipment and operations would generate emissions that exceed SMAQMD thresholds.</p>	Significant	<p>MM4.3-1 (a) The construction contract shall require that the contractor water all exposed soil surfaces to keep them moist at all times.</p> <p>MM4.3-1 (b) The construction contract shall require that the contractor water all dirt roads three times per day to prevent dust generation and that the contractor will limit travel speeds on any unpaved roads to 15 mph or less.</p> <p>MM4.3-1(c) The construction contract shall require that all trucks hauling soil, sand, or other loose material are covered and at least two feet of freeboard (i.e., minimum vertical distance between top of load and top of trailer) is maintained.</p> <p>MM4.3-1 (d) The construction contract shall require contractors to implement ridesharing programs for construction employees traveling to and from the site.</p>	Unavoidable Significant
<p>Impact 4.3-2 Daily operational emissions would exceed SMAQMD thresholds.</p>	Significant	<p>MM4.3-2 The project developer shall implement all 19 measures proposed by the applicant in the Draft AQ-15 and TSM Plan for the project to reduce peak hour vehicle trips by project employees and to reduce the emissions from both mobile and stationary sources.</p>	Unavoidable Significant

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
AIR QUALITY (continued)			
<p><i>Cumulative</i></p> <p>Impact 4.3-3 The proposed project would exceed SMAQMD thresholds for cumulative impacts.</p> <p>Impact 4.3-4 Development of project in combination with cumulative projects would result in emissions that exceed SMAQMD thresholds.</p>	Significant	Project specific mitigation measures 4.3-1(a) through 4.3-1(d) would apply to cumulative air quality constrictions impacts, but would not reduce impacts to a less than significant level. Implementation of the AQ-15 and TSM Plan would not be sufficient to reduce cumulative operational air quality impacts to a less than significant level.	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOISE			
<p>Project</p> <p>Impact 4.4-1 Construction equipment noise would affect sensitive receptor locations both and around the project site.</p>	<p>Significant</p>	<p>MM4.4-1 (a) Site preparation and construction activities shall be limited to between the hours of 6 A.M. to 8 P.M., Monday through Friday, and 7:00 A.M. to 8:00 P.M. on Saturday and Sunday (City of Elk Grove Noise Control Ordinance, Section #6.68.090). Furthermore, construction equipment maintenance shall be limited to the same hours.</p> <p>MM4.4-1 (b) All construction equipment shall be equipped with appropriate mufflers in good working condition.</p> <p>MM4.4-1(c) Construction staging areas shall be located as far from noise-sensitive uses as is feasible.</p> <p>MM4.4-1 (d) Stationary construction equipment shall be located as far from noise sensitive uses as feasible, and temporary or portable acoustic barriers shall be installed around the equipment/work area when within 100 feet or less of residential properties or other sensitive uses.</p> <p>MM4.4-1 (e) Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted on a sign no larger than 4 foot by 8 foot at all construction entrances to allow for surrounding and on-site property owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</p> <p>MM4.4-1 (f) If construction noise results in noise levels that exceed the 65 dB (A) <math>L_{dn}</math> /CNEL to onsite or adjacent residential land uses, the project applicant shall relocate the occupants on a temporary basis.</p>	<p>Unavoidable Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOISE (continued)			
Impact 4.4-2 Construction activities needed for the development of offsite infrastructure would result in increases in ambient noise condition along construction routes.	Significant	Implementation of mitigation measures MM4.4-1 (a) through 4.4-1(f).	Unavoidable Significant
Impact 4.4-3 Vibration associated with construction activities due to pile driving could affect nearby sensitive land uses.	Significant	<p>MM4.4-3 (a) If construction vibration results in peak ground velocities of more than 0.1 inches/second to onsite or adjacent residential land uses, the project applicant shall relocate the occupants on a temporary basis.</p> <p>MM4.4-3 (b) Prior to the commencement of pile driver operation in proximity to residential areas, an assessment of vibrations induced by pile driving at the site shall be evaluated. During indicator pile driving, vibrations should be measured at regular intervals to determine the levels of vibration at various distances from pile driving equipment. The indicator piles shall be driven at location at least 400 feet from any existing residents. After monitoring, methods of reducing the peak ground velocities to less than 0.4 inches/second shall be determined and implemented during production pile driving. Methods to reduce vibrations, if needed, could include cut-off trenches, and the use of smaller hammers. The vibration reduction techniques to be used should be described in a note attached to the construction plans for the project to be reviewed and approved by the appropriate City regulatory agency prior to issuance of building permits.</p>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOISE (continued)			
<p>Impact 4.4-4 Ambient noise conditions due to increased traffic resulting from the implementation of the project would occur along Poppy Ridge Road between Bruceville Road and West Stockton Boulevard, where an increase of 17.3 dB(A) is expected, and along Bilby Road where an increase in noise of approximately 7.4 dB(A) is expected.</p>	Significant	<p>MM4.4-4(a) Where feasible and consistent with City standards, speed limits on Poppy Ridge near West Stockton Boulevard or other arterials experiencing significant noise impacts shall be reduced. Each 5-mile per hour reduction in speed limits will decrease the CNEL level by approximately 1 dB(A).</p> <p>MM4.4-4 (b) Where feasible and consistent with City standards, medium and heavy duty truck traffic on Poppy Ridge near West Stockton Boulevard or other arterials experiencing significant noise impacts shall be restricted. Limiting medium and heavy-duty truck traffic will decrease the CNEL level by approximately 3 dB(A).</p>	Unavoidable Significant
<p>Impact 4.4-5 Exterior noise levels along West Stockton Boulevard within the project site would be approximately 70.5 dB(A), except in and around the multi-family land uses use where levels would be approximately 74.1 due to the combined noise levels of SR-99 and West Stockton Boulevard. This level is above the City's Acceptable level.</p>	Significant	<p>MM4.4-5 The project developer shall implement noise attenuation measures, as necessary to reduce exterior and interior noise levels below the thresholds shown in the <i>General Plan Noise Element</i>. Based on the Land Use Compatibility Guidelines in the Noise Element (as well as Policy NO-1), the exterior thresholds are 60 dB(A) Ldn/CNEL for residential uses and 65 dB(A) for commercial uses. Based on Policy NO-7, the interior threshold is 45 dB(A) Ldn/CNEL for residential uses. Based on Table II-3 of the Noise Element, the acceptable interior noise levels in conference rooms and small offices are 40 to 45 dB(A), in large offices, banks and stores, 45 to 50 dB(A), and in restaurants, 45 to 55 dB(A). The measures required shall be identified during the planning and design of individual projects within the project site, on the basis of a detailed acoustical analysis. The analysis shall consider traffic generated by the proposed project and anticipated cumulative development, based on the Sacramento County Traffic Model.</p>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOISE (continued)			
Impact 4.4-6 During nighttime periods, $L_{eq}$ parking lot noise levels could exceed the City Noise Level Performance $L_{max}$ Standard of 65 dB(A).	Significant	<b>MM4.4-6</b> A noise barrier of sufficient size to break the line of sight between exterior usable areas within the multi-family residential uses and traffic noise sources along SR99/West Stockton Boulevard and parking lot noise shall be developed along the District F boundary. The noise wall will be designed in accordance with design guidelines, as adopted by the City Council.	Less than Significant
Impact 4.4-7 The maximum sound levels (i.e., peaks) generated by the sweepers in parking lot areas could exceed the City's Noise Level Performance Standards for Residential Areas.	Significant	<b>MM4.4-7</b> Loading docks constructed on the project site shall be designed to have either a depressed (i.e., below grade) loading dock area; an internal bay; or wall to break the line of sight between residential land uses and loading operations. Acoustical analysis shall be performed to demonstrate that the loading docks do not result in noise levels that exceed City standards at nearby residential property lines. These components shall be incorporated into the plans to be submitted by the applicant to the City of Elk Grove for review and approval prior to the issuance of building permits	Less than Significant
Impact 4.4-8 The maximum sound levels (i.e., peaks) generated by loading and unloading of trucks could exceed the City's Noise Level Performance Standards for Residential Areas.	Significant	<b>MM4.4-8</b> Where sweepers are operated within 75 feet of residential uses, sweeper operations shall be restricted to the hours of 7:00 A.M. to 10:00 P.M.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOISE (continued)			
Impact 4.4-9 Given the location of onsite structures and proximity to residential use the possibility exists that during nighttime periods electrical and mechanical equipment sources could exceed the City' Noise Level Performance standards.	Significant	MM4.4-9 The applicant shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building design.	Less than Significant
<i>Cumulative</i> Impact 4.4-10 Development of project in combination with cumulative projects would result in increases in ambient noise conditions due combined construction activities.	Significant	Project specific mitigation measures 4.4-1(a) through 4.4-1(f) would apply to cumulative noise impacts, but would not reduce impacts to a less than significant level. Implementation of vibration mitigation measures 4.4-3 (a) and 4.4-3(b) for cumulative projects would reduce impacts to a less than significant level.	Unavoidable Significant
Impact 4.4-11 The project's contribution to cumulative ambient noise level increases along Poppy Ridge Road would be approximately 3 dB(A) and along Bilby Road approximately 6.5 dB(A).	Significant	Mitigation measures 4.4-4(a) and 4.4-4(b) would not be sufficient to reduce cumulative traffic noise levels to a less than significant level.	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HAZARDS			
Impact 4.5-1 During removal and construction activities, the project could result in the disturbance of friable (intact) ACBMs or in a form that could allow fibers to become airborne.	Significant	MM4.5-1 Prior to the issuance of demolition permits for existing onsite structures, asbestos-material sampling shall be conducted to determine if materials are present. Any identified asbestos-containing materials present in each of the structures to be dismantled shall be removed under acceptable engineering methods and work practices by a licensed asbestos abatement contractor prior to removal. These practices include, but are not limited to: containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agency (the Sacramento Metropolitan Air Pollution Control District) and shall include all on-site structures with ACBM.	Less than Significant
Impact 4.5-2 During removal and construction activities, the project could result in the disturbance of lead paint materials and expose persons to airborne material.	Significant	MM4.5-2 (a) Prior to the issuance of demolition permits for existing onsite structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations.  MM4.5-2 (b) The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HAZARDS (continued)			
Impact 4.5-3 During removal and construction activities, the project could result in the disturbance of PCB- containing light ballasts or onsite electrical transformers.		MM4.5-3 All on-site fluorescent light ballasts and electrical transformers shall be assumed to contain PCBs and shall be removed prior to removal activities and disposed of by a licensed and certified PCB removal contractor, in accordance with local, state, and federal regulations.	Less than Significant
Impact 4.5-4 During removal and construction activities, the project may result in the disturbance of heavy metals (predominately mercury) that may be present in fluorescent light tubes, high intensity discharge (HID) lamps, and HVAC thermostats contained on the project site.		MM4.5-4 All on-site fluorescent light tubes, high intensity discharge (HID) lamps, and HVAC thermostats shall be assumed to contain heavy metals and shall be removed prior to demolition activities and disposed of by a licensed and certified removal contractor, in accordance with local, state, and federal regulations.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HAZARDS (continued)			
<p>Impact 4.5-5 During construction activities previously undocumented soil and/or ground water contamination onsite and offsite may be discovered.</p>	Significant	<p>MM4.5-5 While not known to occur on-site, if contaminated soil and/or ground water is encountered during the removal of on-site debris or during excavation and/or grading both on and offsite, the construction contractors shall stop work and immediately inform the City. Environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.</p>	Less than Significant
PUBLIC SERVICES AND UTILITIES			
<p>Wastewater <i>Project</i></p> <p>Impact 4.6.2-1 The project could potentially impact the existing sewer network if construction of project improvements would not occur consistent with need, and if the proposed system was not properly designed and constructed.</p>	Significant	<p>MM4.6.2-1 The project applicant shall design and construct all sewer lines consistent with the Sewer Master Plan. The project applicant shall also pay the required sewer connection and capacity fees that are used to fund expansion of facilities.</p>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PUBLIC SERVICES AND UTILITIES (continued)			
Impact 4.6.2-2 Use of the existing 30-inch trunk sewer line in East Stockton Boulevard as an interim connection to the sanitary sewer network may exceed capacity of this trunk line.	Significant	MM4.6.2-2 The project applicant and the Sacramento Regional County Sanitation District shall come to a mutual agreement that provides for full mitigation of potential project impacts to the East Stockton Boulevard Trunk Sewer. This agreement shall be provided to the City of Elk Grove Public Works Department prior to recordation of the tract map, and the agreed upon physical improvements, if required, shall be in place prior to the issuance of occupancy permits.	Less than Significant
<p>Fire Service</p> <p><i>Project</i></p> <p>Impact 4.6.4-1 Emergency crews responding to a call for service at the construction site may not arrive within the minimum response time of five minutes considered acceptable by the EGCSD.</p>	Significant	MM4.6.4-1 Uses constructed on the project site shall meet the minimum necessary fire flow and other standard fire protection and life safety requirements identified in the Uniform Fire Code. Construction sites shall ensure adequate on-site water supply and all-weather access for fire-fighting equipment and emergency vehicles before framing can occur. The applicant shall also pay the Fire Protection Development Fee in effect at the time of building permit issuance.	Less than Significant
Impact 4.6.4-2 The project may have a significant impact on the ability of the Fire Department to conduct plan review and site inspection services.	Significant	MM4.6.4-2 Prior to issuance of building permits, the applicant and the EGCSD shall reach an agreement on funding to provide adequate staff to conduct site plan review and construction inspection services for the project. The agreement shall specify funding levels and timing of payment.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PUBLIC SERVICES AND UTILITIES (continued)			
<p>Impact 4.6.4-3 Project operation may significantly impact Fire Department Response times during the period between project opening and construction of planned Station #78.</p>	<p>Significant</p>	<p>MM4.6.4-3(a) The Draft Public Facilities Financing Plan for the project shall provide either complete early funding for a permanent fire station (by means of developer financing of the station with a provision for credit against the Fire Protection Development Fee) or developer financing of a temporary fire station. Sufficient funds will also be required to purchase an engine and grass unit. The Plan shall contain a provision that allows reimbursement for payment of those funds beyond the proposed project's "Fair Share."</p> <p>MM4.6.4-3 (b) All signalized intersections installed by the project developer shall be equipped with traffic pre-emption devices at the time of installation.</p>	<p>Less than Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PUBLIC SERVICES AND UTILITIES (continued)			
<p>Police Protection</p> <p><i>Project</i></p> <p>Impact 4.6.5-1 Project operation would increase demand for law enforcement service in the City of Elk Grove and potentially slow response times.</p>	<p>Significant</p>	<p>MM4.6.5-1 (a) Mall management shall contract with a private security firm to provide uniformed patrols both inside and outside the mall.</p> <p>MM4.6.5-1 (b) Mall management and security shall meet with the Sheriff's Department prior to opening to coordinate efforts in addressing anticipated law enforcement problems. Meeting minutes that identify action items are to be taken and signed by all participating parties.</p> <p>MM4.6.5-1(c) Mall management shall offer space within the Mall for a storefront station. The offer shall be made in writing and submitted to both the Sheriff's Department and City Planning Department.</p> <p>MM4.6.5-1 (d) Signs shall be posted banning loitering, skateboarding, rollerblading, and public drinking. Signs shall be posted indicating parking is for mall customers only.</p> <p>MM4.6.5-1 (e) Outdoor parking lot lighting shall be a minimum of one (1) foot candles minimum maintained illumination per square foot of parking surface during business hours and 0.25 foot candles of minimum maintained illumination per square foot of parking surface on any walkway, alcove, or passageway. Entranceways shall have a minimum of one-foot candle lighting. All light fixtures shall be vandal resistant.</p>	<p>Less than Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PUBLIC SERVICES AND UTILITIES (continued)			
Schools <i>Project</i> Impact 4.6.6-1 Habitation of the proposed residential units will increase the number of students attending local public schools, which are presently at or over design capacity.	Significant	MM4.6.6-1 The project applicant shall pay developer fees to the EGUSD as required by state law to cover the increase in residential and commercial space associated with the proposed project. The property owner shall also pay the Mello-Roos tax on the subject property.	Less than Significant
Parks and Recreation <i>Project</i> Impact 4.6.7-1 Habitation of residential uses proposed by the project would increase the demand for parks and recreation.	Significant	MM4.6.7-1 The project applicant shall meet the parkland requirements outlined in Section 22.40.045 of the City Code.	Less than Significant
HYDROLOGY AND WATER QUALITY			
<i>Project</i> Impact 4.7-1 Construction activities associated with the development of the project and of offsite infrastructure and improvement may result in short-term water quality problems.	Significant	MM4.7-1 The project applicant shall prepare and submit to the City of Elk Grove, a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout all phases of grading and project construction. The SWPPP will incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. Examples of BMPs that may be implemented during site grading and construction could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY (continued)			
<p>Impact 4.7-2 Implementation of the project may degrade long-term water quality due to the deposition of pollutants generated by motor vehicle uses on project roadways, parking lot areas, and other surfaces both on and offsite, as well as the maintenance and operation of landscape areas.</p>	<p>Significant</p>	<p>MM4.7-2 (a) The project engineer shall consult with the City when designing the proposed detention basin, and the developer shall submit detention basin designs and proposed plantings in and around the detention basin to these agencies for review and approval prior to approval of the improvement plans.</p> <p>MM4.7-2(b) Any biofilter swales and vegetated strips shall be placed in the bottom of channel areas and be designed to provide biofiltration of pollutants in project runoff. The project engineer shall consult with the City when designing these areas, and the developer shall submit designs of the areas to these agencies for review and approval prior to approval of the Final Map. The developer shall retain a qualified specialist to assist in designing the features, to maximize their effectiveness in removing pollutants.</p> <p>MM4.7-2(c) The project applicant shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be designed, constructed and maintained to meet a performance standard established by the City. The City or project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities shall include (but not be limited to) initial setup, yearly maintenance, and yearly monitoring.</p>	<p>Less than Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY (continued)			
Impact 4.7-2 (continued)		<p>During project operation, the project shall implement actions and procedures established to reduce the pollutant loading in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that are relevant to the Lent Ranch project and shall be implemented include:</p> <ul style="list-style-type: none"> <li>• Public Education/Participation activities. Information shall be provided to new project residents and tenants regarding pollution prevention;</li> <li>• Materials Management activities. The project shall implement the following measures within any common landscaping or other facilities on-site.</li> <li>• Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using, safer alternative products;</li> <li>• Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</li> </ul>	

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY (continued)			
Impact 4.7-2 (continued)		<ul style="list-style-type: none"> <li>• Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. The project shall notify project residents of household hazardous waste and used oil recycling at collection centers and round up activities conducted by the City.</li> <li>• Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</li> <li>• Illegal Dumping controls. The Covenants, Conditions, and Restrictions (C, C, &amp; R's) for the project shall include a prohibition on the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain systems, open space areas, and creeks;</li> </ul>	

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY (continued)			
Impact 4.7-2 (continued)		<ul style="list-style-type: none"> <li>• Stormwater pollution source controls shall be conditioned to provide a permanent storm drain message "No Dumping - Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in, place adjacent to the inlet (for parking lots and areas without curbs).</li> <li>• Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way; grease traps and other stormwater quality control devices on private property shall be maintained by the project.)</li> </ul>	

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>BIOLOGICAL RESOURCES</b>			
<p><i>Project</i></p> <p>Impact 4.8-1 Project construction will result in the direct conversion of approximately 285 acres of agricultural land onsite and approximately 8 acres offsite for the detention basin that provides suitable foraging habitat for the Swainson's hawk.</p>	<p>Significant</p>	<p>MM4.8-1 (a). Prior to improvement plan approval or building permit issuance, whichever comes first, implement one of the following alternatives to mitigate for the loss of 293 acres of Swainson's hawk foraging habitat:</p> <ul style="list-style-type: none"> <li>• Preserve 293 acres (1 acre for each lost) of similar habitat within a 10-mile radius of the project site to be protected through fee title or conservation easement acceptable to the California Department of Fish and Game</li> <li>• Prepare and implement a Swainson's Hawk Mitigation Plan to the satisfaction of the California Department of Fish and Game that includes preservation of Swainson's hawk foraging habitat.</li> <li>• Submit a payment of a Swainson's hawk impact mitigation fee per acre impacted to the Department of Planning and Community Development in the amount as set forth in Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent said Chapter remains in effect.</li> </ul>	<p>Less than Significant</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-1 (continued)		MM4.8-1(b) In accordance with CDFG mitigation guidelines for Swainson's hawks, if active Swainson's hawk nests are found within 1/2 mile of the construction site, clearing and construction shall be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. If a nest tree is found on the project site prior to construction and will be removed, then appropriate permits from CDFG shall be obtained pursuant to CDFG guidelines.	
Impact 4.8-2 Project construction has the potential to result in the direct loss of active bird nests or the abandonment and loss of such nests on and in the vicinity of the project site.	Significant	MM4.8-2 (a) No earlier than 45 days and no later than 20 days prior to the commencement of any construction that would occur during the nesting/breeding season (February 1 through September 1), a field survey shall be conducted by a qualified biologist to determine if active nests of special-status birds such as white-tailed kite, California horned lark, burrowing owl, Swainson's hawk, or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code occur on the site. These surveys shall include all areas in or within 250 feet of the construction zone, including the extent of the directly affected portion of the drainage ditch. In addition, nesting surveys for Swainson's hawks shall include all areas in or within 1 mile of the construction site in order to ascertain the specific long-term mitigation replacement ratios for loss of foraging habitat.	Less than Significant

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-2 (continued)		<p>MM4.8-2 (b) Within 30 days prior to any construction activities outside of the breeding season (September 1 through January 31), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are residing on the site, in order to ensure no owls are inadvertently buried during construction. If owls are observed on the site prior to ground-disturbance activities, measures such as flagging the burrow and avoiding disturbance, passive relocation, or active relocation to move owls from the site, as determined by a qualified biologist and as approved by the CDFG, shall be implemented. In addition, a qualified biologist shall monitor initial grading to ensure that no owls are harmed during the process.</p> <p>All surveys for burrowing owls shall be conducted according to CDFG protocol. This protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The surveys should be at least three hours long, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when owls are typically less active and visible.</p>	

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-2 (continued)		MM4.8-2(c) Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, if active songbird nests or active owl burrows are found within the survey area, clearing and construction within a minimum of 250 feet for owls and 100 feet for songbirds, or as determined by a qualified biologist to ensure disturbance to the nest will be minimized shall be postponed or halted. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by bright orange temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.	

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
<p>Impact 4.8-3 Construction of off-site stormwater drainage infrastructure may disturb or require removal of elderberry shrubs that provide suitable breeding and foraging habitat.</p>	<p>Significant</p>	<p>MM4.8-3. If the existing stand of elderberry must be removed, prior to approval of grading permits, the project applicant shall undertake consultation with the USFWS pursuant to Section 10(a) of the Federal Endangered Species Act for an incidental take permit for removing the existing elderberry stand. Under this permit, the USFWS may allow transplantation of all elderberry plants with a stem diameter of one inch or greater while monitored by a qualified biologist and using USFWS-approved timing and procedures to reduce loss of plants or beetles. Prior to transplantation, a site shall be selected in consultation with the USFWS for protection in perpetuity and based on connectivity to other suitable beetle habitat areas.</p> <p>Additional elderberry plants shall be planted in the mitigation area at ratios of 2:1 to 5:1, depending on the quality of the beetle habitat being removed. For plants with stem diameters one inch or greater with no emergence holes, the ratio is 2:1. If beetles are present as evidenced by emergence holes in 50 percent or less of the shrubs one inch or more in diameter, the ratio is 3:1. If emergence holes are present in over 50 percent of the shrubs one inch or more in diameter, then the ratio of replacement shrubs is 5:1. Because the number of the shrubs to be planted is dependent on the presence or absence of beetle exit holes, the stems larger than 1 inch in diameter would need to be reexamined prior to removal.</p>	<p>Less than Significant</p>

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
<p>Impact 4.8-4 Construction activity may result in the direct loss of an individual Giant garter snake observed on-site.</p>	<p>Significant</p>	<p>MM4.8-4 (a). Prior to grading or other site preparation activities, the applicant shall install temporary fabric fencing, a minimum of 3 feet in height, along the western edge of the property to prevent giant garter snakes from entering construction areas. The fencing will need to be regularly inspected and maintained. Exclusion fencing must remain in place and be maintained for the duration of the construction activities in order to prevent snakes from entering construction areas.</p> <p>MM4.8-4 (b). Construction activities, particularly within the western portion of the site, should be conducted as much as is feasible within the active period of the snake (generally from May 1 to October 1). Direct impacts are lessened during this time because snakes are actively moving and avoiding danger. More danger is posed to snakes during their inactive period, because they are occupying underground burrows or crevices and are more susceptible to direct effects, especially during excavation.</p> <p>MM4.8-4(c). Any dewatered habitat must remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat.</p>	<p>Less than Significant.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-4 (continued)		MM4.8-4 (d). Construction personnel shall participate in a Service-approved worker environmental awareness program. Under this program, workers shall be informed about the presence of giant garter snakes and habitat associated with the species and that unlawful take of the animal or destruction of its habitat is a violation of the Act. Prior to construction activities, a qualified biologist approved by the Service shall instruct all construction personnel about: (1) the life history of the giant garter snake; (2) the importance of irrigation canals, marshes/wetlands, and seasonally flooded areas, such as rice fields, to the giant garter snake; and (3) the terms and conditions of the biological opinion. Proof of this instruction shall be submitted to the Sacramento U.S. Fish and Wildlife Office.	

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-4 (continued)		MM4.8-4 (e) Within 24-hours prior to commencement of construction activities, the site shall be inspected by a qualified biologist who is approved by the Service's Sacramento Fish and Wildlife Office. The biologist will provide the Service with a field report form documenting the monitoring efforts within 24-hours of commencement of construction activities. The monitoring biologist needs to be available thereafter; if a snake is encountered during construction activities, the monitoring biologist shall have the authority to stop construction activities until appropriate corrective measures have been completed or it is determined that the snake will not be harmed. Giant garter snakes encountered during construction activities should be allowed to move away from construction activities on their own. Capture and relocation of trapped or injured individuals can only be attempted by personnel or individuals with current Service recovery permits pursuant to Section 10(a) 1(A) of the Act. The biologist shall be required to report any incidental take to the Service immediately by telephone at (916) 979-2725 and by written letter addressed to the Chief, Endangered Species Division, within one working day. The project area shall be re-inspected whenever a lapse in construction activity of two weeks or greater has occurred.	
Impact 4.8-5 Construction activity has the potential to disrupt breeding and nesting activity of sensitive bird species known to occur in the project area.	Significant	Implementation of mitigation measures MM4.8-2 (a) through 4.8-2(c).	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
<p>Impact 4.8-6 Project development would result in the loss of native and landmark-sized trees, which is in conflict with the City's Tree Ordinance.</p>	<p>Significant</p>	<p>MM4.8-6 (a). Valley oaks that meet the criteria contained in the City's Tree Preservation Ordinance will be avoided by construction and protected during all construction activity, if feasible. To protect oak trees, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>a. Before initiating any construction activity near the protected oak trees, install chain-link fencing or a similar protective barrier at least one foot outside the dripline of each tree or as far as possible from the tree trunk where the existing road is within the tree dripline. The barrier fencing will remain in place for the duration of construction activity.</li> <li>b. Any required pruning of oak trees shall be conducted before construction activity begins. Oak trees that require pruning of branches larger than two inches in diameter shall be pruned by a certified arborist. No pruning of the six-foot-diameter tree will be permitted.</li> <li>c. No signs, ropes, cables (except cables that may be installed by a certified arborist or other professional tree expert), or other items shall be attached to the oak trees.</li> <li>d. No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of oak trees.</li> </ul>	<p>Less than Significant</p>

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-6 (continued)		<p>MM4.8-6 (a). (continued)</p> <p>e. No grading shall be allowed within the driplines of oak trees, except where paved roadway already exists. Removal of pavement within the driplines of oak trees shall be conducted in the presence of a certified arborist to ensure that damage and stress to any oak tree is minimized.</p> <p>f. Conduct any work necessary within the dripline by hand.</p> <p>g. Paving within the driplines of oak trees shall be stringently minimized. When paving is absolutely necessary, porous material shall be used or a piped aeration system shall be installed under the supervision of a certified arborist.</p> <p>h. Landscaping beneath oak trees may include non-plant materials such as boulders, cobbles, and wood chips. The only plant species that shall be planted within the driplines of oak trees are those that are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.</p> <p>i. No sprinkler system shall be installed in such a manner that it irrigates within the driplines of oak trees.</p>	

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
Impact 4.8-6 (continued)		MM4.8-6 (b). For any oak trees with a diameter of six inches or more measured at 4.5 feet above grade that are removed due to project construction, a tree mitigation plan shall be submitted to the City of Elk Grove in accordance with City requirements. Pursuant to City Tree Ordinance, the number of oak trees to be replanted will be determined based on the number of inches of oak trees to be removed. Mitigation areas, if needed, shall be within the project area limits. The plan shall include the following components: <ul style="list-style-type: none"> <li>a. number, location and species of the replacement trees to be planted,</li> <li>b. methods of irrigation for planted trees,</li> <li>c. planting and maintenance schedule, and</li> <li>d. plan for care of planted trees for a three-year establishment period and replacement of any planted trees that do not survive.</li> </ul>	
Impact 4.8-7 Nighttime light can disturb breeding and foraging behavior and can potentially alter breeding cycles of birds, mammals, and invertebrates.	Significant	MM4.8-7. All lighting along the perimeter of the site shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the surrounding area.	Less than Significant.

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (continued)			
<p><i>Cumulative</i></p> <p>Impact 4.8-8 Cumulative development in the southern Sacramento County area would result in the loss of a number of other agricultural areas and the connectivity they provide between preserved open space areas and as temporary resting and foraging sites for migrating birds. The loss of an additional 293 acres of habitat as a result of the Lent Ranch project would significantly contribute to the ongoing conversion of wildlife habitat in the Southern Sacramento County area to a developed condition. When viewed in terms of the overall value of this habitat to both common and special-status wildlife species, this additional loss of wildlife habitat is substantial and therefore, considered a significant cumulative impact. Finally, continued development in the area also cumulatively contributes to the increased nighttime light and glare, which can disturb breeding and foraging behavior of birds, mammals, and invertebrates.</p>	<p>Significant</p>	<p>The implementation of mitigation measures for the loss of Valley elderberry beetle habitat and Swainson's hawk foraging habitat would preserve and manage suitable foraging habitat for these species off site, which, according to the USFWS programmatic consultation and Swainson's hawk ordinance were determined by the City, Sacramento County, USFWS and CDFG to be suitable mitigation both for project and cumulative impacts to loss of habitat. Therefore, after mitigation, the loss to these species would be less-than-significant.</p> <p>Because the habitat that would be managed on behalf of the Valley elderberry beetle and Swainson's hawks would provide high quality riparian habitats or agricultural lands with reduced disturbance, they would be expected to reduce the cumulative impact to many common and special-status species which potentially inhabit or forage on the site to a less than significant level.</p>	<p>Unavoidable Significant impact for loss of habitat for common wildlife and indirect light and glare impacts.</p>

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>GEOLOGY AND GEOTECHNICAL HAZARDS</b>			
Impact 4.9-1 Grading and Earthwork necessary to construct the project could result in wind and water driven erosion of soils.	Significant	Implementation of mitigation measure MM4.7-1.	Less than Significant
Impact 4.9-2 Trenching and grading for installation of off-site infrastructure could result in wind and water driven erosion of soils.	Significant	Implementation of mitigation measure MM4.7-1.	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>CULTURAL RESOURCES</b>			
<p><i>Project</i></p> <p>Impact 4.10-1 Project construction has the potential to disturb previously unknown archaeological resources, including artifacts and human remains.</p>	Significant	<p>MM4.10-1 (a) In the event artifacts or unusual amounts of stone, bone, or shell are uncovered during excavation and grading operations, all construction activity shall cease until a qualified archeologist can be consulted to determine the extent and importance of the find and recommend appropriate mitigation. Any artifacts uncovered shall be recorded and removed for storage at a location to be determined by the archeologist.</p> <p>MM4.10-1 (b) If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are Native American, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendent. The descendent will then recommend to the landowner appropriate disposition of the remains and any grave goods</p>	Less than Significant
<p>Impact 4.10-2 Development of off-site infrastructure has the potential to disturb previously unknown cultural resources.</p>	Significant	<p>Implementation of mitigation measures MM4.10-1 (a) and MM4.10-1(b)</p>	Less than Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
VISUAL QUALITY			
<p><i>Project</i></p> <p>Impact 4.11-1 the proposed project would altar the project site's visual character from a rural area to a suburban environment. Views of open areas would be replaced by views of residential and commercial uses. Setbacks, landscaping, varied building heights and sizes, and varied building locations would provide visual relief, but would not be sufficient to completely alleviate this impact</p>	Significant	There are no feasible project-specific mitigation measures, because the impact is inherently related to the general conversion of an agricultural area to suburban development.	Unavoidable Significant
<p>Impact 4.11-2 Implementation of the project would introduce light and glare sources to the project area.</p>	Significant	<p>MM4.11-2 (a) Taller growing trees and/or shrubs shall be planted along the borders of the project site where the project will interface with planned development in the Southpointe project and existing agricultural uses. The use of this material will screen the project from these uses and minimize the potential for light and glare impacts.</p> <p>MM4.11-2 (b). All parking lot pole lights and streetlights shall be fully hooded and back shielded to reduce the light "spillage" and glare. In addition, lighting shall not exceed an illumination of a one-foot standard.</p> <p>MM4.11-2(c). Non-glare glass shall be used in all commercial buildings to minimize and reduce impacts from glare. Office buildings, which are allowed by the Draft Design Guidelines to use semi-reflective glass, must be oriented so that the reflection of sunlight is minimized.</p>	Unavoidable Significant

**Table 2.0-1 (continued)**  
**Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
VISUAL QUALITY (continued)			
Impact 4.11-3 Those who enjoy the agricultural appearance of the area may believe that the project as proposed significantly impacts the scenic corridor of SR-99, even if well designed.	Significant	There are no feasible project-specific mitigation measures, because the impact is inherently related to the general conversion of an agricultural area to suburban development.	Unavoidable Significant
<i>Cumulative</i> Impact 4.11-4 Implementation of the project in combination with other project would introduce new development into an agricultural area and increase nighttime lighting and glare.	Significant	There are no feasible cumulative mitigation measures, because the impact is inherently related to the general conversion of an agricultural area to suburban development.	Unavoidable Significant
LAND USE/POPULATION, HOUSING, AND EMPLOYMENT			
As discussed in <b>Section 4.1, Agricultural Resources</b> , potential land use conflicts associated with project could result from the agricultural-commercial and agricultural-residential interface. Potential land use interface conflicts can individually or cumulatively decrease the efficiency of farming operations which can cause production costs to rise, and make farming operation less appealing.	Significant	Mitigation measures to reduce project impacts associated with land use related issues are contained within <b>Section 4.1, Agricultural Resources, Section 4.4, Noise, and Section 4.11, Visual Quality</b>	Unavoidable Significant which was previously acknowledged under Agricultural Resources.

**Table 2.0-1 (continued)  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
LAND USE/POPULATION, HOUSING, AND EMPLOYMENT (continued)			
<p>As indicated in <b>Section 4.4</b>, the proposed project would result in an increase in noise in the area from noise sources associated with the proposed parking areas, sweepers, electrical and mechanical equipment, loading docks, and vehicle traffic. With exception of vehicle noise, all increases in noise would be will be reduced through the implementation of the mitigation measures. Traffic noise could not be reduced to a less than significant level, and would result in associated land use compatibility issues.</p>	Significant	Mitigation measures to reduce project impacts associated with land use related issues are contained within <b>Section 4.1, Agricultural Resources, Section 4.4, Noise, and Section 4.11, Visual Quality</b>	Unavoidable Significant which was previously acknowledged under Noise
<p>As discussed in <b>Section 4.11, Visual Quality</b>, the proposed project would result in the conversion of an agricultural area to urban uses, and significant visual impacts could result. The project could also result in significant light and glare impacts, and would contribute to the overall cumulative change in the open visual character of the project area. Project-specific and cumulative impacts to the change in views were considered to be significant and unavoidable.</p>	Significant	Mitigation measures to reduce project impacts associated with land use related issues are contained within <b>Section 4.1, Agricultural Resources, Section 4.4, Noise, and Section 4.11, Visual Quality</b>	Unavoidable Significant which was previously acknowledged under Visual Quality.
ECONOMIC AND SOCIAL EFFECTS			
<p>The extensive growth planned for the south Sacramento County area would be capable of supporting the proposed project. While the proposed project may have some potential to compete with existing shopping centers to the north in the near term (including Downtown Plaza and Arden Fair Mall), diversion of sales from these centers is not likely to be significant in terms of their continuing economic viability.</p>			